



ROCKY HILL



2015 Plan of Conservation and Development



CONTENTS

Cover Photographs

The cover photographs illustrate some of the things that make Rocky Hill special:

- the Rocky Hill ferry and the Connecticut River
- farmlands and scenic views
- the Town Hall area and historic Academy Hall
- residential homes and neighborhoods
- dinosaur tracks making Rocky Hill a National Natural Landmark
- businesses contributing to a strong economy and tax base

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WELCOME!



June 2015

To Rocky Hill Residents,

This document is the 2015 Plan of Conservation and Development for Rocky Hill, Connecticut. Following a public hearing on June 8, the Rocky Hill Planning & Zoning Commission adopted this Plan with an effective date of June 26, 2015.

It has been the Commission's goal to develop a Plan that reflects the consensus of the community and establishes a working blueprint for the future of Rocky Hill. As we have all worked together to develop the Plan, it is important to stress that the recommendations in the Plan are designed to:

- improve the overall quality of life in Rocky Hill, and
- promote the character of Rocky Hill.

We hope that all Rocky Hill residents will now work together to implement the Plan.

Sincerely,

Dimple Desai, Chair
Planning and Zoning Commission

Images of Rocky Hill

Natural Resources



Town Center



Community Facilities



Open Space



Residential Development



Transportation



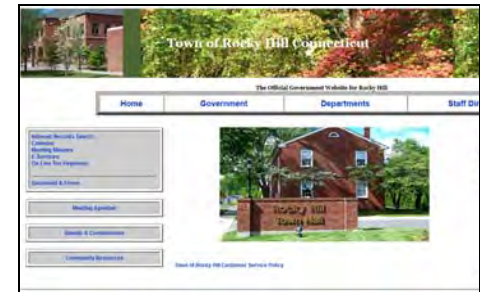
Community Character



Business Development



Communications



INTRODUCTION

1

Overview

This document is the 2015 Plan of Conservation and Development (POCD) for Rocky Hill, Connecticut. It was adopted on June 8, 2015 with an effective date of June 26, 2015. In accordance with Section 8-23 of the Connecticut General Statutes (CGS), this plan should be updated by June 26, 2025.

A Plan of Conservation and Development is a document that identifies a common vision for the future physical development of a community. While it will often address issues related to the economic development and social development, its key purpose and function is to address the physical aspects of how a community grows and changes over time. For any plan to be successful, it must also identify how this vision will be realized. This Plan also identifies the policies and action steps which will help attain the future vision for Rocky Hill.

While a vision can be a powerful thing, it is important to note that a Plan of Conservation and Development is primarily an advisory document. It is intended to guide local residents, suggest desirable future directions and outcomes, and provide a framework for consistent decision-making with regard to conservation and development activities in Rocky Hill over the next decade or so.

While the statutory responsibility to adopt the Plan rests with the Planning and Zoning Commission, implementation will only occur with the diligent efforts of the residents and officials of the Town of Rocky Hill. The Plan will only be effective if it is understood and supported by the people of Rocky Hill, and implemented by local boards and commissions.

*“If you don’t
know where
you’re going,
you’ll wind up
somewhere
else.”*

**Yogi Berra,
Baseball Legend
Renowned Punster**

The following text box summarizes some key statutory provisions related to Plans of Conservation and Development.

EXCERPTS FROM CGS 8-23 – PLAN OF CONSERVATION AND DEVELOPMENT

The Commission shall:

- prepare, adopt and amend a plan of conservation and development ...
- review the plan of conservation and development at least once every ten years ...
- adopt such amendments to the plan or parts of the plan ... as the commission deems necessary to update the plan.

The Plan shall:

- be a statement of policies, goals and standards for the physical and economic development of the municipality, ...
- show the commission's recommendation 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 the ... parts of the municipality.
- be designed to promote with the greatest efficiency and economy the coordinated development of the municipality and the general welfare and prosperity of its people.
- make provision for the development of housing opportunities, including opportunities for multifamily dwellings consistent with soil types, terrain and infrastructure capacity, for all residents of the municipality and the planning region ...
- promote housing choice and economic diversity in housing, including housing for both low and moderate income households, and encourage the development of housing which will meet the housing needs ...
- take into account the state plan of conservation and development ... and note any inconsistencies it may have with said state plan.
- consider the use of cluster development to the extent consistent with soil types, terrain, and infrastructure capacity.

The Plan may:

- show the commission's recommendation for a system of principal thoroughfares, parkways, bridges, streets and other public ways; for airports, parks, playgrounds and other public grounds; for general location, relocation and improvement of public buildings; for the general location and extent of public utilities and terminals, whether publicly or privately owned for water, sewerage, light, power, transit and other purposes; and for the extent and location of public housing projects.
- include recommended programs for the implementation of the plan ...
- (include) such other recommendations ... in the plan as will ... be beneficial to the municipality.

CONDITIONS & TRENDS

2

Overview

This section of the Plan of Conservation and Development provides a general overview of conditions and trends affecting Rocky Hill.

History



People



Housing



Economy



“If we could first know where we are and whither we are tending, we could then better judge what to do and how to do it.”

**Abraham Lincoln,
American President**

Key Dates

Rocky Hill was originally part of Wethersfield.

A separate religious parish was formed around 1722 so that residents of this area did not have to travel to Wethersfield for religious services. Such a journey could be quite an undertaking, especially in the middle of winter.

Then, in 1843, residents received permission from the General Assembly to establish a separate municipality.

History of Rocky Hill

While the geologic history of many areas is often forgotten, the discovery of dinosaur bones in Rocky Hill in 1966 serves as a reminder of the prehistoric origins of this area. Native Americans are believed to have lived in this area for the last 10,000 years or so although there is no written record of their culture. Archeological remains of a large Native American settlement were discovered in Rocky Hill (known as the "Morgan site").

Europeans "discovered" this part of New England in 1614 when Dutch explorer Adriaen Block sailed up what we now call the Connecticut River. Dutch and British trade with Native Americans eventually led to settlement of Wethersfield after 1634. As population grew, settlers moved southwards from Wethersfield into what we now call Rocky Hill by around 1650.

Dinosaur Tracks Found In Rocky Hill



Diorama Of A Native American Settlement



Mashuntucket Pequot Museum

"Discovery Of Connecticut"



Colonial Lifestyle



While farming was the main economic activity for quite some time, Rocky Hill did enjoy a period as a major port.

Wethersfield had initially established itself as a major port by virtue of its location at a key bend in the Connecticut River. However, around the year 1700, significant flooding re-oriented the main channel of the Connecticut River and deposited sandbars in several key locations. The end result was to make the port facilities in Wethersfield inaccessible by larger sea-faring boats.

In response, new port facilities were established in Stepney Parish (as Rocky Hill was known at the time) and this area became a major maritime commercial area where goods were unloaded for shipment by land or transferred to smaller vessels to complete the journey to areas upstream. With the increase in commercial activity, docks were built and ship-building enterprises were established. Academy Hall was established as an early educational center to teach maritime and navigational skills. In addition, many fine homes of ship captains were built here.

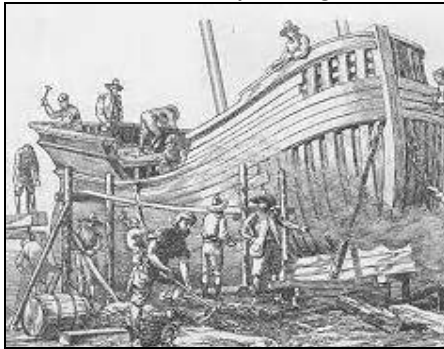
It has been estimated that over 200 ships were built here, mostly sloops and brigs. However, during the Revolutionary War, the General Assembly requisitioned a large vessel to be to be built and outfitted in Stepney Parish as an armed vessel to engage the British. Being selected to build this vessel was a source of enormous pride for residents and this vessel, the “Minerva”, became the basis for the Town logo many years later.

Shipbuilding

Even though Rocky Hill was not incorporated until 1843, the fact that the community had been selected to build a large vessel on behalf of the Colony was a source of immense pride.

The vessel, the “Minerva”, became the basis for the Town logo many years later.

Colonial Shipbuilding



Historic Home



Academy Hall



Even though Rocky Hill is no longer known as a port or maritime center, this era in its history lives on.

The maritime era in Rocky Hills' history eroded over time as a result of the dredging of the Connecticut River after 1810, the improvement of the overall road system, and the introduction of the railroad in the mid-1800s. Rocky Hill returned to being a primarily agricultural community.

The arrival of trolley service around 1910 began the transformation of Rocky Hill to a suburban community. While growth was slow at first, it accelerated over time with the proliferation of the automobile and the expansion of the highway system. The Silas Deane Highway was one of the first "bypass roads" built in Connecticut to address traffic congestion in Wethersfield and Rocky Hill.

The post-World War II desire for suburban living coupled with the establishment of the interstate highway system accelerated suburban growth. In the twenty years from 1960 to 1980, Rocky Hill's population almost doubled and the overall pattern of the community became established.

Now, in the present day, Rocky Hill has two key roles. First and foremost, Rocky Hill is a residential community within the Hartford metropolitan region. The community has over 19,000 residents and almost 9,000 housing units. Most of the land area in the community is zoned, used and planned for residential use.

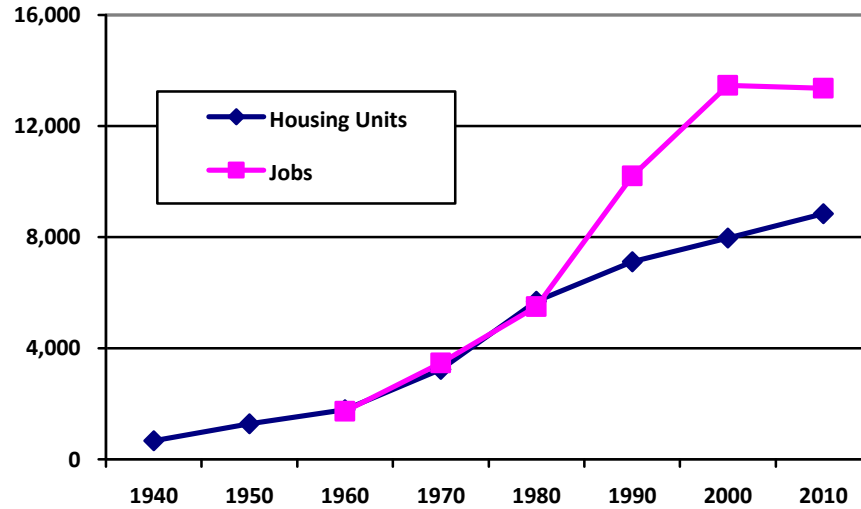
Trolley Service



Interstate Highway Construction



In addition though, Rocky Hill serves as a regional employment center and economic center. As shown in the chart below, Rocky Hill has, since 1980, had more jobs located in the community than housing units. In other words, Rocky Hill is also a job “exporter” to a larger region due to the companies and organizations located here.



Overall, Rocky Hill had evolved into a diverse and balanced community that provides employment opportunities and housing opportunities. These roles are supported by Rocky Hill’s strategic location on Interstate 91. Future growth (both residential and business) is expected to continue due to Rocky Hill’s convenient location and overall amenities.

A Place To Live



A Place To Work



A Place To Play



Rocky Hill's Population

1850	1,042	
1860	1,102	
1870	971	
1880	1,108	
1890	1,069	
1900	1,026	
1910	1,187	
1920	1,633	
1930	2,021	
1940	2,679	
1950	5,108	
1960	7,404	
1970	11,103	
1980	14,559	
1990	16,554	
2000	17,966	
2010	19,709	
2020	<i>21,012</i>	<i>21,341</i>
2030	<i>22,180</i>	<i>22,619</i>
2030	<i>22,901</i>	<i>23,897</i>

US Census data for 1850 to 2010. Projections are in italics. Low projections are based on Planimetrics cohort survival model. High projections based on projections prepared by the Connecticut State Data center (projections to 2025 were extrapolated to 2040).

People, Housing and Economy

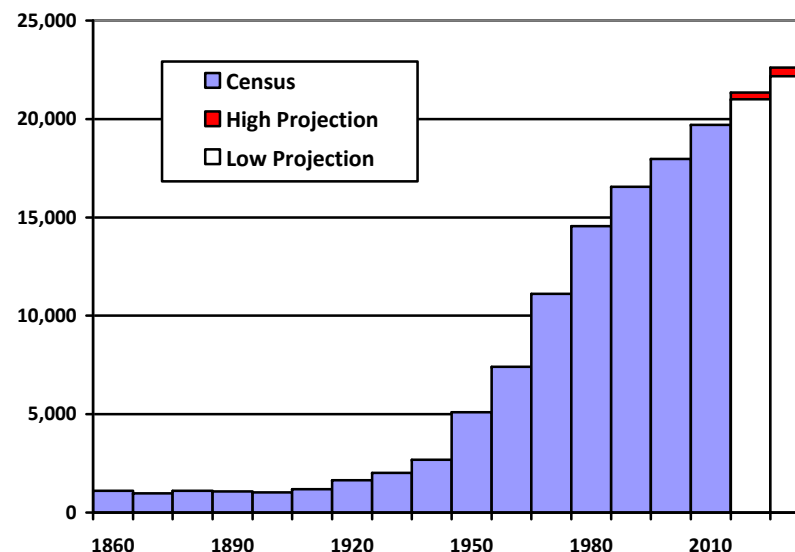
Population and Demographics

According to the Census, Rocky Hill had a year 2010 population of 19,709 persons. This represents an increase of 1,743 persons from the 17,966 persons reported in the 2000 Census. The chart shows Rocky Hill population growth since the 1850 Census with a range of population projections to the year 2030. Population growth is expected to continue although land availability and the timing thereof may affect these projections.

Dynamics of Population Change

Most growth which occurred in Rocky Hill from 1950 to 2010 was due to net in-migration. While natural increase (births minus deaths) has historically supplemented this growth, a recent decline in births and an uptick in deaths resulted in a natural decrease in the last decade.

Rocky Hill's Population (1850 – 2030)



Components of Population Change

	1950s	1960s	1970s	1980s	1990s	2000s
Total Change	+2,296	+3,699	+3,456	+1,995	+1,412	+1,743
Change Due To Natural Increase	770	812	526	538	229	(507)
Births	1,153	1,350	1,480	1,804	2,085	1,617
Deaths	383	538	954	1,266	1,856	2,124
Change Due To Net Migration	1,526	2,887	2,930	1,457	1,183	2,250

US Census, Connecticut Health Department reports,

By comparing the number of people in one age group in the Census to the number of people 10 years younger in the prior Census (10 years earlier), the dynamics of migration in Rocky Hill can be evaluated. As can be seen from the “green areas” in the following charts, Rocky Hill has been attracting young adults (ages 20 to 35). For the last two decades, Rocky Hill has been attracting older adults (ages 55 and over) also. Both of these age groups may be seeking rental or condominium living with maintenance provided in a convenient location.

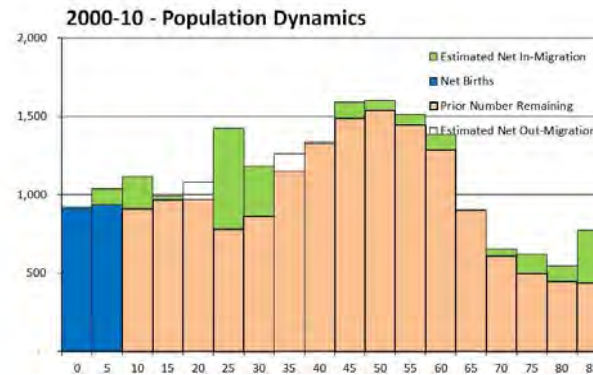
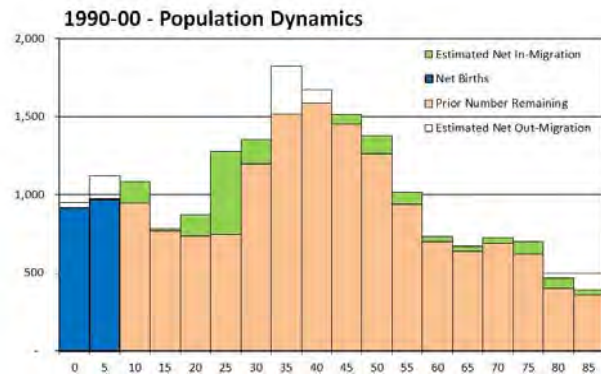
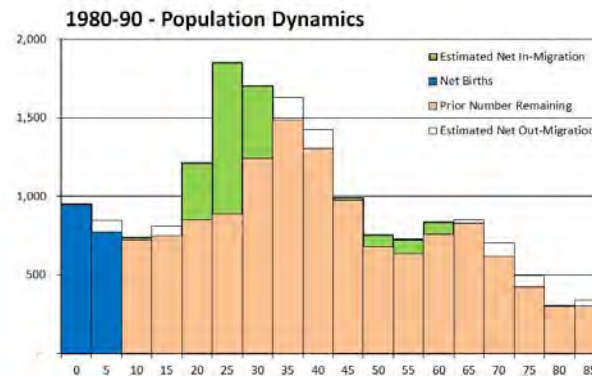
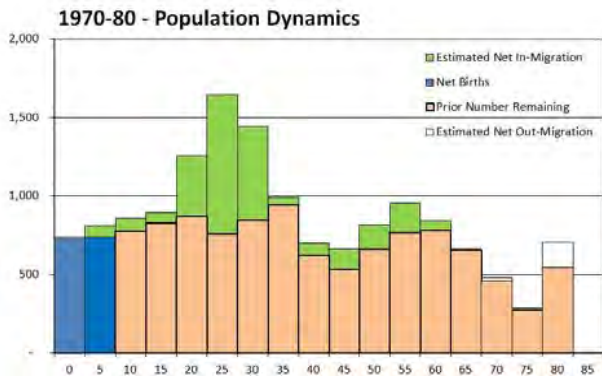
Even within this overall pattern, there is considerable migration within the Rocky Hill population. The potential impact from migration in Rocky Hill may best be appreciated by considering the following:

- about 35 percent of the housing units are renter occupied where occupancy can change frequently, and
- 55 percent of all households in Rocky Hill in 2010 had moved to their residence since 2000.

Migration Charts

In the charts on this page:

- Blue Columns = the height of this column shows the number of people who were born to Rocky Hill residents during the decade.
- Tan Columns = the number of people in that age group who are estimated to have stayed in Rocky Hill during the decade.
- Green Areas At The Top Of Columns = the number of people in that age group who are estimated to have moved into Rocky Hill during the decade.
- White Areas At The Top Of Columns = the number of people in that age group who are estimated to have moved out of Rocky Hill during the decade.

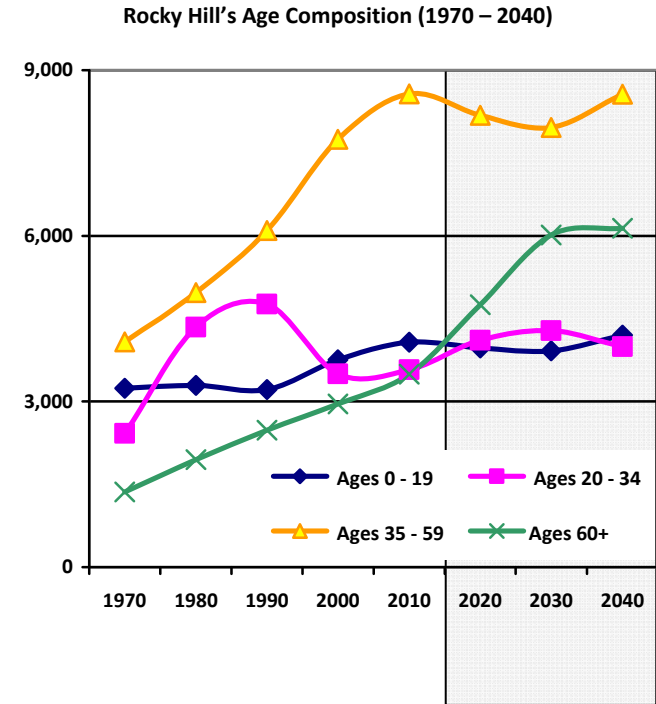


Age Composition

The following chart looks at Rocky Hill's historic and projected population composition for the period from 1970 to 2040.

The most significant past trend is the increase in persons aged 35 to 59. This primarily reflects the aging of the "baby boomers" (people born between about 1945 and 1965). The population in these age groups roughly doubled from 1970 through to 2010.

The most significant future trend is the projected increase in persons aged 60 and over. This is also a reflection of the aging of the "baby boomers". The population in these age groups is expected to roughly double in the next 30 years or so.



The growth in the older age groups will be the most significant demographic trend in Rocky Hill over the next few decades.

A changing age composition can also result in a changing demand for municipal and housing types. Of course, it must be remembered that these are projections and variations can occur, especially further into the future.

For planning purposes, a community’s age composition might be broken down into age groups which reflect differing needs. If population projections bear out (birth, death, and migration patterns continue), the need for different community programs can be evaluated.

The major demographic element in Rocky Hill’s future is expected to be the growth in the number of older residents. This is occurring nation-wide and is a reflection of the aging of the “baby boom” and the longer life expectancies.

Description	Age Range	Needs	Projection To 2040
Infant	0 to 4	<ul style="list-style-type: none"> Child care Recreation programs 	Decrease to 2020 with increase to 2040
School-Age	5 to 19	<ul style="list-style-type: none"> School facilities Recreation programs 	Decrease to 2030 with increase to 2040
Young Adults	20 to 34	<ul style="list-style-type: none"> Rental housing Starter homes Social opportunities 	Increase to 2030 then decrease to 2040
Middle Age	35 to 54	<ul style="list-style-type: none"> Family programs Trade-up homes 	Decrease to 2020 then increase to 2040
Mature Adults	55 to 64	<ul style="list-style-type: none"> Smaller homes Second homes 	Increase to 2020 then decrease to 2040
Retirement Age	65 and over	<ul style="list-style-type: none"> Housing options Elderly programs 	Increase to 2040

Rocky Hill Population History & Projections by Age Groups

Ages	Actual					Projections		
	1970	1980	1990	2000	2010	2020	2030	2040
0-4	779	725	952	917	924	880	951	1,013
5-19	2,458	2,567	2,263	2,841	3,150	3,089	2,966	3,191
20-34	2,424	4,347	4,764	3,503	3,573	4,110	4,285	3,991
35-54	2,829	3,171	4,535	6,000	5,668	4,980	5,412	6,050
55-64	1,250	1,801	1,560	1,747	2,901	3,201	2,549	2,515
65 +	1,363	1,948	2,480	2,958	3,493	4,752	6,016	6,140
Total	11,103	14,559	16,554	17,966	19,709	21,012	22,180	22,901

1970-10 Census, Projections by Planimetrics.

Housing Units

1960	1,788
1970	3,236
1980	5,692
1990	7,107
2000	7,962
2010	8,843

US Census.

Housing Tenure

	Rocky Hill	State
Owner	66%	68%
Renter	34%	32%

2010 Census

Housing Occupancy

	Rocky Hill	State
1-2 people	66%	60%
3-4 people	28%	31%
5+ people	6%	9%
Median	2.28	2.52

2010 Census

Housing In Rocky Hill

Rocky Hill had about 8,843 housing units in 2010. While Rocky Hill added an average of about 176 housing units per year between 1960 and 1990, growth has been much slower (about 85 units per year) in the last 20 years as the amount of developable land shrinks and land becomes more difficult to develop.

Rocky Hill has a diverse housing stock with many apartments and condominiums. In 2010, the percentage of multi-family units was higher in Rocky Hill (39 percent) than the State average (35 percent) and surrounding towns (16 percent to 29 percent). In addition, the percentage of renter occupied units was higher in Rocky Hill (34 percent) than the State average (32 percent). In terms of the composition of its housing stock, Rocky Hill is one of the most diverse communities in the region and the State. Due to the housing mix and the level of renter occupancy, Rocky Hill has a more “migratory” population than other communities.

It is interesting to note that about two of every three housing units in Rocky Hill are occupied by one or two people. While this can reflect “empty nesters” (adults whose children have moved out), it is also a product of the in-migration of young single and married persons ages 20 to 35.

In addition, about five percent of the housing units in Rocky Hill meet the State’s definition of “affordable housing” (assisted housing, financed by CHFA mortgages, or sale price restricted by deed). This is a higher percentage than many other suburban communities around the state, however it is considerably lower than the state average and lower than surrounding communities. As a result, Rocky Hill is subject to the “affordable housing appeals procedure” (codified in CGS Section 8-30g) where development containing affordable housing units can over-ride local land use regulations.

	Percent Multi-Family	Percent “Affordable Housing”
Rocky Hill	39%	5.0%
State	35%	11.3%
Wethersfield	22%	8.4%
Newington	24%	7.4%
Glastonbury	17%	5.5%
Berlin	16%	8.4%
Cromwell	29%	7.0%

2010 Census CT Department of Housing (2014)

Single-Family House



Multi-Family Building



Economic Conditions in Rocky Hill

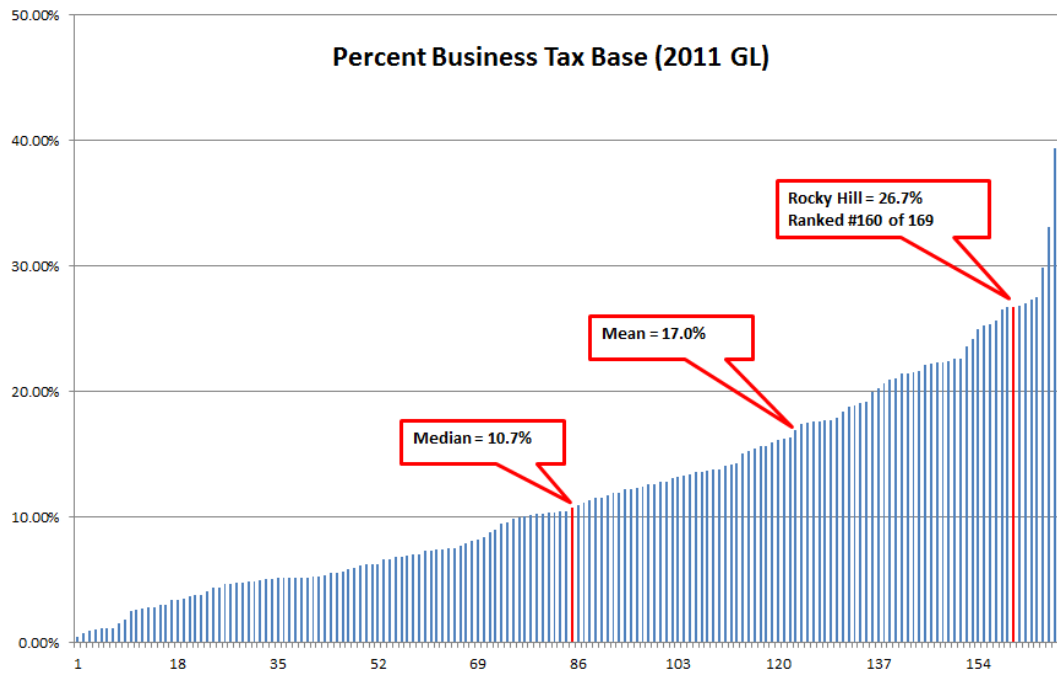
As previously indicated, Rocky Hill is a regional economic and employment center.

The number of jobs in Rocky Hill increased significantly from about 1,730 jobs in 1960 to about 10,200 jobs in 1990 and 13,359 jobs in 2010. While economic growth is expected to continue, the rate of growth is expected to slow from prior levels. Due to recent economic conditions, there was a slight decrease in the number of jobs in Rocky Hill compared to the year 2000.

Jobs In Rocky Hill	
1960	1,729
1970	3,467
1980	5,500
1990	10,200
2000	13,460
2010	13,359

CT Labor Dept.

Rocky Hill is very fortunate to have a very strong tax base where local services are supported by tax revenue from local businesses.



Business Tax Base	
Rocky Hill	27%
Newington	22%
Berlin	18%
Cromwell	18%
State	17%
Glastonbury	14%
Wethersfield	12%

Office of Policy and Management, 2011

Current Land Use

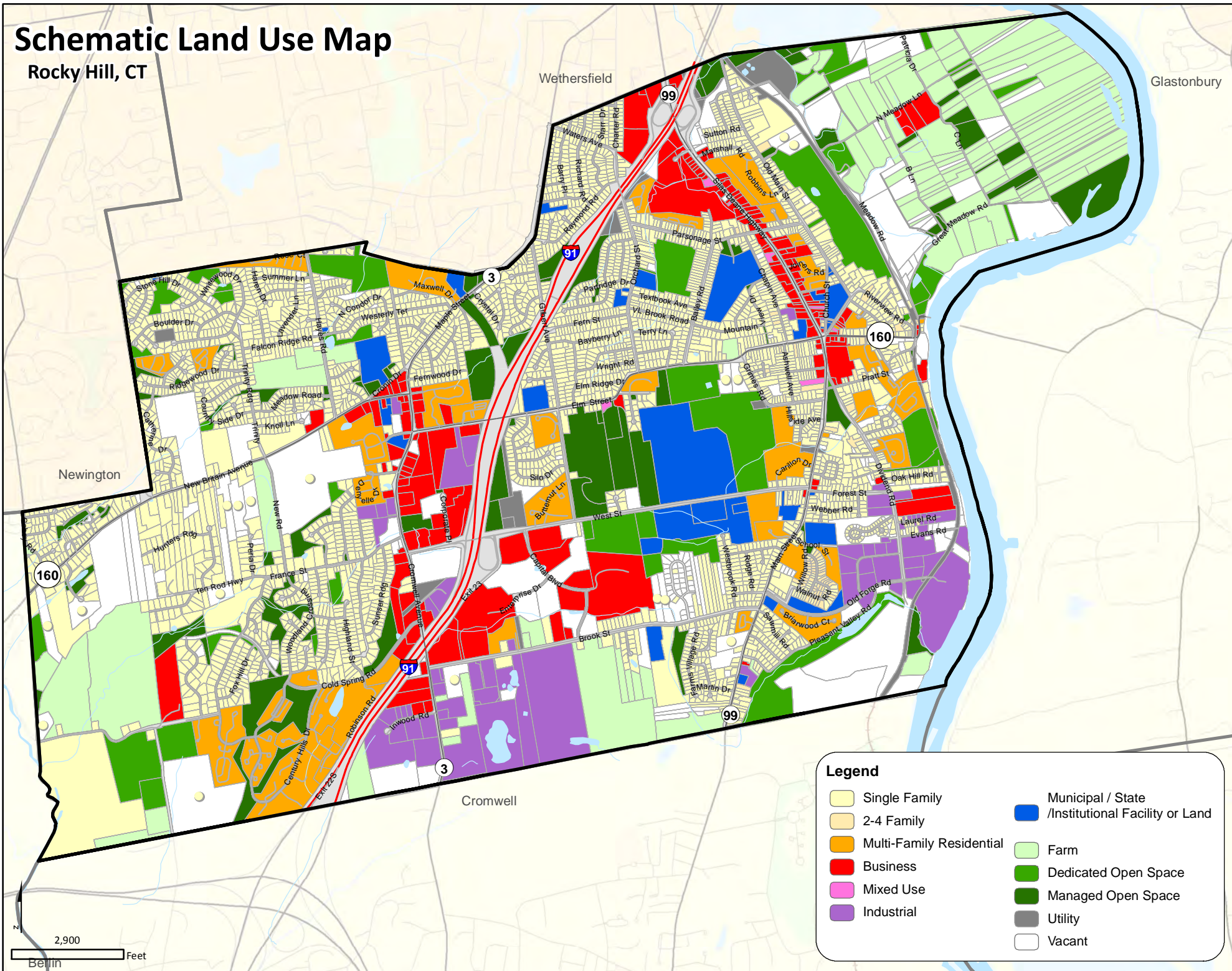
According to the Assessor's database, about 38 percent of the land area in Rocky Hill is devoted to residential uses and about 14 percent of the land area is devoted to business / industrial uses. Approximately 7 percent of the land area is devoted to institutional uses (including Town and State facilities) and about 10 percent of the land area in Rocky Hill is used for open space purposes.

Land Use	Area	Acres	Percent
Residential		3,304	38%
Single-Family Residential	2,696		
2-4 Family Residential	35		
Multi-Family Residential	573		
Business / Industrial		1,189	14%
Business / Commercial	712		
Mixed Use	7		
Industrial	470		
Community Facilities / Institutions		639	7%
Municipal Institutions / Land	239		
State Institutions / Land	315		
Private Institutions	85		
Open Space		877	10%
Dedicated Open Space	556		
Managed Open Spaces	321		
Other		1,986	23%
Farm	989		
Transportation / Roads / Utility	997		
Vacant / Potentially Developable (note that farm land may also be potentially developable in the future)		681	8%
TOWN OF ROCKY HILL		8,676	100%

Totals may not add due to rounding.

Schematic Land Use Map

Rocky Hill, CT



Legend

Single Family	Municipal / State / Institutional Facility or Land
2-4 Family	Farm
Multi-Family Residential	Dedicated Open Space
Business	Managed Open Space
Mixed Use	Utility
Industrial	Vacant

Land Area Versus Total Area

The table on this page (and the land use table on page 14) report the “land area” of Rocky Hill based on the digital mapping system utilized by the Town.

The “total area” of Rocky Hill is larger due to the area within the Connecticut River.

Current Zoning

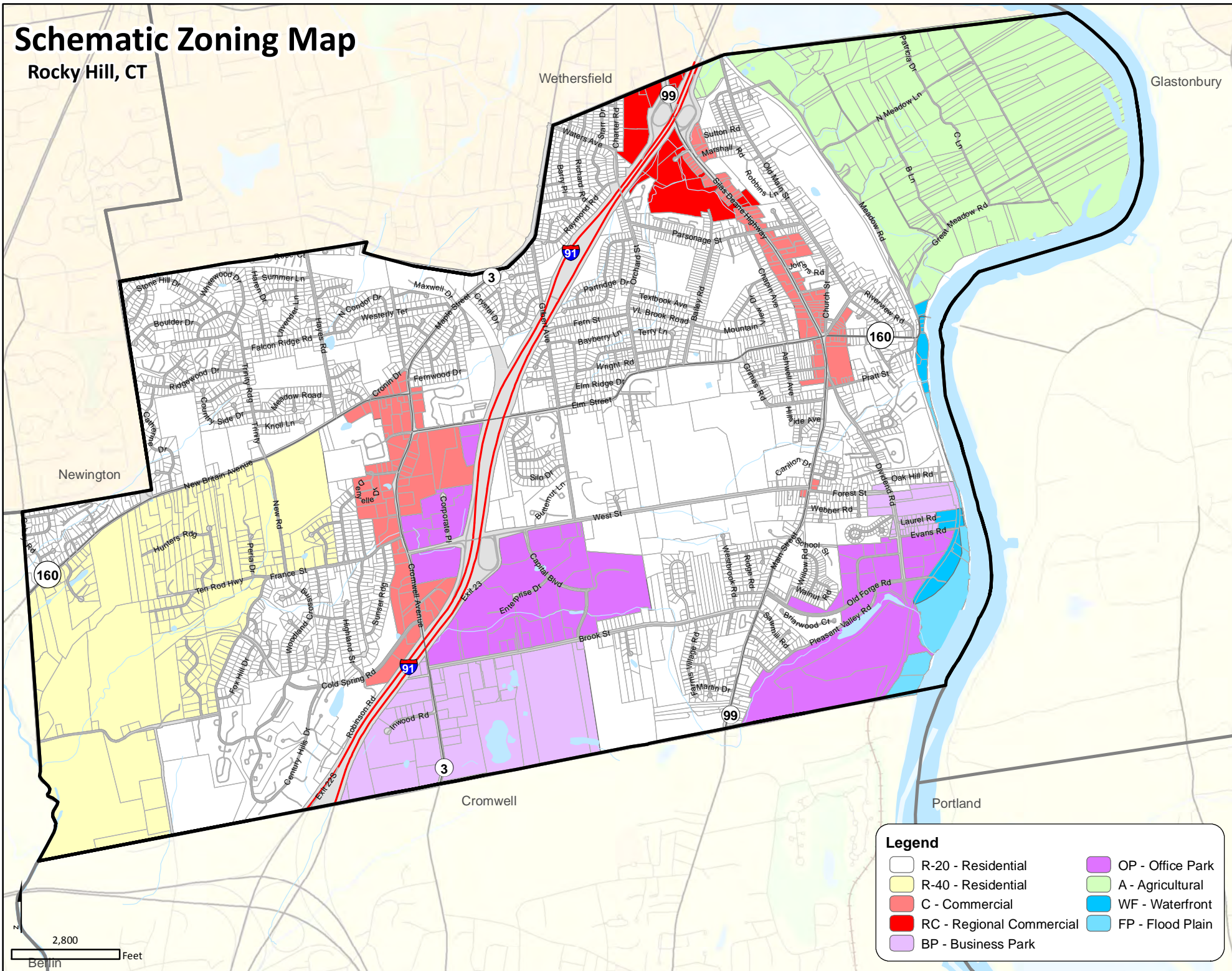
Approximately 68 percent of the land area in Rocky Hill is zoned residentially and about 19 percent of the land area is zoned for business purposes. Another 13 percent of the land area is zoned as Agricultural (A) or Floodplain (FP) due to the environmental constraints which affect these areas.

Zoning	Area	Acres	Percent
Residential		5,917	68%
Medium Density Residential (R-20)	4,855		
Low Density Residential (R-40)	1,062		
Business / Industrial		1,634	19%
Commercial (C) / Regional Commercial (RC)	427		
Business Park (BP)	466		
Office Park (OP)	701		
Waterfront (WF)	40		
Other		1,125	13%
Agricultural (A)	1,058		
Floodplain (FP)	67		
TOWN OF ROCKY HILL		8,676	100%

Totals may not add due to rounding.

Schematic Zoning Map

Rocky Hill, CT



Legend

R-20 - Residential	OP - Office Park
R-40 - Residential	A - Agricultural
C - Commercial	WF - Waterfront
RC - Regional Commercial	FP - Flood Plain
BP - Business Park	

2,800 Feet
Belin

Summary of Conditions & Trends

The key findings for the 2015 Plan of Conservation and Development are:

- **Rocky Hill has a strategic location with good accessibility by roadways and transit and this will encourage and support future growth.**
- **Rocky Hill is expected to experience population, housing and economic growth in the future due to the community's location and characteristics.**
- **Changes can be expected in the age composition of Rocky Hill (more residents are anticipated in older age groups as people live longer) and this will change the demand for local services and the types of housing units that people will desire.**
- **Given that Rocky Hill seems to attract a number of young adults and "empty nesters" with disposable income, there may be a unique opportunity to support additional development focused on hospitality, mixed uses and entertainment in areas with a strong "sense of place."**
- **Key issues to address as part of the Plan are how to guide and manage future development (and possible redevelopment of existing areas) to meet community needs, preserve community character, and enhance the overall quality of life.**

PLANNING ISSUES IN ROCKY HILL

3

Overview

This section of the Plan of Conservation and Development summarizes some of the planning issues identified by the community as the plan was being prepared. These issues were identified through the following types of exercises:

- A discussion of issues with the Planning and Zoning Commission,
- Input from members of other boards and commissions,
- Input from Town department heads,
- Interviews with selected people, and
- A public meeting devoted to hearing from Rocky Hill residents.

Conservation-Related Issues

Things Rocky Hill residents would like to preserve or protect



Development-Related Issues

How Rocky Hill residents would like to guide growth or change



Infrastructure-Related Issues

Services or facilities desired by Rocky Hill residents to meet their needs



“There is no power for change greater than a community discovering what it cares about.”

Margaret Wheatley
Writer

More Information

More detailed information about the initial public meeting and other parts of the planning process can be obtained at Town Hall.

A series of “booklets” were prepared during the planning process to summarize important information and guide discussion on planning issues.

Community Input

Prouds – Things to Encourage

At an initial public meeting, people attending the meeting were asked to place a “green dot” on a map to identify things in Rocky Hill they were proud of. They were also asked to write these “prouds” on a card and submit it at the meeting. The themes which emerged from this exercise included:

- **Open Space** – participants indicated they were proud of the open spaces and parks in Rocky Hill
- **Community Facilities** – participants indicated they were proud of the community facilities and services that meet community needs
- **Community Character** – participants indicated they were proud of the overall character of the community (people, places, events) that contributed to the overall character of the community and their quality of life

Map of Prouds



Sorrys – Things to Discourage

People attending the meeting were then asked to place a “red dot” on a map to identify things in Rocky Hill they were sorry about. They were also asked to write these “sorrys” on a card and submit it at the meeting. The themes that received the most mention included:

- **Business Development** – participants indicated they were sorry about the character of business development
- **Community Character** – participants indicated they were sorry about things they felt detracted from the overall character of Rocky Hill
- **Transportation** – participants indicated they were sorry about traffic, roads, and the lack of sidewalks and bikeways

Map of Sorrys



Community Concerns

People attending the meeting were given “planning points” to allocate among 12 boxes representing topics typically addressed as part of a Plan of Conservation and Development. Residents were asked to allocate the planning points in the boxes to reflect what they felt was important for the community to address as part of the planning process. The results are presented below.

	20 points	10 points	5 points	Total Points
Conservation Issues	160	180	135	475
Natural Resources	20	50	35	105
Open Space	140	50	45	235
Historic Resources	0	60	30	90
Community Character	0	20	25	45
Development Issues	160	140	95	395
Community Structure	100	80	50	230
Business Development	20	40	20	80
Residential Development	20	20	10	50
Housing Diversity	20	0	15	35
Infrastructure Issues	320	270	60	650
Community Facilities	180	70	20	270
Traffic and Circulation	60	80	20	160
Walking / Biking / Bus / Train	80	90	10	180
Water/ Sewer / Utilities	0	30	10	40
Total	640	590	290	1520

Desired Directions

From the various exercises conducted, the following desired directions emerged for consideration as part of this Plan of Conservation and Development:

Conservation-Related Topics (things residents want to protect or preserve)

1. **Natural Resources** – Implement “green infrastructure” / “low impact development” practices to protect water quality
2. **Open Space** - Make open space acquisitions and land conservation a priority
3. **Character** -
 - Preserve our town heritage / history, “small town” feel and quality of life (including community events and festivals)
 - Preserve farmland / celebrate our waterfront
 - Require development be consistent with local historic architecture to maintain or enhance community character
 - Celebrate our waterfront
4. **Sustainability / Resiliency** - Encourage more green energy initiatives and do more planning / preparation for natural disasters

Development-Related Topics (how residents want to guide change or change)

1. **Town Center** – Work to create a Town Center with residences, shops, stores, etc. connecting to the Connecticut River
2. **Residential Development** –
 - Seek ways to anticipate and address housing needs (starter housing, age- appropriate, elderly, etc.)
 - Carefully manage multi-family / mixed use development
3. **Business Development** –
 - Seek clean manufacturing, technology businesses and professional offices
 - Clean up the commercial corridors (Silas Deane, Cromwell Avenue)
4. **Overall** –
 - clean up the Ames / Foundry and any other neglected property
 - streamline the permit process

Infrastructure-Related Topics (facilities that residents want or need)

1. **Community Facilities** -
 - Continue to address community facility needs
 - Conduct long-term strategic planning for facilities town-wide now
 - Maintain infrastructure to avoid the higher cost of future catch up
2. **Transportation** -
 - Address traffic congestion (Silas Deane, Cromwell Avenue) and implement access management strategies
 - Create a comprehensive sidewalk network and encourage adding bike trails / bikeways
3. **Utilities** -
 - Seek to expand and improve high-speed internet capability for residents and businesses
 - Offer Wi-Fi on a more global basis

Implementation-Related Topics (how residents want to make the POCD happen)

1. **Vision** -
 - Rocky Hill will benefit from a longer-term view of our potential
 - Then we can work on the “here and now” with a view to the future as well
5. **Implementation** - Rocky Hill would benefit from:
 - Re-establishing an implementation committee or another process to regularly review the POCD and coordinate implementation
 - Establishing a program for long-term capital planning
 - A consistent commitment to funding for maintenance of existing facilities

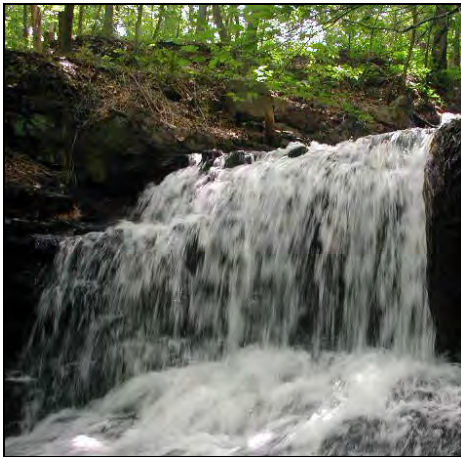
CONSERVATION STRATEGIES

4

Overview

The first thematic section of the Plan of Conservation and Development addresses “conservation” issues. For the POCD, the term “conservation” is intended to organize and address different topics which Rocky Hill residents have indicated they wish to try and preserve or protect in the future.

Natural Resources



Open Space



Community Character



*“Conservation
is a state of
harmony
between [peo-
ple] and land.”*

**Aldo Leopold,
American Ecologist**

Natural Diversity Database

The Connecticut Department of Energy and Environmental Protection maintains a Natural Diversity Database in order to help public agencies protect important resources.

Natural Diversity Data Base Areas represent known locations of:

- endangered species,
- threatened species,
- species of special concern, or
- significant natural communities.

The exact locations and species names are masked to protect sensitive species from collection and disturbance.

Protect Natural Resources

The protection of natural resources is important to Rocky Hill residents. This includes protection of water quality, water resources, land resources, air resources, wildlife, and other natural resources.

Water Quality

The protection of water quality is felt to be the most important natural resource protection strategy for Rocky Hill. Even though most residents and businesses obtain water from a public water provider (the Metropolitan District Commission), water quality is a key factor in overall environmental health and a key barometer of the quality of the overall environment. To help maintain and enhance water quality, Rocky Hill will seek to establish “green infrastructure” where we will use the natural environment and natural processes to better manage stormwater runoff. This approach is also referred to as “low impact development” strategies.

Aquifer Protection

At the present time, Rocky Hill has two sets of aquifer protection regulations and programs.

State-Defined Area – The State has established a program which applies to “aquifer protection *areas*” – defined as the recharge areas for pumping wells. The Town has adopted the State-mandated regulations and the Planning and Zoning Commission administers these regulations.

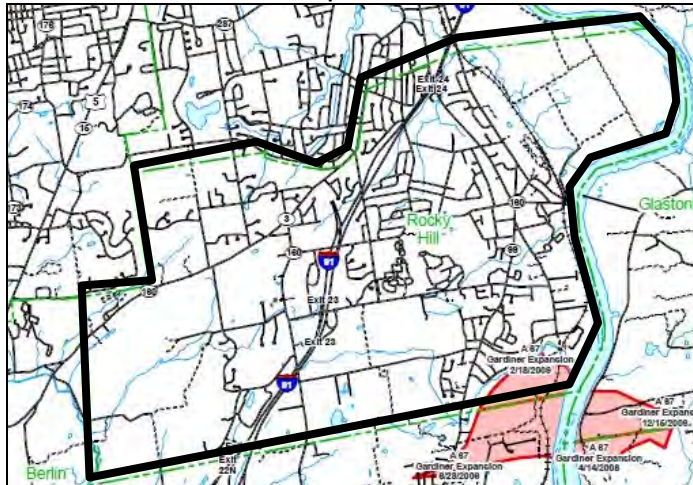
Town-Defined Area - Section 5.3 of the Zoning Regulations established an “aquifer protection *district*” and refers to a 1987 report for the location of the district. This report and any associated maps are not readily available and so it raises questions as to where the regulations apply. The State has issued a more recent map showing surficial aquifer potential. The Town may wish to refer to this map since it is readily available.

At the same time, it makes sense for the Town to review the provisions in the Aquifer Protection District. A number of industrial zones and commercial zones are located in the areas shown as having some surficial aquifer potential and ensuring that appropriate regulations are in place will be important.

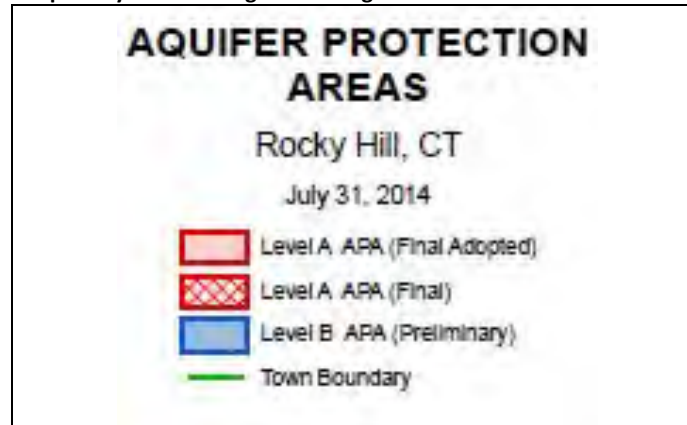
Rocky Hill should:

- Review the provisions of Section 5.3 of the Zoning Regulations,
- review how the boundaries of the Aquifer Protection District are defined, and
- include the boundary of the Town’s Aquifer Protection District on the zoning map and/or make the 1987 report / map available on the Town website.

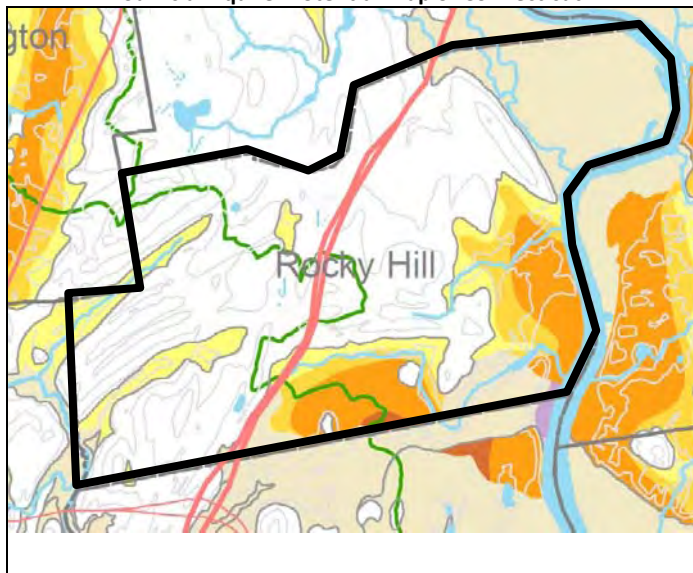
State-Defined Aquifer Protection Area



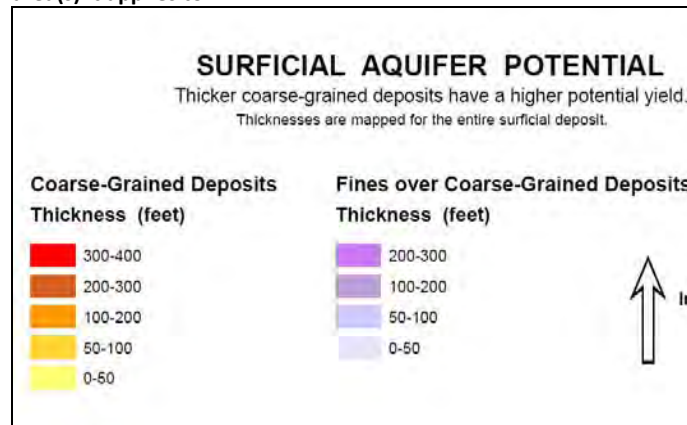
This is the area affected by the “Aquifer Protection Regulations” adopted by the Planning and Zoning Commission.



Surficial Aquifer Potential Map of Connecticut



These are the areas which would be expected to have the best potential for developing water sources (and which might thus have the highest need for regulations protecting water quality). However, Section 5.3 of the Zoning Regulations does not clearly indicate which area(s) it applies to.



Terminology

As used in the Plan of Conservation and Development:

- A strategy is a “big picture” goal for Rocky Hill
- A policy is a guideline that helps accomplish the overall strategy (a policy does not generally have a specific end date)
- An action step is a recommended task that helps accomplish the overall strategy (a task has an end date or specific result)

Leaders and Partners

The “leader” is the entity considered most likely to bear responsibility for implementing the policy or completing the action step.

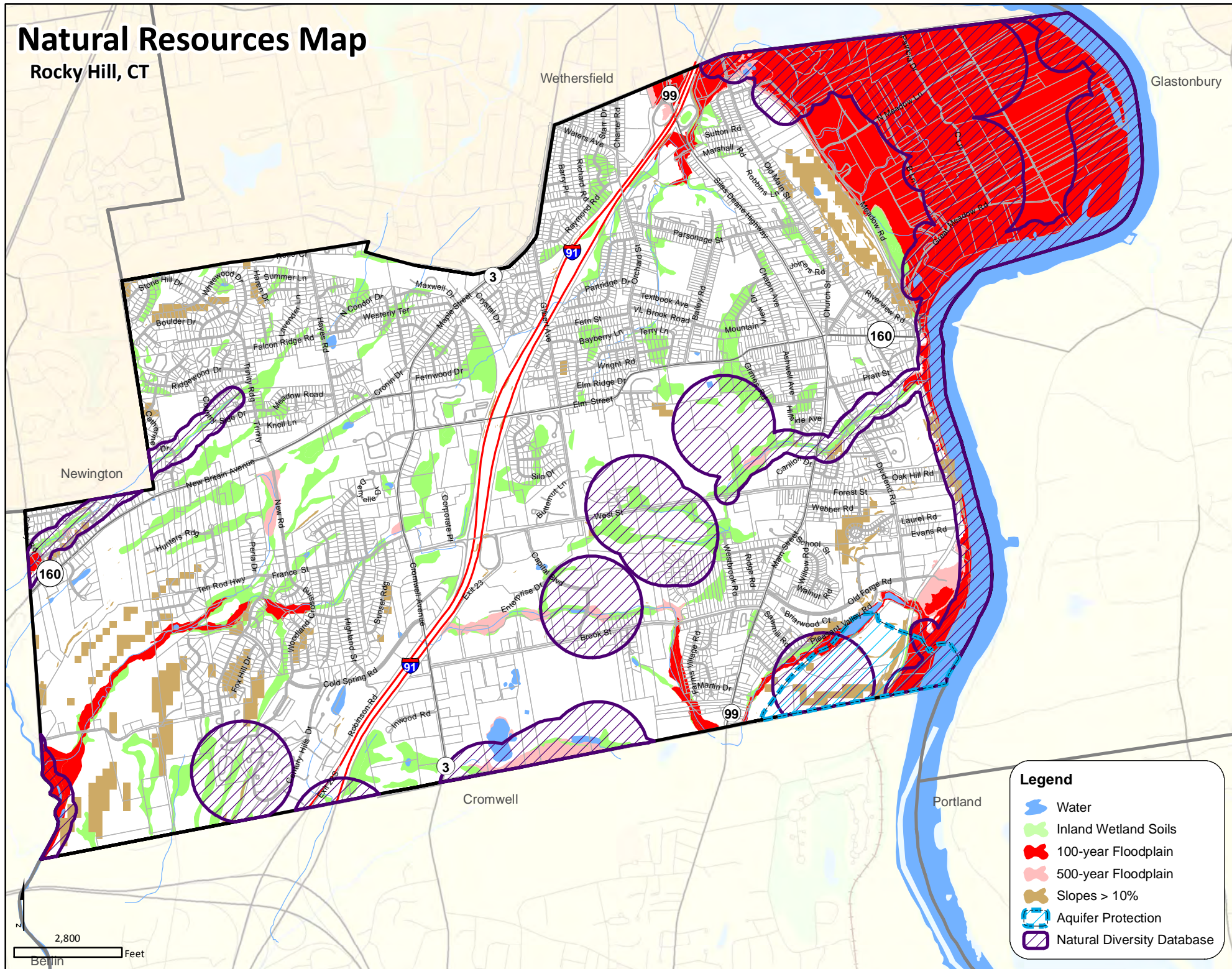
Partners are other entities likely to be involved in implementation.

Please refer to the inside back cover of the POCD for a legend to the entities identified in the tables.

PROTECT NATURAL RESOURCES		
Policies	Leader	Partners
1. Continue to protect watercourses, waterbodies, wetlands, vernal pools, and other important water resources in Rocky Hill.	OSCC	PZC, Town
2. Continue to protect water quality in Rocky Hill.	OSCC	PZC, Town
3. Continue to protect aquifer areas in Rocky Hill.	PZC	Town
4. Maintain participation in the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA) and the Connecticut Department of Energy and Environmental Protection (CT-DEEP).	TC	PZC
5. Protect local plants and animals and their habitats.	OSCC	PZC, Town
6. Continue to protect other natural resources and to consider natural resource issues at the time of development.	PZC	OSCC, Town
Action Steps	Leader	Partners
7. Amend the Zoning Regulations and Subdivision Regulations to Implement “low impact development” (LID) regulations and remove any impediments to the implementation of LID.	PZC	Staff
8. Modify the Zoning Map to delineate the Town-defined Aquifer Protection District.	PZC	Staff
9. Review provisions of Section 5.3 of the Zoning Regulations (Aquifer Protection District) to ensure regulatory provisions are appropriate.	PZC	Staff
10. Modify the Zoning Map to delineate the Connecticut River Conservation District.	PZC	Staff
11. Consider whether it would be advantageous to separate the three functions (inland wetlands regulation, conservation commission functions, open space considerations) currently assigned to the Open Space and Conservation Commission.	TC	OSCC, LAFP
12. Review the Flood Plain Overlay District since it appears there is no underlying zone in certain areas of Rocky Hill (such as between Evans Road and Brookwood Drive).	PZC	Staff

Natural Resources Map

Rocky Hill, CT



Legend

- Water
- Inland Wetland Soils
- 100-year Floodplain
- 500-year Floodplain
- Slopes > 10%
- Aquifer Protection
- Natural Diversity Database

Create An Open Space System

Approximately 10 percent of the land area in Rocky Hill can be considered:

- “dedicated open space” (land likely to remain as open space in perpetuity due to ownership or restrictions), or
- “managed open space” (land which is used for a purpose compatible with open space but is not preserved).

Rocky Hill residents are proud of the open space the community has and support the preservation of additional open space in the future. In fact, in November 2012, voters approved a \$10 million bond authorization to preserve farms and open space.

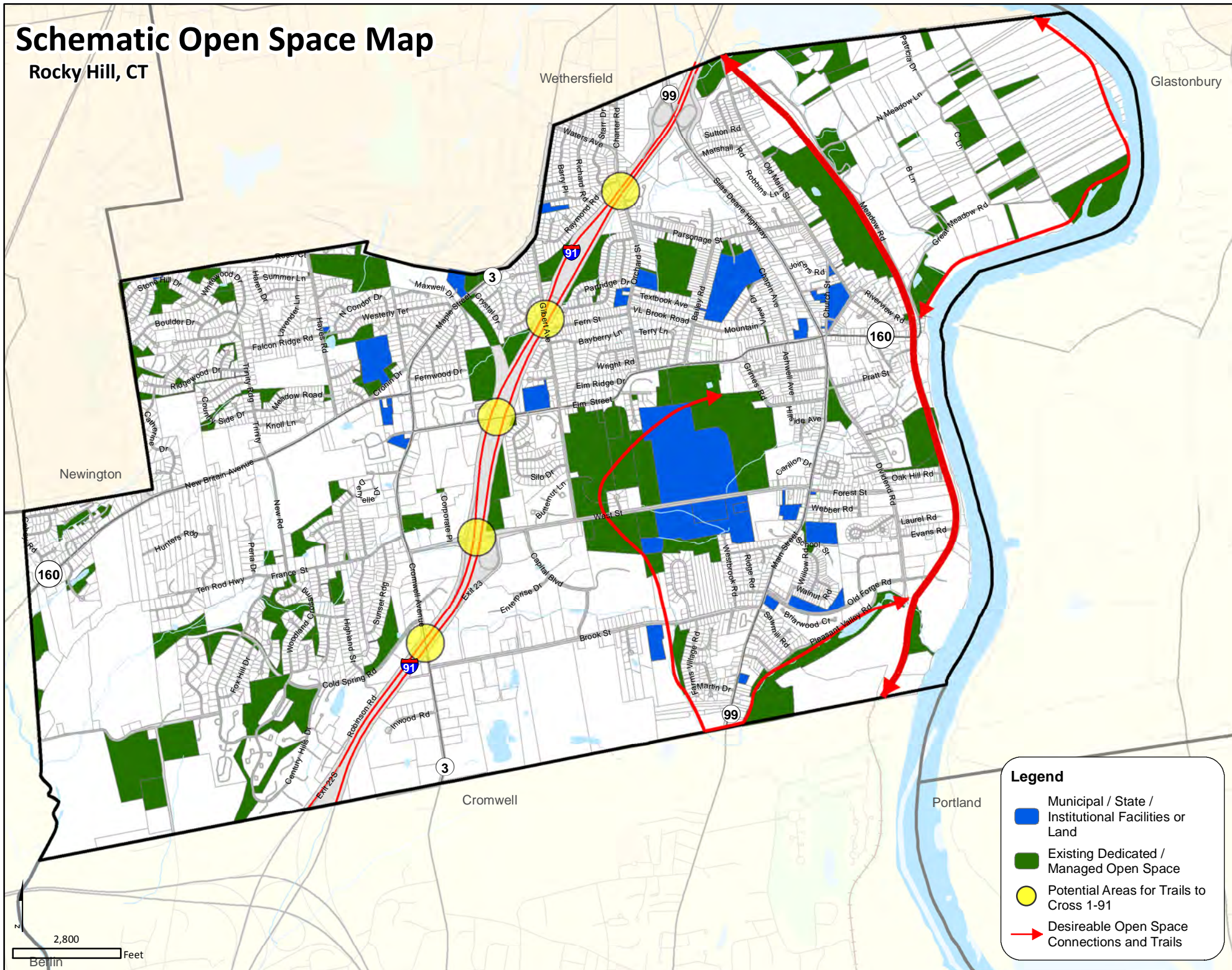
The POCD supports and encourages the preservation of open space in the future, especially with regard to two key strategic approaches:

- Rocky Hill should seek to interconnect open space areas into an overall system. A comprehensive open space system will increase the accessibility of the entire open space system to the town's residents and greatly add to its potential recreation use. The development of a trail network should receive high priority since the amount of land that needs to be reserved is small compared to the benefits that are gained.
- Rocky Hill should seek to preserve as much open space as possible along the Connecticut River. While Rocky Hill has considerable frontage along the Connecticut River, only a small percentage of the river frontage is preserved as dedicated open space. Moreover, there is little in the way of recognized public access to or along the riverfront. One of Rocky Hill's highest open space priorities during the planning period and beyond should be to re-establish a connection between the community and the Connecticut River. The Town should consider acquiring property or establishing some sort of public access or connection to the river whenever:
 - riverfront property becomes available
 - a development is proposed along the river
 - an opportunity arises to acquire property in the “Great Meadow”

Since watercourses provide an opportunity for linear connectivity, opportunities to create dedicated open space and greenway trails along other watercourses should also be pursued.

Schematic Open Space Map

Rocky Hill, CT



Legend

- Municipal / State / Institutional Facilities or Land
- Existing Dedicated / Managed Open Space
- Potential Areas for Trails to Cross I-91
- Desireable Open Space Connections and Trails

Rocky Hill has some significant open space areas which help contribute to the overall character of the community and the quality of life of its residents. These open space areas should be preserved and enhanced.



Encourage Open Space Development Patterns - In the western areas of Rocky Hill, the Plan recommends that open space development patterns be encouraged in the R-40 Zone to help ensure that important natural resources and features are protected, open spaces are preserved for public use and enjoyment, and community character is preserved.

The Commission should review the current zoning regulations pertaining to conservation design subdivisions (Section 7.11). At the present time, the regulations require that a subdivision provide at least 40 percent open space before it can utilize the provisions of this section. While this amount of open space preservation is significant and desirable, it serves as a very high threshold for a development to have to meet. Significant open space benefits could also be achieved if 30 percent of the land area was preserved as open space (three times the basic open space set-aside requirement) or even if 20 percent of the land area was preserved as open space (double the basic requirement).

Some communities have established a regulation where lot size requirements are reduced as more open space is preserved. The same flexibility may also be made available for yard setbacks and lot coverage. A key consideration might be that the same number of lots might be created but that the amount of preserved open space might be increased.



Open Space Proportionality

One of the key values of open space is public access and use. However, if land deeded as open space is wetlands or steep slopes, its utility for public access may be limited.

As a result, it may make sense for Rocky Hill to consider changing its open space set-aside requirements to require that the land preserved as open space reflect the overall characteristics of the land being subdivided. In other words, if 20 percent of the parcel is wetlands, then no more than 20 percent of the required open space set-aside can be wetlands. Of course, the wetlands area could still be protected as open space but it would not contribute to the minimum open space set-aside requirement.

CREATE AN OPEN SPACE SYSTEM		
Policies	Leader	Partners
1. Maintain a driven commitment to preserving as much open space as possible, especially open space that allows for public access and use.	Town	OSCC, PZC, LAFP, PRC, GMCT, RHLT
2. In order to be able to quickly respond to opportunities when they arise: a. maintain a land acquisition fund to set aside money for open space purchases, and b. continue to appropriate municipal funds to acquire open space.	TC	Town, Staff
3. Seek to connect existing and new open space and recreation areas together into an integrated greenbelt or buffer system.	OSCC	LAFP, PRC, GMCT, RHLT
4. Establish a series of trails as a key element in connecting open space and recreation areas into an integrated system.	OSCC	LAFP, PRC, GMCT, RHLT
5. Re-establish a connection between the community and the Connecticut River by preserving public access along and near the riverfront: a. Consider acquiring the property whenever property near the river becomes available or whenever property becomes available in the "Great Meadow", b. Consider acquiring public access to the river whenever a development is proposed along the river.	OSCC	LAFP, PRC, GMCT, RHLT
6. Establish a "Riverway" trail along the Connecticut River in Rocky Hill through whatever means are available.	OSCC	LAFP, PRC, GMCT, RHLT
7. Continue to cooperate with other organizations (such as the Great Meadows Conservation Trust) that preserve open space.	Town	Staff
8. Encourage establishment of a Rocky Hill Land Trust to receive open space donations and acquire open space parcels.		

(related action steps are presented on the following page)

(related policies are presented on the preceding page)

CREATE AN OPEN SPACE SYSTEM (continued)		
Action Steps	Leader	Partners
<p>9. Amend the Subdivision Regulations to:</p> <ul style="list-style-type: none"> a. increase the open space set-aside as part of new residential developments from the current standard of 40,000 SF per 10 acres of land (about 9 percent), b. require that the open space being dedicated reflect the characteristics of the parcel as a whole in terms of the percentage of wetlands (i.e. – proportionality), c. include a “fee-in-lieu-of-open-space” provision, d. allow the dedication of open space elsewhere in Rocky Hill rather than just on the parcel being subdivided, e. require that each residential subdivision either provide open space or provide a fee-in-lieu-of open space dedication, f. establish criteria as to when the Commission will accept land or a fee-in-lieu when preserving open space, g. require that open space land be accessible from a public street unless waived or modified by the Commission (i.e. – accessibility), and h. modernize the open space set-aside provisions. 	PZC	Staff
<p>10. Review the Conservation Design Subdivision regulations (Section 7.11) to consider:</p> <ul style="list-style-type: none"> a. allowing for less than 40 percent open space (perhaps by including a provision where a development might gain more dimensional flexibility as more open space is preserved), b. encouraging ownership by the Town or a non-profit conservation organization, c. allowing for reduced setbacks on individual lots. 	PZC	Staff
<p>11. Create and distribute maps to identify publicly accessible open space and trails.</p>	OSCC	Staff
<p>12. Establish a signage or marking program for open space areas in Rocky Hill so that residents can become more familiar with where open spaces are in the community.</p>	OSCC	PRC
<p>13. Consider clarifying the division of responsibilities between the Open Space and Conservation Commission and the Land Acquisition and Farmland Preservation Committee.</p>	TC	OSCC, LAFP

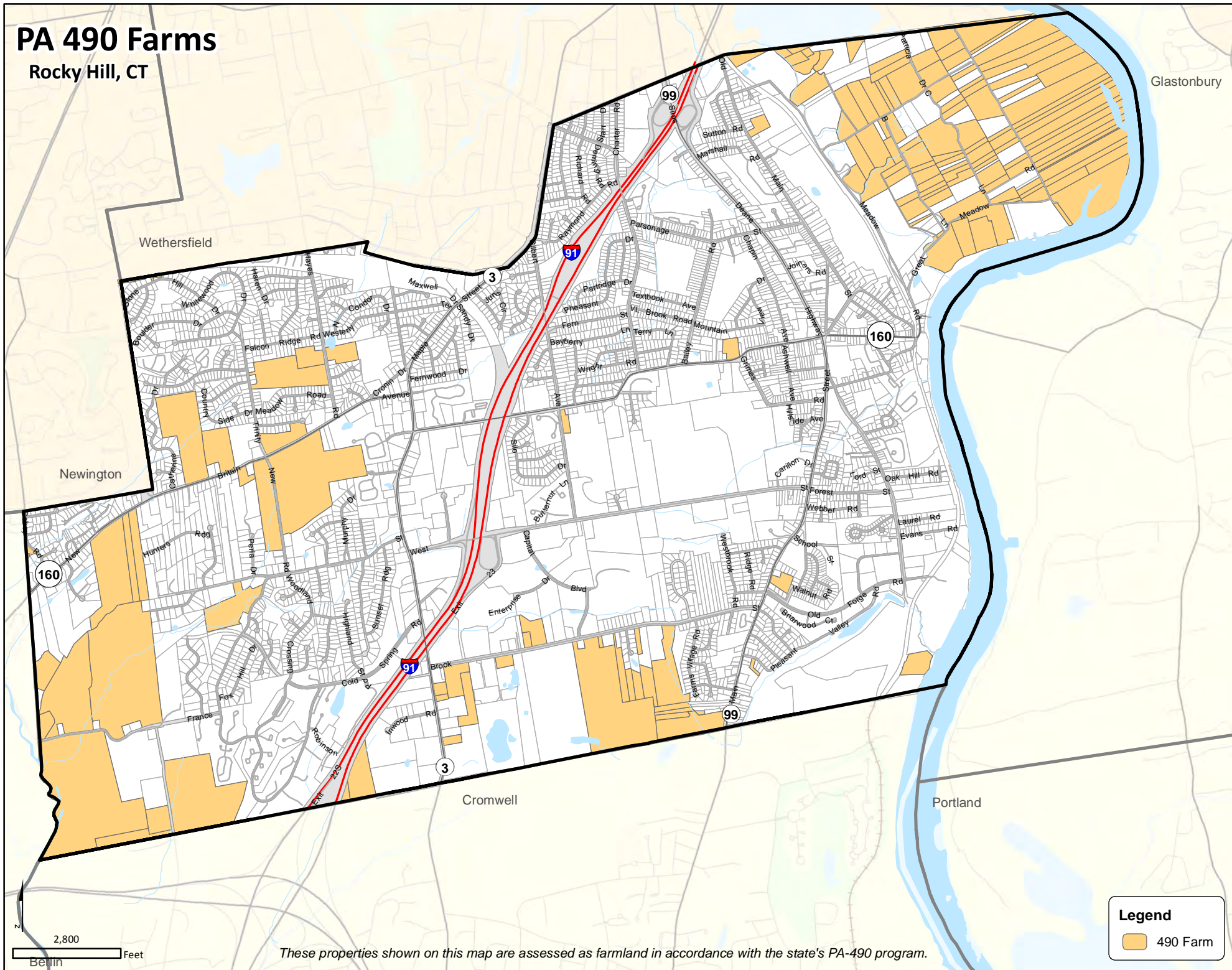
Support Farms and Farming

Farms and farming are a large part of the history and character of Rocky Hill and contribute to the overall community in many ways. Support of agricultural activities is an important aspect of encouraging a more livable community and a sustainable future.

SUPPORT FARMS AND FARMING		
Policies	Leader	Partners
1. Preserve and protect existing farms and farmland including purchasing of development rights, when appropriate.	LAFP	Town
2. Promote preservation and expansion of farms and farming activities.	LAFP	Town
3. Allow farming on Town-owned land, where appropriate.	LAFP	Town
4. Consider whether an Agricultural Advisory Commission might be helpful to guide local policy on agricultural issues.	TC	LAFP
Action Steps	Leader	Partners
5. Adopt a right to farm ordinance in accordance with CGS Section 19a-341.	TC	LADP
6. Promote agriculture through establishment of a farmer's market and the development and promotion of a "buy local" program	LAFP	Town
7. Evaluate and revise local regulations to ensure they are "agriculture-friendly" including: <ul style="list-style-type: none"> a. defining agriculture and agricultural activities, b. defining agri-tourism, c. ensuring agricultural activities are permitted, and d. allow roadside signage that raises awareness of working farms. 	PZC	LAFP

PA 490 Farms

Rocky Hill, CT



These properties shown on this map are assessed as farmland in accordance with the state's PA-490 program.

Legend

- 490 Farm

Local Option Assessment

The Plan recommends that Rocky Hill consider implementing the “local option” of CGS Section 12-107e (also known as the Public Act 490 program).

This program allows the community to identify land which can be assessed on “use value” (which can be much lower than market value). By making undeveloped land cheaper to own, there is less reason that a property might be sold and developed and so it will contribute to community character for a longer period.

The Plan recommends that this program (the open space assessment program) be considered for any residentially-zoned property in excess of 5 acres in size.

Preserve And Enhance Community Character

Preserving and enhancing community character is important to residents. In public meetings as part of the process of preparing this Plan, residents consistently mentioned the importance of preserving and enhancing community character. While the elements of community character may be different for different people, the common elements are addressed in this section of the Plan.

Scenic Resources

Scenic views and scenic areas contribute to the perception of community character in Rocky Hill. The scenic attributes of these areas should be protected and preserved to the extent feasible. Since undeveloped land contributes to the perception of community character, Rocky Hill should consider implementing the “space assessment” component of CGS Section 12-107 (see sidebar). Also, since “gateways” can help promote community character, the Plan recommends that Rocky Hill promote the establishment of gateway features at key entries to the community.

PRESERVE AND ENHANCE COMMUNITY CHARACTER – Scenic Resources		
Policies	Leader	Partners
1. Preserve scenic resources in, and the scenic attributes of, Rocky Hill.	Town	Staff
2. Encourage the retention of undeveloped land.	OSCC	Staff
3. Promote the establishment of community gateway features (signage, landscaping, lighting, etc.) and other elements that contribute to community character.	PZC	DRB
4. Encourage street tree planting and landscaping, especially in commercial areas and new subdivisions.	PZC	DRB
5. Maintain the “property maintenance” ordinance (Chapter 98 of the Town Code).	TC	Town
Action Steps	Leader	Partners
6. Amend local regulations to consider scenic resources and scenic attributes in land use applications.	PZC	Staff
7. Consider establishing and implementing a PA-490 open space program in order to maintain and enhance the amount of “perceived” open space in Rocky Hill.	TC	PZC, Town

Historic Resources

Historic buildings and sites also contribute to the character of Rocky Hill. A wonderful example of this is the fact that the Rocky Hill – Glastonbury Ferry –the longest continuously operating ferry service in the country - is a well-known treasure that contributes to the character of the community. The Plan recommends that Rocky Hill continue and enhance efforts to recognize and preserve historic resources.

Sensitive ownership of historic buildings is unquestionably the best way to preserve them and many of the historic structures in Rocky Hill are being well taken care of by their owners. While a 1973 study recommended that local historic districts be established in and near Rocky Hill Center, property owners at that time did not support a regulatory approach which would require permits for work visible from a public street. Since that time, some of these areas have been recognized on the “National Register of Historic Places” due to the quality and number of resources in these areas. However, this designation offers little or no protection of individual buildings and so Rocky Hill’s historic resources continue to be at risk.

PRESERVE AND ENHANCE COMMUNITY CHARACTER – Historic Resources		
Policies	Leader	Partners
1. Continue to encourage sensitive ownership and responsible stewardship of historic resources.	HS	MH, Staff
2. Seek to protect archeological resources.	PZC	Town, Staff
3. Encourage awareness and preservation of cultural, archaeological and historical resources.	HS	Town
4. Consider utilizing historically accurate “place names” in new developments as a way to help preserve history and character..	Town	HS Staff
Action Steps	Leader	Partners
5. Consider allowing adaptive reuse of historic buildings when it is appropriate given the location of the site (such as Glastonbury Avenue) and will aid in the preservation of the historic structure and neighborhood.	PZC	Town, Staff

Identified Historic Resources

National Natural Landmark

- Dinosaur State Park

Areas Listed On The National Register Of Historic Places

- Elm Street Historic Area
- Rocky Hill Center Historic Area
- Glastonbury-Rocky Hill Ferry Historic Area

Sites Listed On The National Register Of Historic Places

- Academy Hall
- Rocky Hill Congregational Church
- John Robbins House (262 Old Main Street)

Sites Listed On The State Register Of Historic Places

- Griswold House (189 Parsonage Street)

Design Review Process

Architectural design and site design contribute to community character. Buildings that complement Rocky Hill’s identity as a New England town contribute to community character. Buildings that are fundamentally out of character or scale will negatively affect community character.

Rocky Hill residents have indicated that architectural and site design is important to them and that they want a process that will ensure that design is an important consideration as part of any land use approval. Residents don’t want any building or use just for the sake of having it – they also want a building or use that complements and enhances the overall character of the community.

While the Town Council adopted an ordinance in 2013 establishing an “Architectural Review Advisory Board”, no members have been appointed. While this is unfortunate given the importance that the community had placed on design, it may provide an opportunity to improve some provisions in the ordinance:

- Appoint more than 3 members in order to have a thoughtful discussion of what constitutes good design in Rocky Hill,
- Appoint people for overlapping 4-year terms so that it is not reconstituted every two years when a new Council is elected,
- Require that applicants obtain a report rather than requiring a “referral” by the Planning and Zoning Commission (waiting for such a referral will slow down the approval process).

PRESERVE AND ENHANCE COMMUNITY CHARACTER – Design Review Process		
Policies	Leader	Partners
1. Promote excellence in building and site design.	DRB	PZC, Staff
2. Promote development that contributes to, and enhances, a “sense of place” in Rocky Hill.	DRB	PZC, Staff
Action Steps	Leader	Partners
3. Modify or repeal the ordinance establishing the Architectural Review Advisory Board.	TC	PZC, Staff
4. Establish a meaningful design review process in Rocky Hill (including a Design Review Board).	TC	PAC, Staff
5. Adopt and maintain design guidelines.	DRB	Staff

Samples of Design Guidelines From Other Communities

Townwide Guidelines

Architecture

Historic Resources
Does the development directly or indirectly impact historic resources?

Guidelines:

- Treat resources in a manner consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.
- Preserve and/or enhance natural views and features of historical importance.
- Incorporate historic cultural landmarks (e.g. houses, commercial buildings, old stone walls, barns or sheds, fountains, tree stands on open space edges, etc.) into new development.
- Preserve and reinforce historic scale, massing, and proportion where applicable.

historic resources
Simsbury Town Center



Simsbury's Town Center is the historic heart of the community, and includes a number of older buildings that are valued by the community. Design guidelines for treatment of Heritage Buildings in the Town Center are provided on page 10.




Page 12

Town of Simsbury Guidelines for Community Design

Townwide Guidelines

Architecture

Form and Space
Do the building forms and surrounding spaces reflect continuity of density, streetscape rhythm, yard setbacks, and community character?

Guidelines:

- Design to create interesting and proportional outdoor spatial relationships between buildings, open space, and setbacks on adjacent sites.
- Establish building rhythm with adjacent building forms for visual continuity.
- Create variety using building, cladding, surface masses, proportions, and open space links.
- Honor local historic detailing with simple roof forms and shapes.
- Avoid long, large, unarticulated structures which are uninteresting and do not contribute to the streetscape.
- Use large open space to provide strong, clear boundaries between different land uses or different neighborhood densities.
- Establish visual and functional focal points (e.g. "town green", landmark structures, public park, etc.) for all large developments.

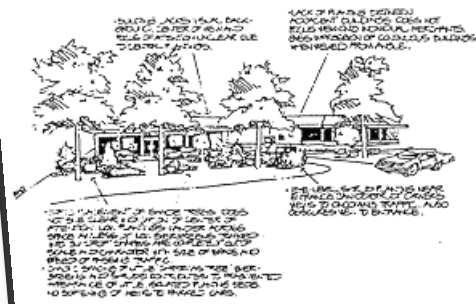




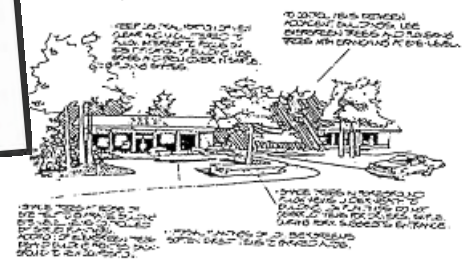

Page 11

Town of Simsbury Guidelines for Community Design

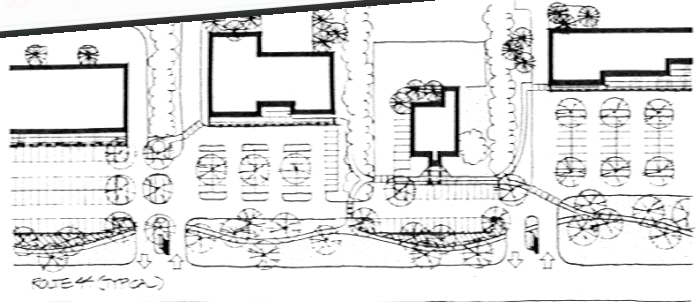
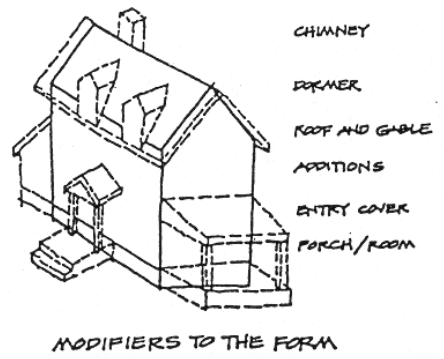
Landscaping and Maintenance



Typical Planting Mistakes



Recommended Plantings



RECOMMENDED LINKAGES

1. COORDINATED LINKAGES BETWEEN BUILDINGS TO PROVIDE A SENSE OF COMMUNITY AND TO PROVIDE A SENSE OF PLACE.

2. PROVISION OF OPEN SPACE BETWEEN BUILDINGS TO PROVIDE A SENSE OF PLACE AND TO PROVIDE A SENSE OF COMMUNITY.

3. PROVISION OF OPEN SPACE BETWEEN BUILDINGS TO PROVIDE A SENSE OF PLACE AND TO PROVIDE A SENSE OF COMMUNITY.

4. PROVISION OF INTERCONNECTED ROBERTSON DRIVE SYSTEM TO PROVIDE A SENSE OF PLACE AND TO PROVIDE A SENSE OF COMMUNITY.

Community Spirit

Community character includes community pride and spirit. Community spirit is enhanced by local events and activities, volunteer efforts, accomplishment of community goals, positive media recognition, and similar things.

PRESERVE AND ENHANCE COMMUNITY CHARACTER – Community Spirit		
Policies	Leader	Partners
1. Continue to promote community spirit.	Town	PRC, Staff
2. Continue to encourage programs and events that contribute to community pride and spirit.	Town	PRC, Staff
Action Steps	Leader	Partners
3. Consider a program of recognizing municipal volunteers through events such as an annual picnic.	TC	Town, Staff
4. Maintain a Rocky Hill “website” to promote community events.	Town	Staff
5. Consider how to use “social media” to enhance community spirit.	Town	Staff

Fireworks



Concerts

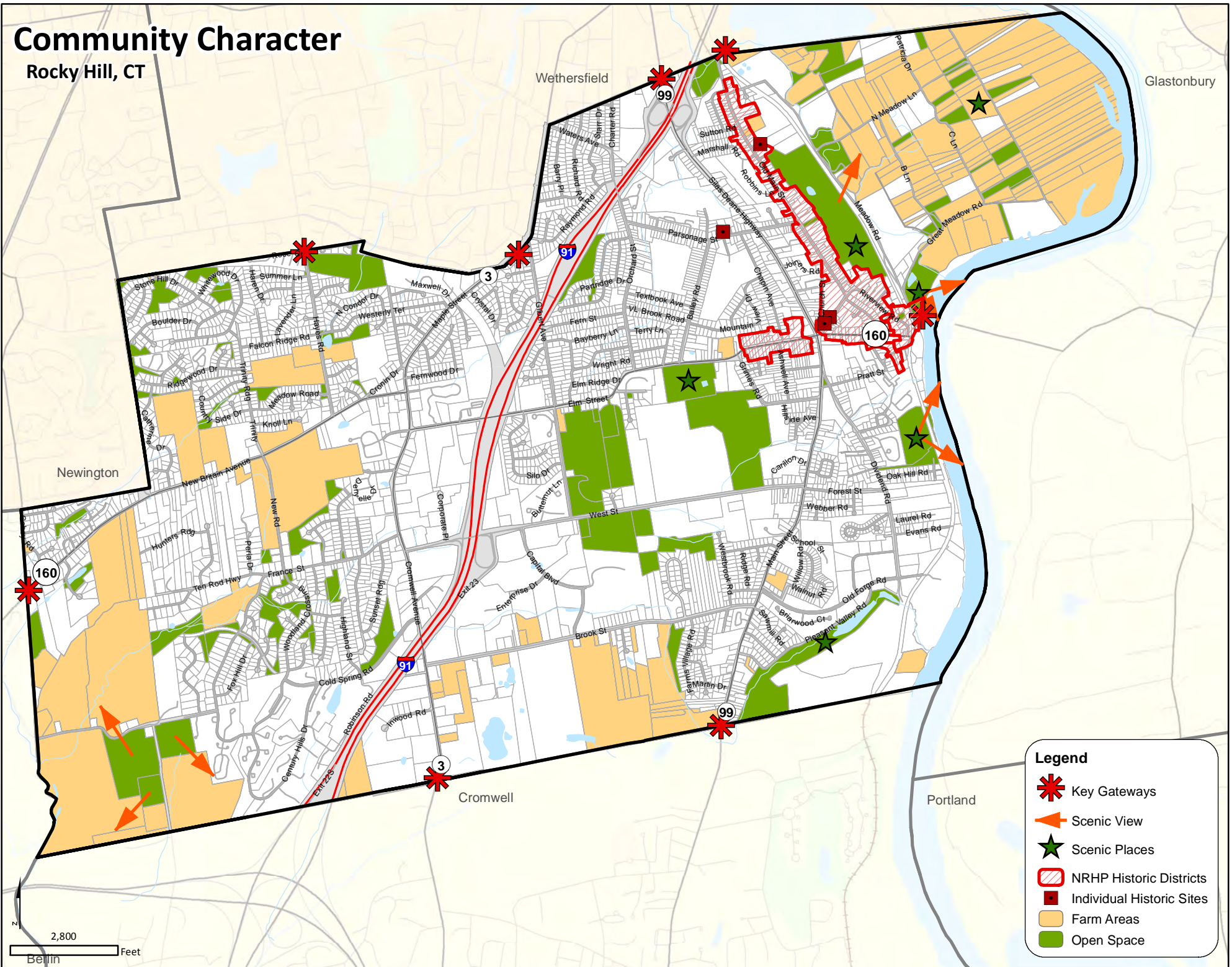


Community Fairs










Community Character

Rocky Hill, CT



Legend

-  Key Gateways
-  Scenic View
-  Scenic Places
-  NRHP Historic Districts
-  Individual Historic Sites
-  Farm Areas
-  Open Space

2,800 Feet
 Scale bar
 North arrow

Promote Sustainability And Resiliency

For the purposes of this Plan, “sustainability” refers to the philosophy of encouraging activities that allow present generations to meet their needs without compromising the ability of future generations to meet their needs. The term “resiliency” refers to the community’s ability to readily recover from sudden changes or adversity.

PROMOTE SUSTAINABILITY AND RESILIENCY		
Policies	Leader	Partners
1. Promote energy conservation / sustainability.	STF	OSCC, Town, Staff
2. Promote water conservation.	STF	MDC, OSCC, Town, Staff
3. Promote waste reduction / recycling.	STF	OSCC, PW, Town, Staff
4. Educate residents about sustainability concepts.	STF	OSCC, PW, Town, Staff
Action Steps	Leader	Partners
5. Establish a local Sustainability Task Force to promote sustainability and resiliency and propose programs useful to residents and businesses.	TC	Town, Staff
6. Evaluate alternative approaches (space heating, lighting, controls, equipment, building envelope, electrical consumption, electrical generation, and vehicles) and make recommendations to reduce energy usage, increase reliability, and save money.	STF	OSCC, PW, Town, Staff
7. Continue to review and improve hazard mitigation plans for recurring events, such as flooding.	Town	Staff
8. Continue to review and improve emergency preparedness plans (single events) in order to be able to respond to these events in the future	Town	Staff
9. Establish one or more local shelters for when they are needed in the future.	Town	Staff

DEVELOPMENT STRATEGIES

5

Overview

The second thematic section of the Plan of Conservation and Development addresses “development” issues. For the POCD, the term “development” is intended to organize and address different topics which Rocky Hill residents feel will help them guide future growth and change in the community.

“Development is about transforming the lives of people.”

Joseph Stiglitz,
American Economist

Town Center



Residential Development



Business Development



Support Establishment Of A Town Center

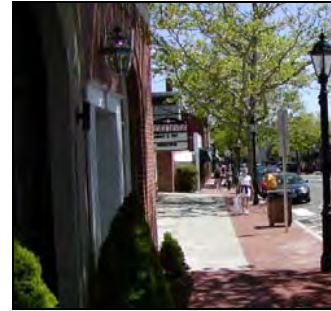
It is a key recommendation of the Plan to encourage and support establishment of a mixed-use, pedestrian-friendly town center in Rocky Hill with a “sense of place”.

While the predominant development approach over the past 50 years has been automobile-oriented patterns with single-use sites, there is growing interest and demand for more walkable development patterns with a diversity of uses within individual buildings and in small areas. With bus transit service along the Silas Deane Highway and with the residential neighborhoods nearby, the area around the intersection of the Silas Deane Highway and Elm Street and Glastonbury Avenue is well located and has good potential to support establishment of a mixed use development approach.

However, to turn this potential into reality will require a major shift in terms of how Rocky Hill has historically approached land use and zoning. As explained in many on-line sources (the following is adapted from newurbanism.org) the main design principles can be summarized as follows:

Concept	Description
Discernable Structure	A relatively compact area with a higher intensity center and discernable edge with quality public uses and/or spaces at center and throughout
Sense of Place	Emphasis on creating a sense of place with human-scale architecture which emphasizes good design, beauty, aesthetics, and human comfort
Walkability	A pedestrian friendly street design (buildings close to street; porches, windows & doors; tree-lined streets; on street parking; hidden parking lots; garages in rear lane; narrow, slow speed streets) which makes walking pleasurable
Mixed-Use & Diversity	A mix of shops, offices, apartments, and homes within neighborhoods, blocks and buildings resulting in a diversity of people (ages, income levels, cultures) and a range of housing types, sizes and prices in closer proximity
Increased Density	More buildings, residences, shops, and services closer together for ease of walking, to enable a more efficient use of services and resources, and to create a more convenient, enjoyable place to live, work, shop, and play
Pedestrians Not Vehicles	An interconnected street grid network creating a high quality pedestrian network and where pedestrian considerations generally outweigh vehicular considerations
Transit Connection	Transit availability supports a pedestrian lifestyle

Images Of Mixed Use Pedestrian-Friendly Village-Type Areas



The potential benefits resulting from this type of development approach are summarized below:

Entity	Potential Benefits
Residents	Higher quality of life; Better places to live, work, and play; Healthier lifestyle with more walking, and less stress; Close proximity to main street retail & services; Pedestrian friendly communities offer more opportunities to get to know others in the neighborhood and town, resulting in meaningful relationships with more people, and a friendlier town; More freedom and independence to residents in being able to get to jobs, recreation, and services without the need for a car or someone to drive them; More diversity and smaller, unique shops and services with local owners who are involved in community; Big savings by driving less, and owning less cars; Less ugly, congested sprawl to deal with daily; Better sense of place and community identity with more unique architecture; More efficient use of tax money with less spent on spread out utilities and roads
Businesses	Increased sales due to more foot traffic and people spending less on cars and gas; More profits due to spending less on advertising and large signs; Economies of scale in marketing due to close proximity and cooperation with other local businesses; Smaller spaces promote small local business incubation; More community involvement from being part of community and knowing residents
Developers	More income potential from higher density mixed-use projects due to more leasable square footage, more sales per square foot, and higher property values and selling prices; Cost savings in parking facilities in mixed-use properties due to sharing of spaces throughout the day and night, resulting in less duplication in providing parking; Less need for parking facilities due to mix of residences and commercial uses within walking distance of each other; Greater acceptance and less resistance by the public; Faster sell out due to greater acceptance by consumers from a wider product range resulting in wider market share
Municipalities	Stable, appreciating tax base; Less spent per capita on infrastructure and utilities than typical suburban development due to compact, high-density nature of projects; Increased tax base due to more buildings packed into a tighter area; Better overall community image and sense of place;

Adapted from newurbanism.org

Images Of Mixed Use Pedestrian-Friendly Village-Type Areas



The importance of the overall design to the success of the Town Center cannot be understated.

Development of the Town Center *must be led by the Town* or it may not be successfully done. When the Town reacts to a development proposal submitted by others, its review is limited to those things the developers wants to do rather than the things the community needs to do. While a developer may only own the property for a few years, the development itself will be a part of the community for several decades or even longer. Rocky Hill should undertake a “charrette” or some other form of public design exercise to involve the community in planning for the Town Center and establishing goals for desirable outcomes.

Development of the Town Center must be *in accordance with good “place-making” principles* or it may not be successfully done. A development which does not represent excellence in “place-making” could result in a development which misses the mark and accomplishes few of the benefits described previously. Portland, Oregon has prepared a document entitled “Portland Main Street – Design Handbook” which outlines some of the key considerations:

Design Issue	Possible Guidelines
Street Level	Provide a “storefront” on street-front sides of the building to attract and engage pedestrians. Blank walls or windows will not do this. Set a standard for how much of the street-level wall needs to be glass display windows and open to the interior. Orient the main entryway to the street-front for pedestrians with secondary entrances (if desired) to parking areas. Discourage or prohibit gaps between buildings.
Signage	Promote signage oriented to pedestrians rather than to vehicles. This may include hanging signs perpendicular to the building.
Parking	Provide for “on-street” vehicle parking as a way to animate the street and attract shoppers (the “street” would typically be an internal driveway rather than a public street). Locate parking areas to the side and rear of buildings and provide a visual buffer to a pedestrian-friendly streetscape. Provide parking for bicycles.
Uses	Encourage or require “active uses” such as retail stores and restaurants rather than “passive uses” such as offices or banks. Discourage or prohibit drive-through uses unless the drive through is located and designed in a way to avoid impacts to the pedestrian-friendly streetscape.
Intensity	Provide for enough floor area to create a critical mass of uses. Require multi-story buildings with uses on all floors. Require a diversity of uses to help create a multi-faceted experience.
Setbacks / Standards	Establish a “build-to line” or a maximum front setback (rather than a minimum setback) in order to force buildings to the street and relate to pedestrians. Allow or require zero side setbacks in order to create a continuous streetscape of pedestrian-friendly buildings. Require a minimum building height to help frame the street.
Streetscape	Provide ample sidewalk width to encourage pedestrians, window whipping outdoor dining, street trees, street furniture (benches, trash barrels, bicycle racks, etc.). Plant street trees to create shade and enhance the overall appearance of the area. Place all utilities underground.

Importance Of History

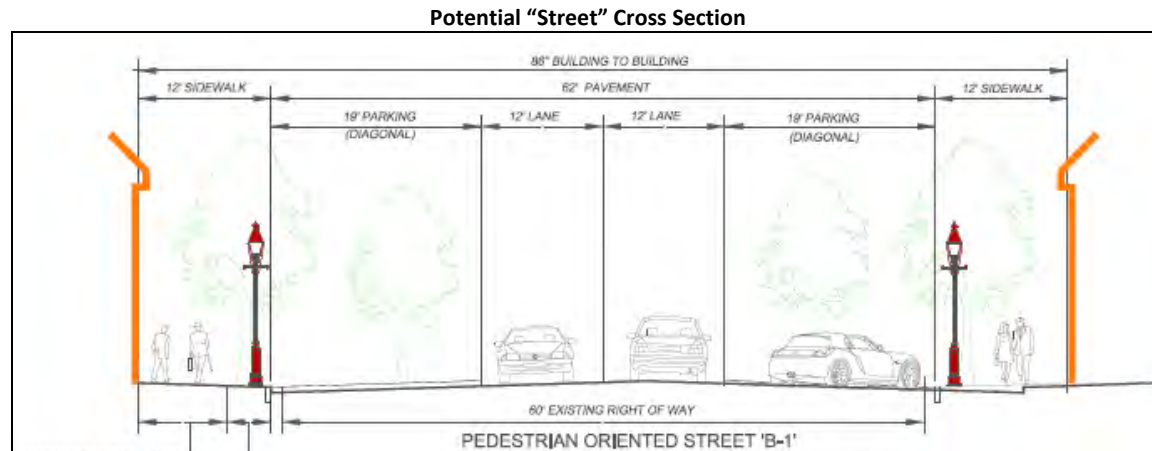
Rocky Hill has a wonderful history and this history can be found all around us in the buildings and places which have endured for centuries. This is especially true in the Town Center area of Rocky Hill.

Many of the buildings and development patterns that already exist can provide a framework for how to guide future development.

While future development should reflect the building forms which are reflective of the history of this area, overall character is more important than strict authenticity in terms of building materials or design elements.

The design of the “streets” within the Town Center area is also important. In this case, the word “street” is used to describe private, internal driveways in addition to public roadways. Within the Town Center area, there will be an array of “streets” from a multi-lane State highway (Silas Deane Highway – Route 99) to a low volume State highway (Glastonbury Avenue - Route 160) to existing Town streets (such as Old Main Street) to private roadways as part of existing and new developments.

For the Town Center to be successful, these roadways must have a strong pedestrian focus and ambience. This is because these public roadways are the “glue” which holds all of the potential private development together. If there is no cohesiveness in the public realm of the streets, there will be no cohesiveness in the private realm either and the Town Center will feel like a series of disjointed sites rather than a cohesive village. As the pictures show, more can and should be done to strengthen the pedestrian focus and ambience.



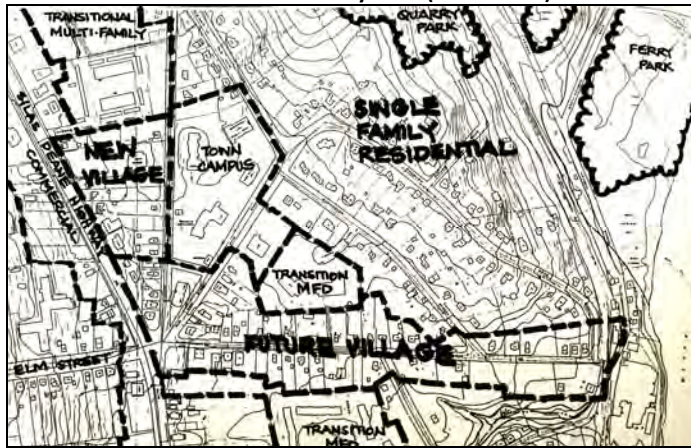
Existing Streetscapes and Development Patterns



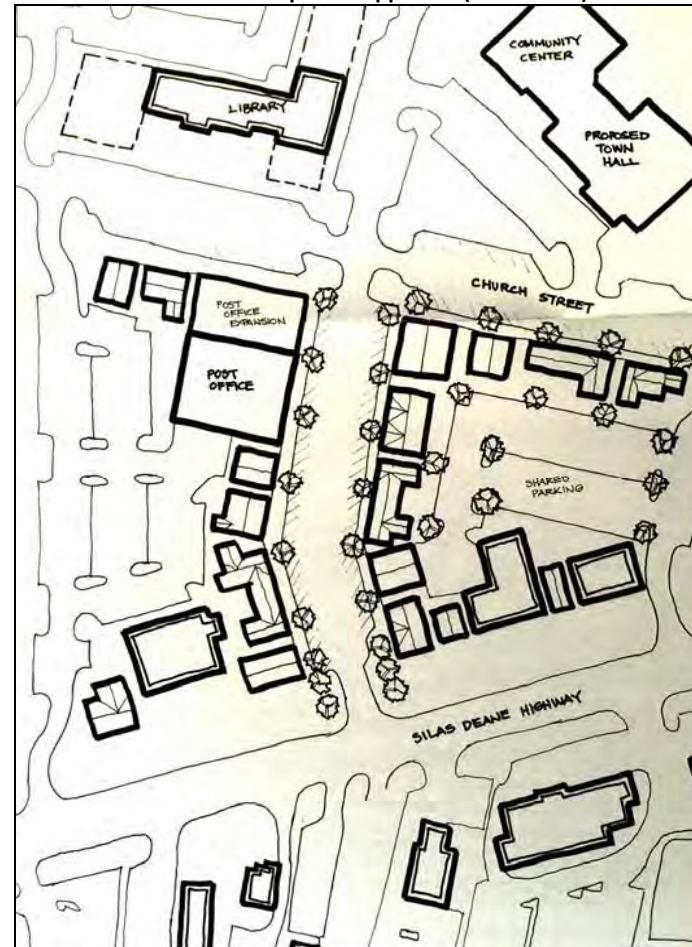
These concepts are not new. The principles of “place-making” have been around for a long time. However, it is only recently that suburban communities like Rocky Hill have begun to consider them.

It is interesting to note that this concept was recommended in the 2001 Plan of Conservation and Development (see images below). The areas south of Glastonbury Avenue were not considered at that time since the Ames Building was still in use. The case studies on the following pages show that the Town Center concept has been recommended and embraced by a number of studies.

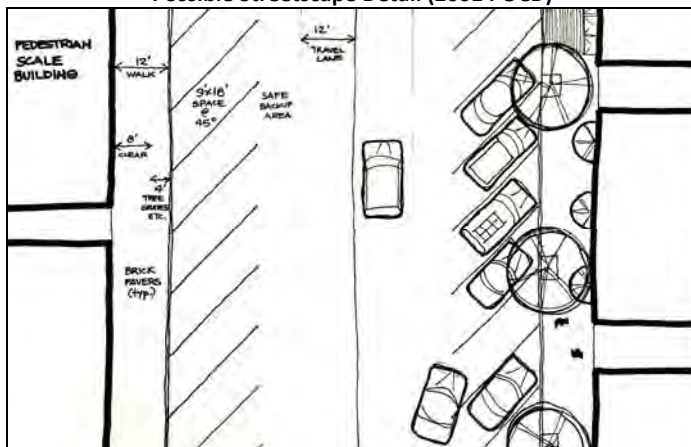
Recommended Policy Area (2001 POCD)



Possible Development Approach (2001 POCD)



Possible Streetscape Detail (2001 POCD)



Public Or Private?

It is envisioned that most, if not all, of the development on private property in the proposed Town Center area will occur as a result of property owners and private developers initiating the development process and investing in Rocky Hill. The role of the Town will primarily be the establishment and maintenance of regulations to guide the development activities to help produce a walkable, pedestrian-friendly Town Center area.

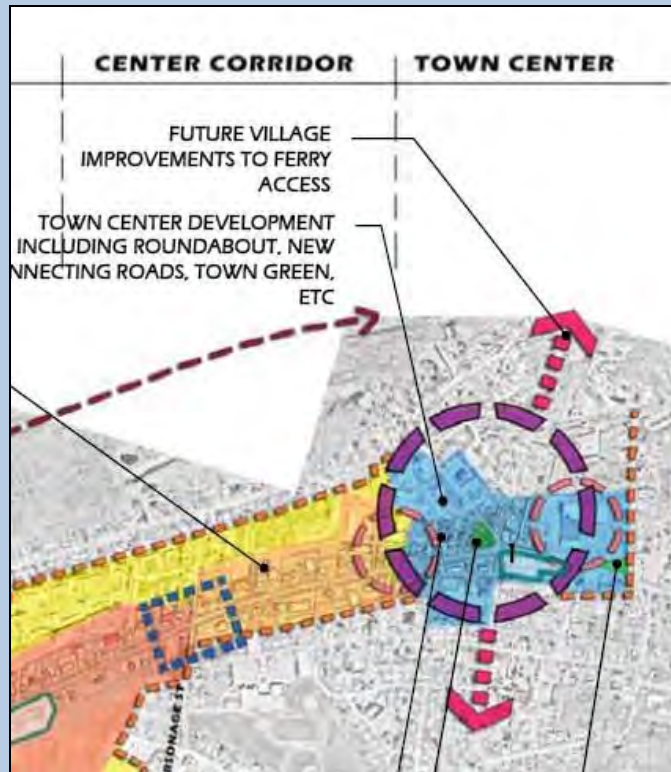
If property owners choose not to respond to the opportunities created by the new regulations, they may do so.

The Town will continue to make investments in the public infrastructure in the Town Center area (sidewalks, street lights, etc.) in order to support and encourage this private investment and help produce a walkable, pedestrian-friendly Town Center area.

CASE STUDY

Silas Deane Highway Corridor Study – Rocky Hill Town Center

In 2006, the Towns of Rocky Hill and Wethersfield undertook a joint study of the Silas Deane Highway to identify ways to revitalize the corridor and encourage reinvestment. The study was prepared with the assistance of a team of consultant led by Fuss & O’Neill and Ferrero-Hixon Associates. The Silas Deane Highway study supported the establishment of a Town Center type area in Rocky Hill and the reconfiguration of the Route 99 / Route 160 intersection to support that vision.



CASE STUDY

Intersections Improvements – Route 99 At Route 160

Following completion of the Silas Deane Highway Study, the Town of Rocky Hill worked with BL Companies to prepare improvement plans for the intersection of Route 99 (Silas Deane Highway and Main Street) with Route 160 (Elm Street and Glastonbury Avenue). The Town was able to obtain grant funding from the State of Connecticut to support Phase 1 of the streetscape improvements and this was completed in 2012. The project scope included closing Church Street (to simplify the intersection of Glastonbury Avenue and the Silas Deane Highway) and adding landscaping, lighting, benches, sidewalks, pavers and angled, on-street parking at the Congregational Church. A decorative, free-standing clock was also installed.

Phase 2 (constructing traffic islands, redesigning existing approaches, and installing a brick pattern beneath the traffic light) is to be undertaken as funds become available.



Village District

The Town Center areas – both the core area and the potential expansion area – include a number of historic resources and these areas are emblematic of Rocky Hill’s rich history as an agricultural community and a maritime port.

The Plan recommends that a “village district” be established in each of these areas of distinctive character, landscape and historic value in order to ensure that new construction, substantial reconstruction and rehabilitation of properties maintains and enhances the character of these areas.

Once the “village districts” are established, the Planning and Zoning Commission will have the ability to closely manage the design and placement of buildings and other development elements within these areas.

Additional information regarding “village districts” may be found in Section 8-2j of the Connecticut General Statutes.




SUPPORT ESTABLISHMENT OF A TOWN CENTER		
Policies	Leader	Partners
1. Encourage and support establishment of a mixed-use, pedestrian-friendly, bicycle-friendly, transit-friendly town center in and around the “Five Corners” (the core mixed use area shown in this Plan).	PZC	EDC, DRB, Town, Staff
2. Encourage and support establishment of a mixed-use, pedestrian-friendly corridor along Glastonbury Avenue (the potential mixed use expansion area shown in this Plan) in order to connect the core mixed use area to the riverfront.	PZC	EDC, DRB, Town, Staff
3. Require <i>mixed use buildings</i> (not just single use buildings on a mixed use site) in the Town Center in order to complement community character and add activity to the area.	PZC	EDC, DRB, Town, Staff
4. Enhance the Town Center as the business, government, civic, institutional, and cultural center of the Town.	PZC	EDC, DRB, Town, Staff
Action Steps	Leader	Partners
5. Undertake a detailed study of the Town Center to address land use, circulation, parking, and pedestrian issues and recommend zoning changes to implement the study recommendations.	PZC	EDC, DRB, Town, Staff
6. Establish a “village district” (as authorized by CGS Section 8-2j) in the Town Center area - both the core area and the potential expansion area.	PZC	EDC, DRB, Town, Staff
7. Explore the potential for on-street parking on a state highway with CT-DOT (Main Street, Silas Deane Highway, Glastonbury Avenue) or consider making certain road sections Town roads rather than State highways.	Town	Staff
8. Reduce parking requirements in the Town Center area in order to account for the shared use of parking spaces at different hours and on different days by different uses.	PZC	Staff
9. Participate in the Connecticut Main Street Program in order to help support businesses and activities in the Town Center area.	Town	Staff
10. Work with CT-DOT on establishing bicycle lanes in and around the Town Center area.		

Conceptual Town Center Node

Rocky Hill, CT



Legend

-  Core Mixed Use Area
(mixed uses to be allowed / encouraged / required)
-  Potential Mixed Use Expansion Area
(adaptive re-use allowed, streetscape enhanced)
-  Waterfront District

Livable Communities

Manage And Guide Residential Development

One of Rocky Hill's goals as part of this planning effort is to be a more "livable" community.

In 2014, Connecticut's Legislative Commission on Aging prepared a report entitled "Connecticut for Livable Communities" describing what communities can do to be livable communities in several key policy areas:

- Community Engagement
- Health and Well-Being
- Housing
- Planning and Zoning
- Safety and Preparedness
- Social / Support Services
- Transportation

Maintain A Diverse Housing Portfolio - Rocky Hill is a diverse housing portfolio with a number of housing options for residents of the Town and the region. This diversity has helped make Rocky Hill the community it is today and this diversity should be maintained.

Single-Family



Townhouse



Low-Rise



Mid-Rise



Protect Residential Neighborhoods and Areas - Rocky Hill is primarily a residential community. For this reason, the Plan of Conservation and Development recommends that the Town continue to protect the integrity of residential neighborhoods from encroachment by business activities and that appropriate buffers and transitions be provided between business uses and residential areas.

Vegetated Transition (Business to Single-Family)

Aerial View



**Street View Showing
Vegetated Buffer In Rear To Business**



Use Transition (Business to Multi-Family to Single-Family)

Aerial View



**Street View Showing
Business To Multi-Family To Single-Family Behind**



Elderly Housing Options

1. Remain in current home.
2. Move to smaller home.
3. Move to condominium with exterior maintenance provided.
4. Retain day-time help.
5. Remain in home with an accessory apartment for caretaker, caregiver, and/or income.
6. Move in with family in their home or accessory apartment.
7. Move to congregate or assisted living complex.
8. Move to subsidized elderly housing development.
9. Move to nursing or convalescent home.

Provide For Housing Options - While Rocky Hill has a diverse housing stock today in terms of the number of multi-family units, most of those units were built in the 1970s and may not be well-designed for the housing needs of today or tomorrow. There is expected to be a need during the planning period for additional housing units in Rocky Hill that are:

- suitable for an aging population since there will be a larger number of people in the older age groups, and
- affordable to moderate income persons and households.

Housing For An Aging Population



Possible Considerations

- Smaller units
- Lower maintenance
- Lower cost
- “Universal design”
- Adaptable for handicapped accessibility
- Social opportunities
- Shared services
- Ability to age in place (meals on wheels, home health aides, etc.)

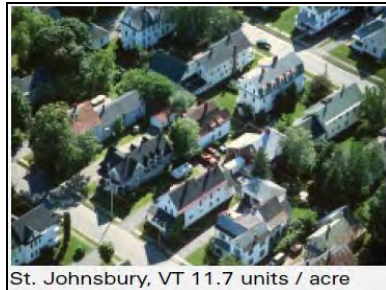
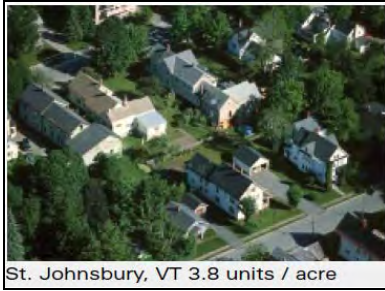
Starter Housing



Possible Considerations

- Smaller units / smaller lots
- Lower cost

Whatever housing strategies are pursued, design will be an important consideration. While many people become concerned when there is discussion of higher density housing, density is just a number. The overall design of a housing development can make higher densities seem more attractive than lower densities. Design may be more important than density.



All images are from a book entitled *Visualizing Density*, published by the Lincoln Institute of Land Policy (2007).

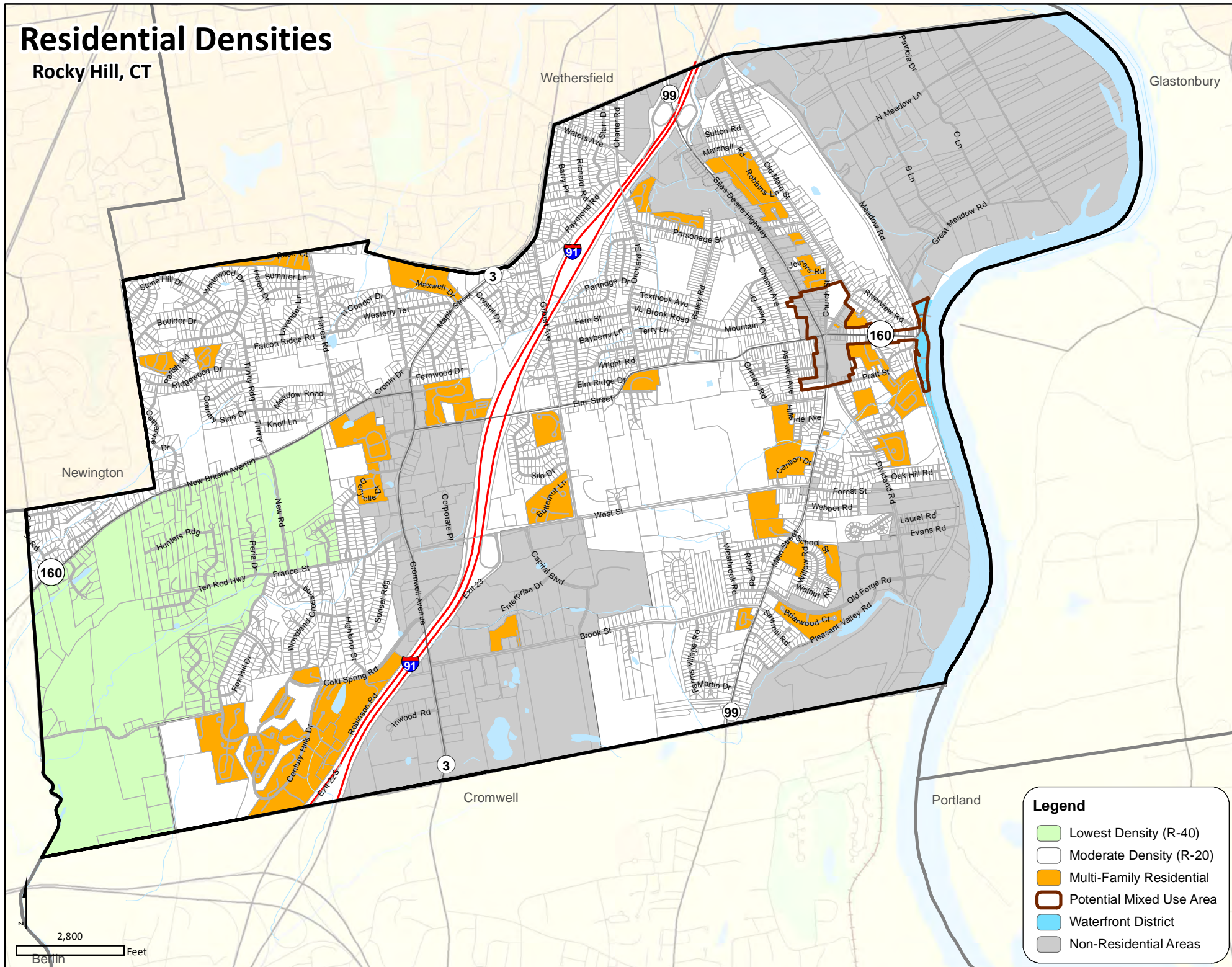
MANAGE AND GUIDE RESIDENTIAL DEVELOPMENT

Policies	Leader	Partners
1. Maintain a diverse housing portfolio.	Town	Staff, RHHA
2. Protect the character and integrity of residential neighborhoods.	Town	PZC, Staff
3. Encourage conservation design subdivisions in the R-40 zoning district.	PZC	Staff
4. Explore appropriate opportunities to meet the housing needs of an aging population, and moderate income persons and households.	PZC	RHHA, Town, Staff
Action Steps	Leader	Partners
5. Plan for additional senior housing units managed by the Housing Authority to meet current and anticipated future needs for affordable housing for seniors.	RHHA	PZC, Staff
6. Modify the definition of “affordable housing” in the Zoning Regulations to be consistent with State statutes and ensuring consistency with other provisions of the regulations.	PZC	Staff



Residential Densities

Rocky Hill, CT



Legend

- Lowest Density (R-40)
- Moderate Density (R-20)
- Multi-Family Residential
- Potential Mixed Use Area
- Waterfront District
- Non-Residential Areas

Truck Parking And Idling

Trucks delivering products to some businesses along Brook Street and elsewhere have been parking and idling along public streets and in other parking lots in Rocky Hill. This activity has the potential to have a negative impact on street capacity and safety and can adversely affect nearby residences and businesses.

The Town should work with local businesses, the police department, and truckers to provide parking / idling areas on the business sites generating this traffic or in other appropriate locations to ensure that potential negative impacts are eliminated or minimized.

Guide And Manage Business Development

Overall, Rocky Hill has a healthy and diverse economy. Businesses in the community provide jobs for residents of the town and the region, provide goods and services for residents and other businesses in the town and the region, and provide a strong tax base for the community. Overall, about 37 percent of the Grand List in Rocky Hill consists of business and industrial uses.

Reconfigure Zones – The Plan recommends a number of changes related to the configuration of business zones in Rocky Hill:

1. Rename the existing Business Park (BP) zone to Business Park 1 (BP-1).
2. Create a new Business Park 2 (BP-2) zone based on the Office Park zone including a provision within the BP-2 zone to make provision for and take advantage of the deep water port facilities at Evans Road.
3. Rezone areas along Brook Street and Cromwell Avenue (as shown in the Plan) to Business Park 2.
4. Rezone areas along Old Forge Road (as shown in the Plan) to Business Park 2, thereby eliminating the Waterfront (WF) zone and the Floodplain (FP) zone in this area.
5. Remove “mixed uses” from the Commercial (C) district and the Office Park (OP) district and encourage mixed use buildings in the Town Center area.

Business Park 1 Area



Business Park 2 Area (proposed)



Office Park Area



Revisit Parking Regulations – The Plan recommends that the Planning and Zoning Commission revisit the parking requirements in Rocky Hill. First, Rocky Hill should reduce the parking stall requirements from 9.5 feet wide to 9 feet wide since the width requirement is creating more impervious coverage than is necessary, reducing the size of building that may be possible on a site, and putting Rocky Hill at a competitive disadvantage compared to other communities.

Second, Rocky Hill should reduce the number of spaces being required for certain uses. Review of the parking requirements in the Zoning Regulations suggests that it might be possible to reduce the parking standards for several use categories. These are the use categories which are most prevalent along the Silas Deane Highway and Cromwell Avenue:

- Shopping centers (4 spaces to 5 spaces per 1,000 SF)
- Retail stores (5 spaces to 6.67 spaces per 1,000 SF)
- Restaurants (10 spaces per 1,000 SF of patron floor area)
- Offices (3.33 spaces to 6.67 spaces per 1,000 SF)

Information from the Institute of Transportation Engineers (ITE) and observation of parking areas in Rocky Hill suggest that the parking requirements in the regulations may be requiring more spaces than are really needed. Even on the busiest shopping day of the year, Rocky Hill residents have observed that there is parking available at local stores.

At the same time as any change to the parking requirements, Rocky Hill could also upgrade local regulations to encourage or require the following:

- Front yard landscaping and parking lot landscaping (planted islands),
- Signage modifications (attached or detached),
- Lighting regulations,
- Improved drainage (such as “low impact development”), and
- Access management in terms of interconnecting parking lots and reducing the number of driveways.

If Rocky Hill was to reduce the parking ratios for some of these uses and make some of the other regulation changes, it might create development opportunities for some properties along these major routes and this could be a win-win situation:

Property Owners	Community
More floor area More rental income Higher property value Enhanced character	Improved building facades More front yard / parking lot landscaping Improved pavement areas Low impact development (drainage) More tax base Enhanced character

Shared Parking

The Plan recommends that the Commission continue to encourage shared parking within business areas. This strategy reduces the amount of impervious coverage, can help reduce the number of curb cuts, and will help promote a walkable community.

This recommendation is also consistent with the access management strategies recommended on page 72.

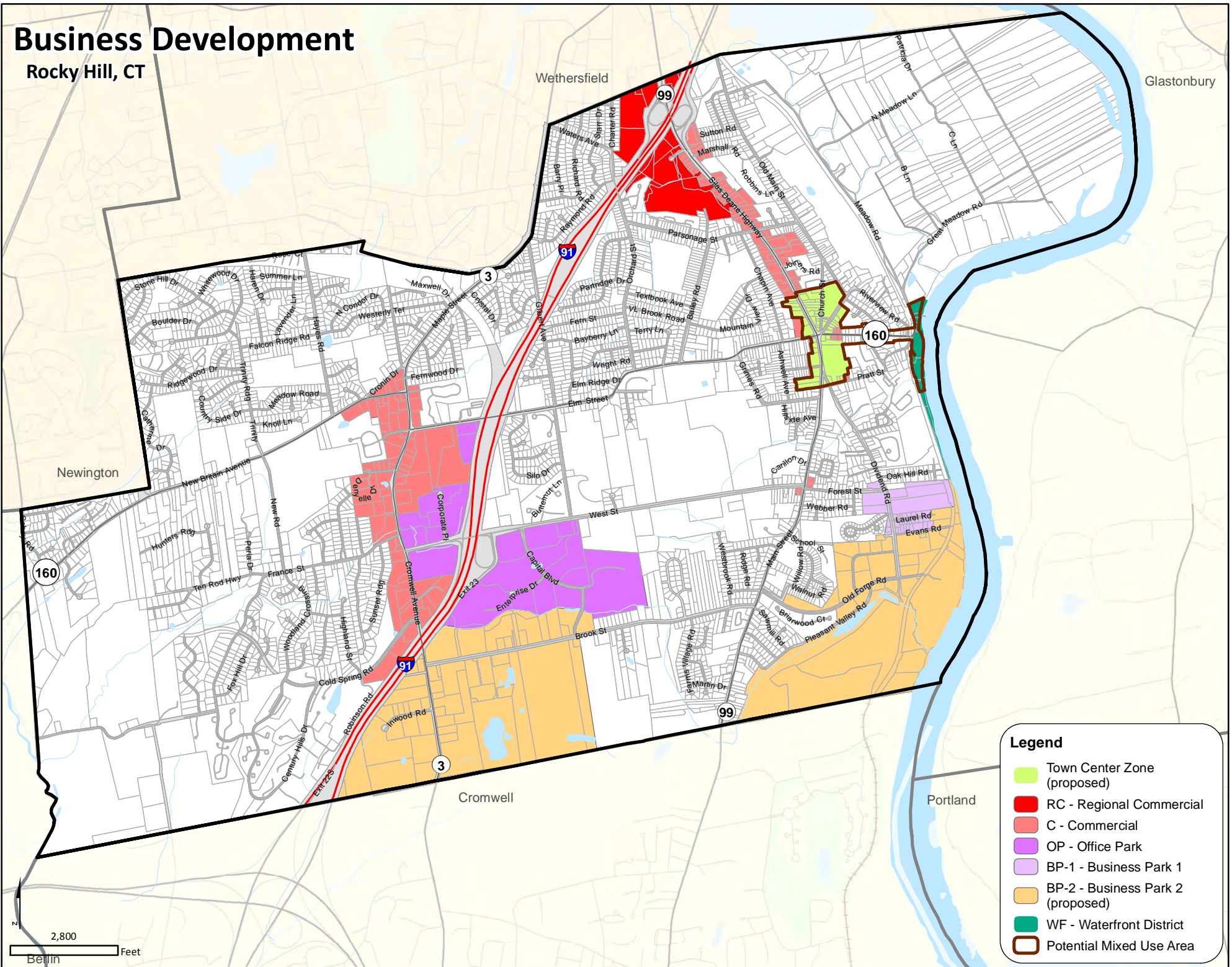
Revisit Home Occupation Regulations – While home offices and home-based businesses are more prevalent these days, there can be issues associated with the nature of the activity and whether it generates significant traffic or includes activities not customary in a residential setting. At the present time, any home-based business is allowed through issuance of a Zoning Permit by Staff so that the Commission and the neighborhood may not be aware of certain activities.

GUIDE AND MANAGE BUSINESS DEVELOPMENT		
Policies	Leader	Partners
1. Continue to guide and manage business development.	PZC	EDC, DRB, Town, Staff
2. Seek to make effective use of land zoned for business development.	EDC	PZC, DRB, RHRA, Town, Staff
3. Seek other forms of economic development appropriate for Rocky Hill.	EDC	Town, Staff
4. Manage the Silas Deane Highway commercial corridor in terms of: <ul style="list-style-type: none"> • Promoting redevelopment away from a strip development pattern (see Silas Deane Highway Study) • Encouraging façade improvement • Promoting consolidated parcels and shared driveways and parking 	PZC	EDC, DRB, RHRA, Town, Staff
5. Manage the Cromwell Avenue commercial corridor in terms of: <ul style="list-style-type: none"> • Promoting consolidated parcels and shared driveways and parking • Encouraging façade improvement 	PZC	EDC, DRB, RHRA, Town, Staff
6. Continue to work with the Chamber of Commerce, the Capital Region Growth Council, and other agencies to maintain a business-friendly environment and recruit new businesses for appropriate sites.	EDC	PZC, DRB, Town, Staff

(related action steps are presented on a subsequent page)

Business Development

Rocky Hill, CT



- Legend**
- Town Center Zone (proposed)
 - RC - Regional Commercial
 - C - Commercial
 - OP - Office Park
 - BP-1 - Business Park 1
 - BP-2 - Business Park 2 (proposed)
 - WF - Waterfront District
 - Potential Mixed Use Area

(related policies are presented on a preceding page)

GUIDE AND MANAGE BUSINESS DEVELOPMENT (continued)		
Action Steps	Leader	Partners
7. Rename the existing Business Park (BP) zone to Business Park 1 (BP-1), create a new Business Park 2 (BP-2) zone and then (as shown in the Plan): a. Rezone areas along Brook Street and Cromwell Avenue to Business Park 2. b. Rezone areas along Old Forge Road to Business Park 2, thereby eliminating the Waterfront (WF) zone and the Floodplain (FP) zone in this area.	PZC	EDC, Staff
8. Remove “mixed uses” from the Commercial (C) district and the Office Park (OP) district and encourage mixed use buildings in the Town Center area.	PZC	Staff
9. Reduce the parking stall requirements from 9.5 feet wide to 9 feet wide.	PZC	EDC, Staff
10. Review parking requirements and the number of parking spaces required for certain business uses and, at the same time, upgrade local regulations to address front yard landscaping and parking lot landscaping, signage modifications, site lighting, Improved drainage (such as “low impact development”), and access management in terms of inter-connecting parking lots and reducing the number of driveways.	PZC	EDC, DRB, Staff
11. Revisit the provisions of the “Waterfront” zoning district to ensure it is accomplishing what the Town desires.	PZC	Staff
12. Review home occupation regulations and consider requiring that some uses obtain a Special Permit.	PZC	Staff
13. Revisit Section 7.2.12 of the Zoning Regulations since the incentives for consolidated development seem overly generous and may not be attainable on most properties.	PZC	EDC, Staff
14. Continue to maintain a consolidated inventory of available sites and building space.	EDC	Staff
15. Investigate the potential for permitting limited manufacturing and/or high technology uses in the Office Park zone.	PZC	EDC
16. Work with local businesses, the police department, and truckers to provide parking / idling areas on the business sites generating truck traffic or in other appropriate locations to ensure that potential negative impacts are eliminated or minimized.	TC	PZC, EDC, Staff

INFRASTRUCTURE STRATEGIES

6

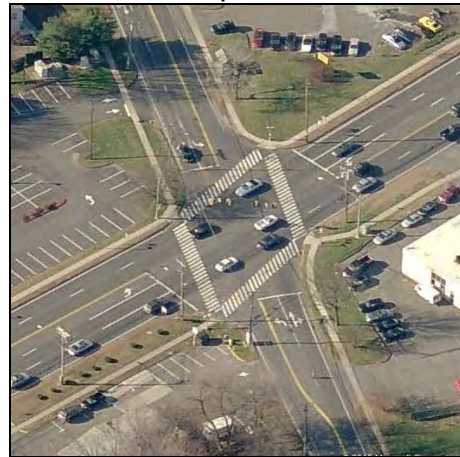
Overview

The third thematic section of the Plan of Conservation and Development addresses “development” issues. For the POCD, the term “infrastructure” is intended to organize and address different topics which Rocky Hill residents would like to have or provide to meet community wants and needs.

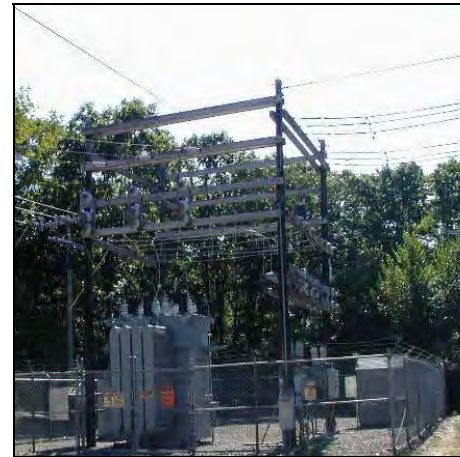
Community Facilities



Transportation



Utilities



“Strategic investment in infrastructure produces a foundation for long-term growth.”

**Roger McNamee,
American Businessman**

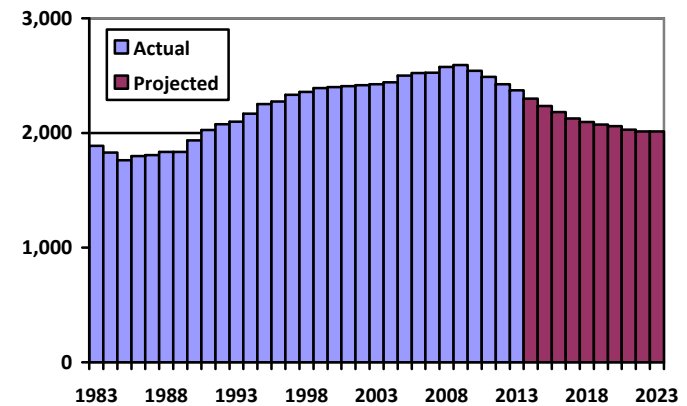
Address Community Facility Needs

Since a comprehensive evaluation of municipal facilities was not part of the process of preparing this Plan of Conservation and Development, the Town should undertake an overall assessment of existing municipal facilities, their current condition, available land, expansion potential, and potential future uses. In this way, the space needs of different departments can be attuned to the existing facilities that are available or to new facilities which may be needed. In addition, anticipated needs can be quantified and prioritized.

Education Facilities – While overall school enrollments are projected to decrease during the planning period, there have been issues with school capacity at the lower grade levels (portable classrooms are currently being used) and there is interest in upgrading school facilities to better address current educational programming. To help address some of these issues, the Town is “partnering” with the Capitol Region Education Council (CREC) and the State of Connecticut to build a grade 4 to 5 intermediate school (Town) in one building with a planned new elementary magnet aerospace academy (CREC) in another building on a site on Brook Street. Completion is projected for fall 2017. The two schools would share driveways, play areas and some common elements.

Public Safety Facilities – Public safety services include police, fire, and emergency medical services. Recruiting and retaining volunteers for fire and emergency medical response will continue to be important.

Interest has been expressed in updating the police facility and a more centrally located facility for fire and emergency medical response. The adjacent graphic illustrates the “driving distance” from the current fire station locations to different parts of the community.



Recreation Facilities – Recreational facilities in Rocky Hill include both outdoor facilities (parks and fields) and indoor facilities (gymnasiums, classrooms, and community center space). Strong participation can make it challenging to program activities and, in the case of outdoor facilities, have a chance to “rest” the fields. Interest has been expressed in updating and expanding the community / senior center for the growing senior population (or establishing a separate senior center).

Other Facilities / Issues – Rocky Hill residents are proud of their community facilities and expressed interest in their continued maintenance and in expansion / enhancement to meet future needs. How and when these facilities might be improved should be part of the comprehensive evaluation of municipal facilities recommended by the Plan of Conservation and Development.

Other issues for the comprehensive evaluation might include looking at:

- how to best maintain our fields and buildings / facilities (Town and School),
- centralizing town facilities for the Highway Department and Parks Department crews,
- expanding / relocating the public works facility,
- providing for additional housing for seniors,
- updating technology,
- replacing aging fleet vehicles, and
- providing additional public parking at the municipal complex.

Town Hall



Education



Library



ADDRESS COMMUNITY FACILITY NEEDS		
Policies	Leader	Partners
1. Continue to identify and plan for community facility needs.	TC	Town, Staff
2. Continue efforts to attract and retain volunteers for local programs, especially fire and emergency medical services.	Town	Staff
3. Maintain mutual aid agreements with adjacent communities.	Town	Staff
4. Maintain existing facilities as efficiently and economically as possible.	Town	Staff
Action Steps	Leader	Partners
5. Undertake a comprehensive evaluation of existing municipal facilities and possible future needs (Town and School).	Town	TC, BOE, FD, PD, PRC, PW, Staff
6. Determine possible future use(s) of Moser School (community center, senior center, senior housing, etc.).	TC	Town, Staff

Public Works



Fire / EMS Headquarters

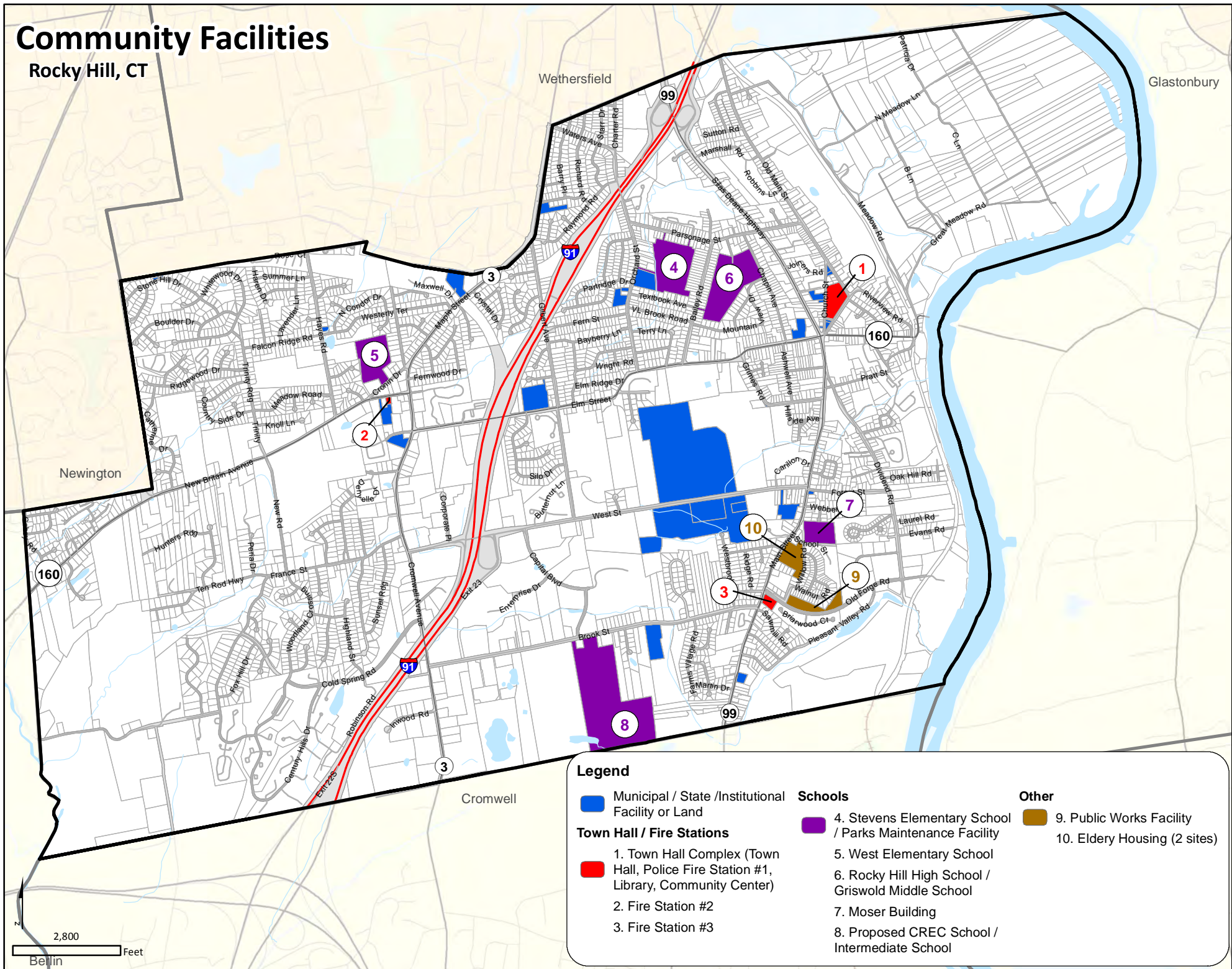


Recreation



Community Facilities

Rocky Hill, CT



Legend

Municipal / State / Institutional Facility or Land

Town Hall / Fire Stations

- 1. Town Hall Complex (Town Hall, Police Fire Station #1, Library, Community Center)
- 2. Fire Station #2
- 3. Fire Station #3

Schools

- 4. Stevens Elementary School / Parks Maintenance Facility
- 5. West Elementary School
- 6. Rocky Hill High School / Griswold Middle School
- 7. Moser Building
- 8. Proposed CREC School / Intermediate School

Other

- 9. Public Works Facility
- 10. Elderly Housing (2 sites)

2,800 Feet
Belin

Additional Information

For additional information on some of the identified traffic improvements, please refer to:

- Route 3 Study (2012) by Tighe and Bond for CRCOG
- Silas Deane Highway Corridor Study (2004) by Fuss & O'Neill for CRCOG

Manage the Roadway Network

In all likelihood, the major roadways to serve the various land uses in Rocky Hill are already in place. As a result, it will be important to maintain and improve the safety and capacity of existing roadways in Rocky Hill as effectively as possible to minimize the need for major roadway widening or other improvements in the future.

Access Management – One way to maintain and improve the capacity of roadways will be to implement “access management” techniques. Such techniques allow access to land uses along a roadway while controlling access location, design, spacing and operation. Strategies might include shared driveways, interconnected sites, strategic placing of traffic signals, provision of turning lanes, and other approaches. This should be a very high priority on the Silas Deane Highway and Cromwell Avenue.

Specific Roadway Improvements – Based on comprehensive traffic studies done in Rocky Hill, there are some specific improvements recommended for implementation. Improvements on these roadways and at these intersections will ease congestion by increasing capacity and better accommodating through traffic and turning movements. Pedestrian improvements are also recommended. For additional information on some of the improvements, refer to the Route 3 Study (2012) by Tighe and Bond or the Silas Deane Highway Study (2006) by Fuss & O'Neill.

1. Cromwell Avenue (Route 3) at Elm Street and at New Britain Avenue (Route 160)

The Route 3 Study recommends a number of improvements of this “offset” intersection (see adjacent picture).
2. Cromwell Avenue (Route 3) at France Street and at West Street (Route 411)
3. West Street (Route 411) at Exit 23 of Interstate 91 and at Capitol Boulevard
4. Cromwell Avenue (Route 3) at Brook Street
5. Cromwell Avenue (Route 3) at Inwood Road

Route 3 At Route 160



6. Brook Street at Henkel Way

Installing a roundabout on Brook Street at Henkel Way will create a clear transition between the Business Park and Office Park areas to the north and west and the residential neighborhoods to the east. It will also create a signature entrance for the proposed Town/CREC school complex on Brook Street. Streetscape enhancements are also recommended to the east.



Tighe and Bond

7. Main Street (Route 99) at West Street (Route 411) and Forest Street

Aligning West Street with Forest Street and installing a new signal will facilitate access to the Business Park 1 area off Dividend Road to the east. Striping for bicycle lanes is also recommended.



Tighe and Bond

8. Main Street (Route 99) at Elm Street and Glastonbury Avenue (Route 160)

Finding ways to create a pedestrian-friendly environment in this area while accommodating traffic flows will be important.



Roadway Connections – Encouraging or requiring roadway connections in appropriate areas will help distribute traffic efficiently over the road network. As a result, such connections will also help to ease congestion and better accommodate traffic.

A. Cromwell Avenue to New Road

Connecting Cromwell Avenue (Route 3) to New Road (and possibly to New Britain Avenue - Route 160) by extending Rhodes Road can help relieve traffic congestion in this area.



B. West Street (Route 411) To Elm Street (Route 160)

Two private driveways provide the backbone for a connection between West Street and Elm Street. This connection could help relieve congestion on Route 3.



C. Outer France Street to New Britain Avenue (Route 160)

If or when additional development occurs in the western parts of Rocky Hill, providing a roadway connection between Outer France Street and New Britain Avenue will help interconnect a number of cul-de-sac streets and improve overall circulation on the entire west side of town.



Roadway Maintenance – Maintaining roadways is an important part of the Town’s overall vehicular circulation strategy. The Town recently embarked on a five-year plan to upgrade local roads and street after residents authorized \$10 million for infrastructure improvements). Projects will include cap sealing, pavement milling, street repaving, drainage work, and bridge replacement. Since roads are less expensive to maintain when they are part of regular maintenance program, Rocky Hill should continue to use a pavement management system to schedule and prioritize local road projects.

Traffic



Accidents



Maintenance



Crack Sealing



Paving



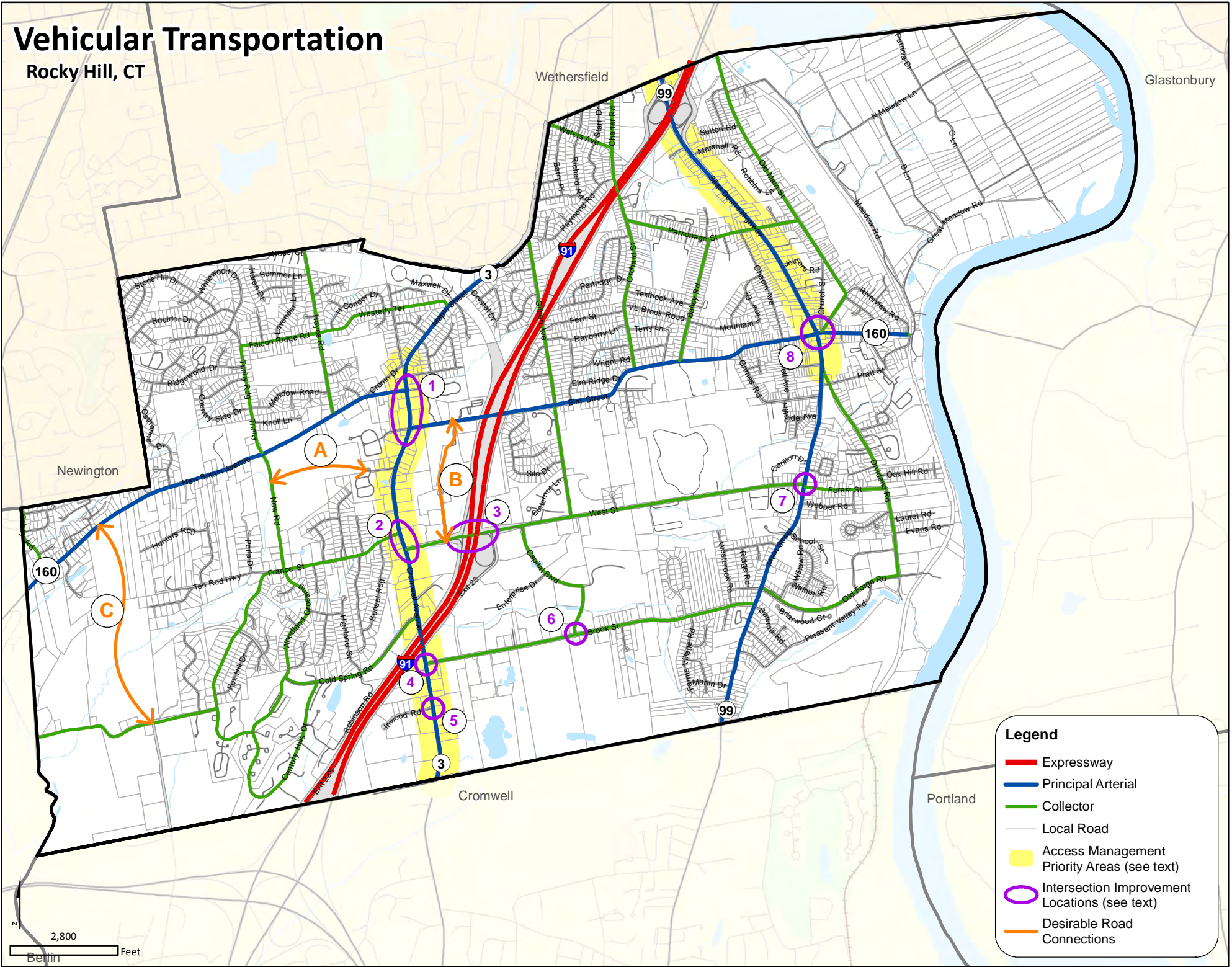
Repairs



MANAGE THE ROADWAY NETWORK		
Policies	Leader	Partners
1. Maintain the safety and capacity of the roadway system in Rocky Hill.	Town	PW, PD, Staff
2. Implement access management on major roadways such as the Silas Deane Highway (Route 99) and Cromwell Avenue (Route 3).	PZC	Town, Staff
3. Encourage or require construction of roadway improvements as recommended in the Plan (improvements 1 through 8).	PZC	PW, PD, Town, Staff
4. Encourage or require construction of roadway connections as recommended in the Plan (connections A through C).	PZC	PW, PD, Town, Staff
5. Strive to promote street continuity in other areas as opportunities arise.	PZC	PW, PD, Town, Staff
6. Work closely with CRCOG and CTDOT regarding transportation issues in Rocky Hill (especially on the Silas Deane Highway and Cromwell Avenue).	Town	PZC, PW, PD, Staff
7. Maintain a pavement management system to categorize and prioritize road maintenance needs.	PW	Staff
Action Steps	Leader	Partners
8. Establish an access management section in the Zoning Regulations.	PZC	Staff
9. Modify Section 7.A of the Subdivision Regulations to refer to the road classification plan in the POCD.	PZC	Staff

Vehicular Transportation

Rocky Hill, CT



Legend

- Expressway
- Principal Arterial
- Collector
- Local Road
- Access Management Priority Areas (see text)
- Intersection Improvement Locations (see text)
- Desirable Road Connections

Support Other Transportation Modes

Pedestrians – As part of the process of preparing this Plan, a number of residents expressed a desire to improve the overall pedestrian network in Rocky Hill.

Rocky Hill is fortunate to have sidewalks available throughout much of the community. Residents and businesses are responsible for maintaining sidewalks in front of their property and the Town is responsible for any repairs.

In terms of establishing and maintaining a pedestrian network, the overall goal should be to:

- Make the Town Center area a walkable, pedestrian-friendly area
- Connect residential areas around the Town Center to the Town Center area
- Extend sidewalks outward from the Town Center along major streets such as the Silas Deane Highway and Elm Street
- Connect the Town Center area to the Route 3 area
- Make the west Rocky Hill area (at Route 3 and Route 160) a walkable, pedestrian-friendly area
- Extend sidewalks along Route 3 to the Century Hills area
- Connect schools and parks as part of the overall pedestrian network
- Connect off-road trails to other parts of the pedestrian network

However, there is not an up-to-date inventory available (it is also not available in digital format) and there is no overall pedestrian master plan. Pedestrian trails should also be considered as important transportation and recreation facilities for Rocky Hill.

Sidewalk On The Silas Deane Highway



River Trail at Bulkley Park



Trail At Dinosaur State Park



Bicyclists – Bicycling is growing as a transportation option and as a recreational activity. Accommodations should be made for bicycles in the community. Rocky Hill should establish a Bicycle Committee and prepare an overall bicycle master plan.



Bus Transit – Rocky Hill is fortunate to have several bus routes within the community with service provided by Connecticut Transit:

- Route 55 with service on Main Street and the Silas Deane Highway north to Wethersfield and Hartford and south to Cromwell and Middletown
- Route 47 with service from Cromwell Avenue, Elm Street and Brook Street north to Wethersfield and Hartford.

These bus routes provide an important service and amenity and service should be maintained and enhanced.



Rail Transit – While there is a rail line through Rocky Hill, there is no passenger service on the line and limited freight activity. Re-establishment of rail service to and through Rocky Hill would help support the development of the Town Center area and should be supported. In the meantime, use of the rail line for a recreation trail is also supported.

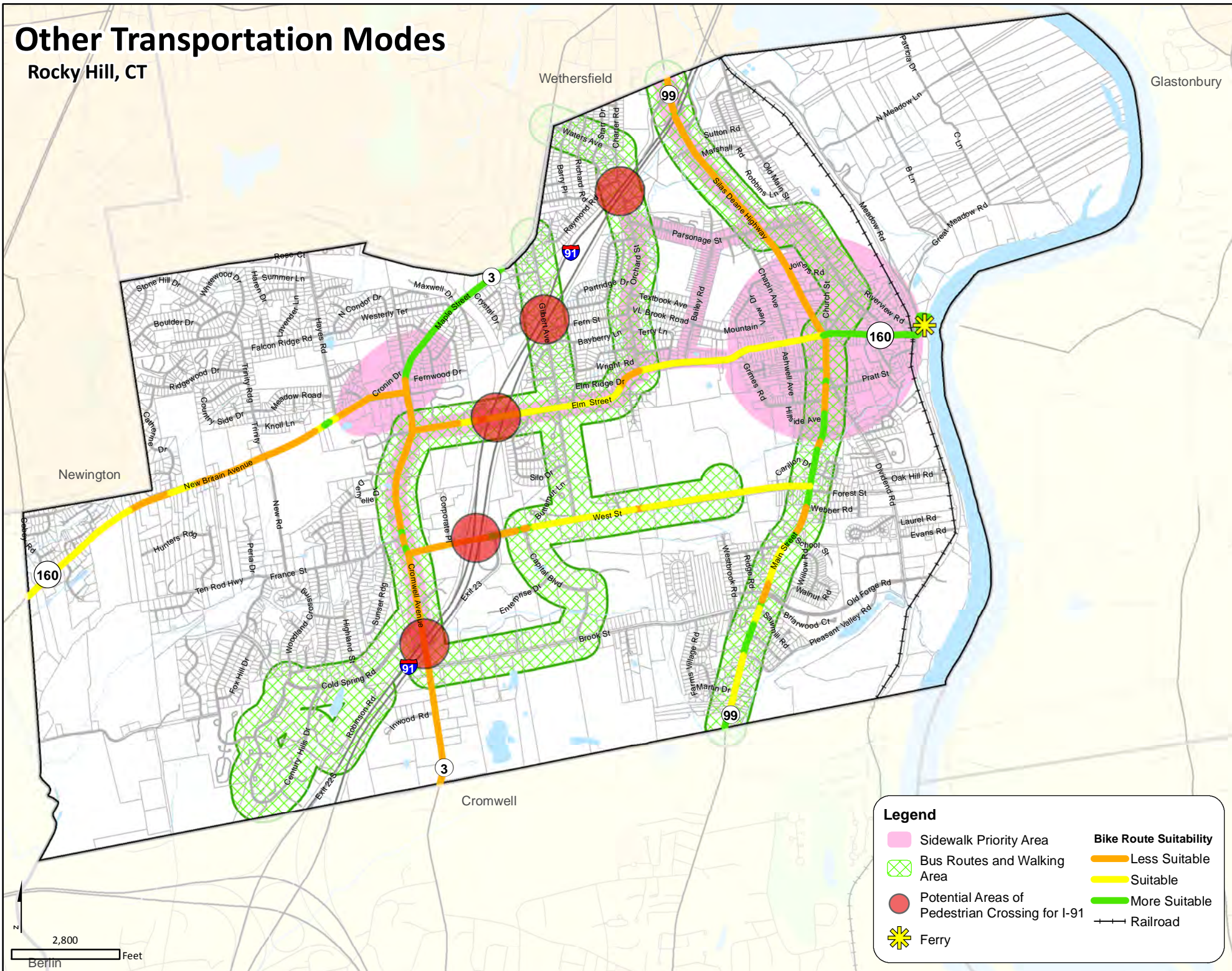
River Ferry – The Rocky Hill-Glastonbury Ferry is the oldest continuously operating ferry in the country. The Plan supports its continued operation for transportation and for recreation.

Dial-A-Ride – With an anticipated increase in the number of older residents, there may be increased demand for dial-a-ride services in the future and the Plan supports this service.

SUPPORT OTHER TRANSPORTATION MODES		
Policies	Leader	Partners
1. Continue to expand the pedestrian network in Rocky Hill by: <ul style="list-style-type: none"> • requiring sidewalks in new developments and as part of new CTDOT projects • building new sidewalk connections • establishing off-road trails and paths • interconnecting trails and sidewalks into a comprehensive pedestrian system 	Town	PW, PZC, TC, Staff
2. Maintain and/or expand funding for sidewalk expansion.	TC	Town, Staff
3. Seek to identify safe, convenient, comfortable, and secure bicycle-riding environments.	RHBC	PW, PZC, Town, Staff
4. Support expansion of bus transit service to and within Rocky Hill.	Town	Staff
5. As warranted, expand dial-a-ride service to meet the needs of Rocky Hill residents.	Town	Staff
6. Support maintaining the ferry service to Glastonbury.	Town	Staff
7. Support use of the rail line for passenger service and/or preserving the rail right-of-way for a riverfront trail.	Town	Staff
Action Steps	Leader	Partners
8. Establish and maintain a pedestrian master plan (sidewalks and trails).	Town	Staff
9. Create a trail guide for residents and make it available on the Town website.	OSCC	Staff
10. Establish a Bicycle Committee.	TC	Staff
11. Establish and maintain a bicycle master plan.	RHBC	Town, Staff
12. As appropriate, seek to provide 11' wide travel lanes for vehicles and stripe the shoulders for bike lanes and add pavement markings whenever opportunities arise.	PW	RHBC, Staff
13. Apply to be designated as a bicycle-friendly community.	RHBC	Staff
14. Amend the zoning regulations to allow bicycle racks and other facilities be required as part of commercial developments.	PZC	Staff

Other Transportation Modes

Rocky Hill, CT



Legend

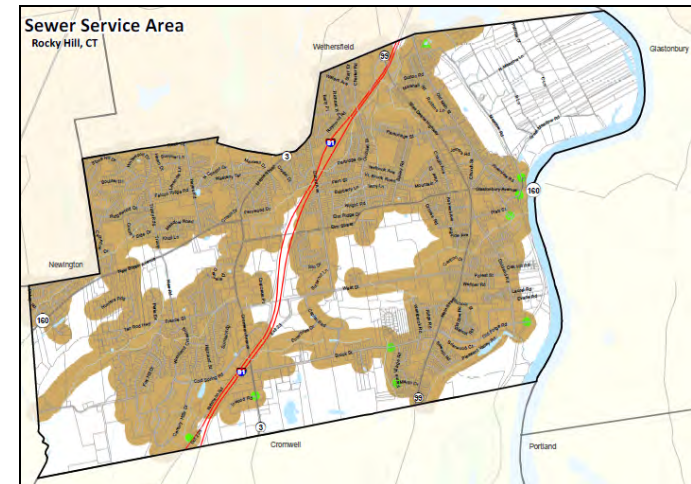
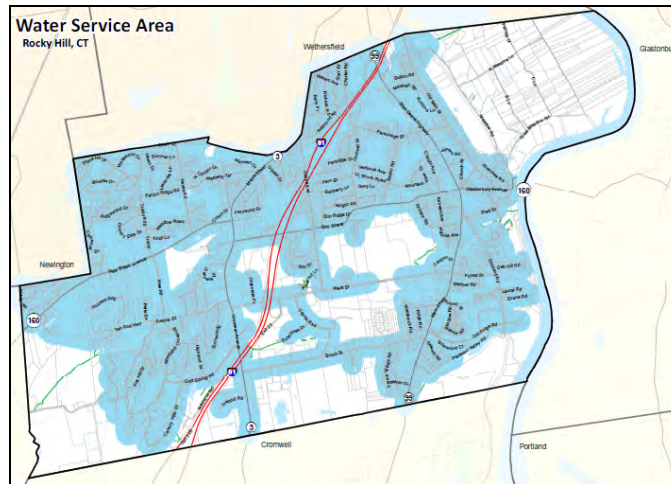
	Sidewalk Priority Area		Bike Route Suitability Less Suitable
	Bus Routes and Walking Area		Suitable
	Potential Areas of Pedestrian Crossing for I-91		More Suitable
	Ferry		Railroad

2,800 Feet
Berlin

Maintain Adequate Infrastructure Services

Piped Infrastructure

Public water service and public sewer service are provided in Rocky Hill by the Metropolitan District Commission (MDC) although the western side of Town is served by the Mattabasset treatment plant in Cromwell. Ample capacity is available to serve anticipated community needs within the planning period and beyond.



Natural gas service is available in different parts of Rocky Hill to meet the needs of the community.

Storm water drainage is also considered to be piped infrastructure. The Natural Resources section of the Plan made recommendations for implementing "green infrastructure / low impact development" techniques to address stormwater management. The Town's Storm Drainage Master Plan should be updated to incorporate "green infrastructure / low impact development" techniques.

Wired Infrastructure

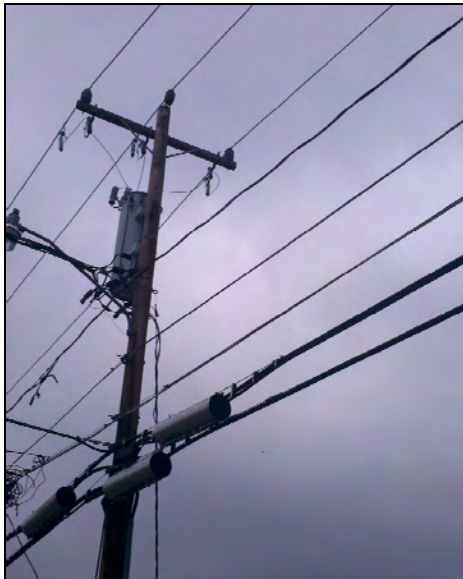
Electric service in Rocky Hill is provided by Connecticut Light & Power (CLP). Wired telephone service is available from several providers. Cable television service is provided by Cox Cable. Both companies are seeking to provide communication, Internet, and other entertainment services.

An ongoing issue with regard to wired utilities is balancing the frequency and extent of tree-trimming for electrical reliability with the desire to maintain and enhance community character. Rocky Hill should continue to balance these interests.

Wireless Communication Infrastructure

The next major growth area in communications will be wireless services, particularly digital services that offer voice, Internet, and other services. During the planning period, it is expected that the need for antennae to support these services will increase to improve signal coverage and quality handle the anticipated increase in demand. Rocky Hill should adopt regulations or guidelines addressing the desirable location and type of antennae to guide this activity.

Wired Infrastructure



Utility Trimming For Reliability



Wireless Infrastructure



MAINTAIN ADEQUATE INFRASTRUCTURE SERVICES		
Policies	Leader	Partners
1. Continue to require and or support the extension and improvement of piped infrastructure such as public water, public sewer, and natural gas.	Town	PZC, MDC, Staff
2. Continue to require that new wired utilities be placed underground.	Town	PZC, Staff
3. Seek to place existing overhead wired utilities underground as opportunities present themselves.	Town	PZC, Staff
4. Balance the frequency and extent of tree-trimming for electrical reliability with the desire to maintain and enhance community character.	Town	Staff
5. Continue to anticipate the growth in demand for wireless communication services.	Town	Staff
Action Steps	Leader	Partners
6. Update the storm drainage master plan to incorporate “green infrastructure / low impact development” (LID) approaches to storm drainage.	Town	Staff
7. Adopt regulations or guidelines for the location of wireless communication antennae.	PZC	Staff

FUTURE LAND USE PLAN

7

Overview

The Plan of Conservation and Development has been prepared to meet the challenges that will confront the Town of Rocky Hill in the future. The Plan is intended as a guide to be followed in order to enhance the quality of life and community character. It is intended to be flexible in order to allow adjustments in the manner that specific goals and objectives are achieved while maintaining stability in the long-term goals of the community. Still, the most important step of the planning process is implementation of the recommendations.

During the next few years, some of the goals will be achieved, some circumstances will undoubtedly change, and some conditions may arise that will suggest that it is time to reconsider some of the Plan recommendations. Such situations are to be expected. Programs that help achieve community consensus, establish community goals, and promote community welfare will all turn out to be positive steps in the history of Rocky Hill.

Conservation



Development



Infrastructure



“In the big picture, architecture is the art and science of making sure that our cities and buildings fit with the way we want to live our lives.”

**Bjarke Ingels
Danish Architect**

Future Land Use Plan

The recommendations of the Plan can be combined to present an overall Future Land Use Plan for Rocky Hill. The Future Land Use Plan is a reflection of the stated goals, objectives, and recommendations of the Plan as well as an integration of the preceding elements of the Plan of Conservation and Development. In essence, the Future Land Use Plan is a statement of what the Rocky Hill of tomorrow should look like.

Natural Resources / Open Space /Agriculture

- Natural Resources
- Open Space
- Existing Farms

Residential Areas

- Single-Family Residential Areas
- Multi-Family Residential Areas

Mixed Use Areas

- Town Center Zone
- Possible Future Mixed Use Area

Business Areas

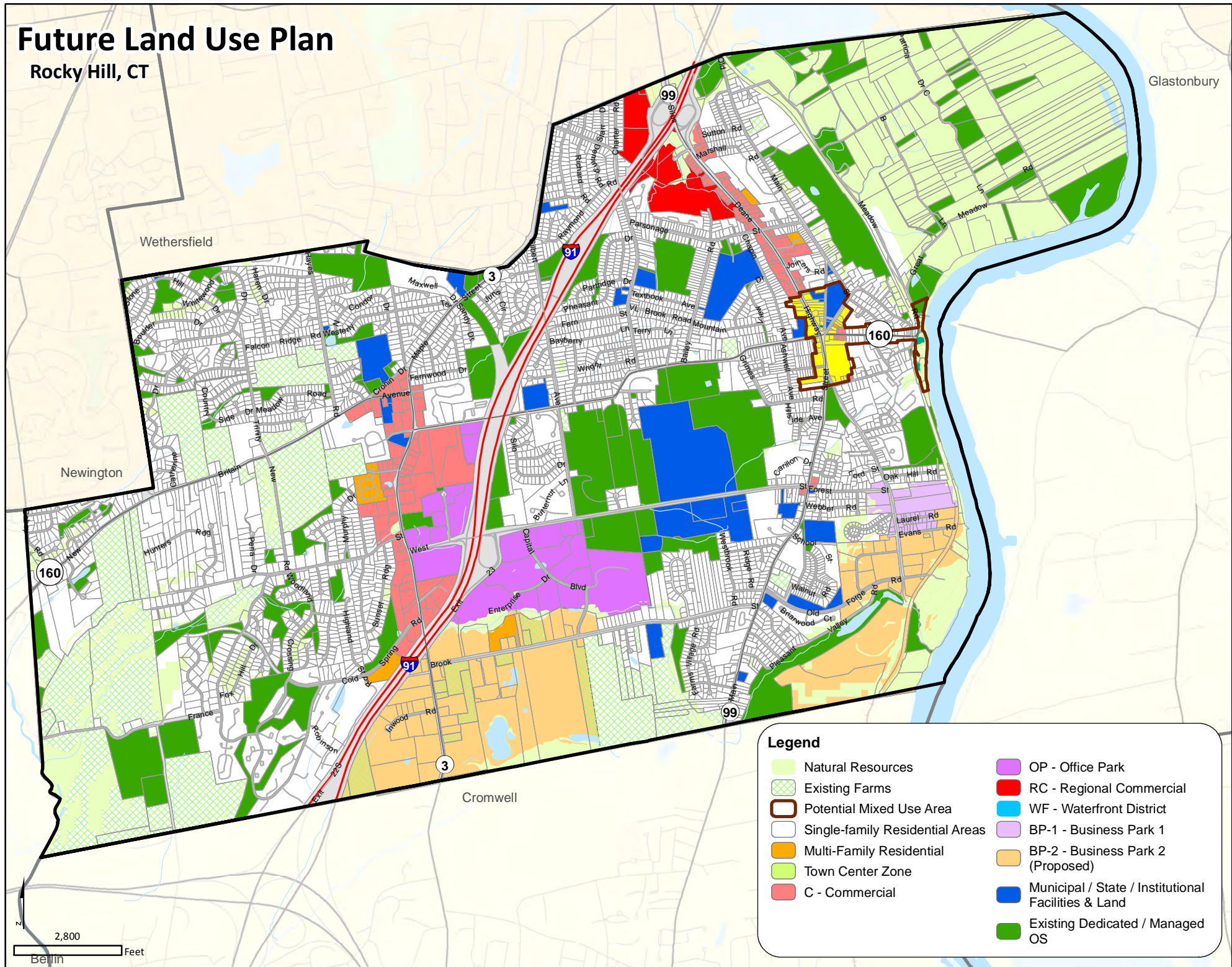
- Commercial
- Regional Commercial
- Office Park
- Business Park 1 / Business Park 2
- Waterfront

Community Facility / Institutional

- Municipal / State / Institutional Facilities and Land

Future Land Use Plan

Rocky Hill, CT







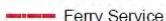




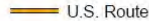



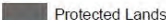
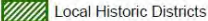
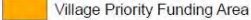



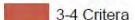

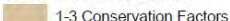
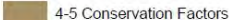
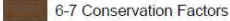


Legend

Natural Resources	OP - Office Park
Existing Farms	RC - Regional Commercial
Potential Mixed Use Area	WF - Waterfront District
Single-family Residential Areas	BP-1 - Business Park 1
Multi-Family Residential	BP-2 - Business Park 2 (Proposed)
Town Center Zone	Municipal / State / Institutional Facilities & Land
C - Commercial	Existing Dedicated / Managed OS

2,800 Feet
Belin

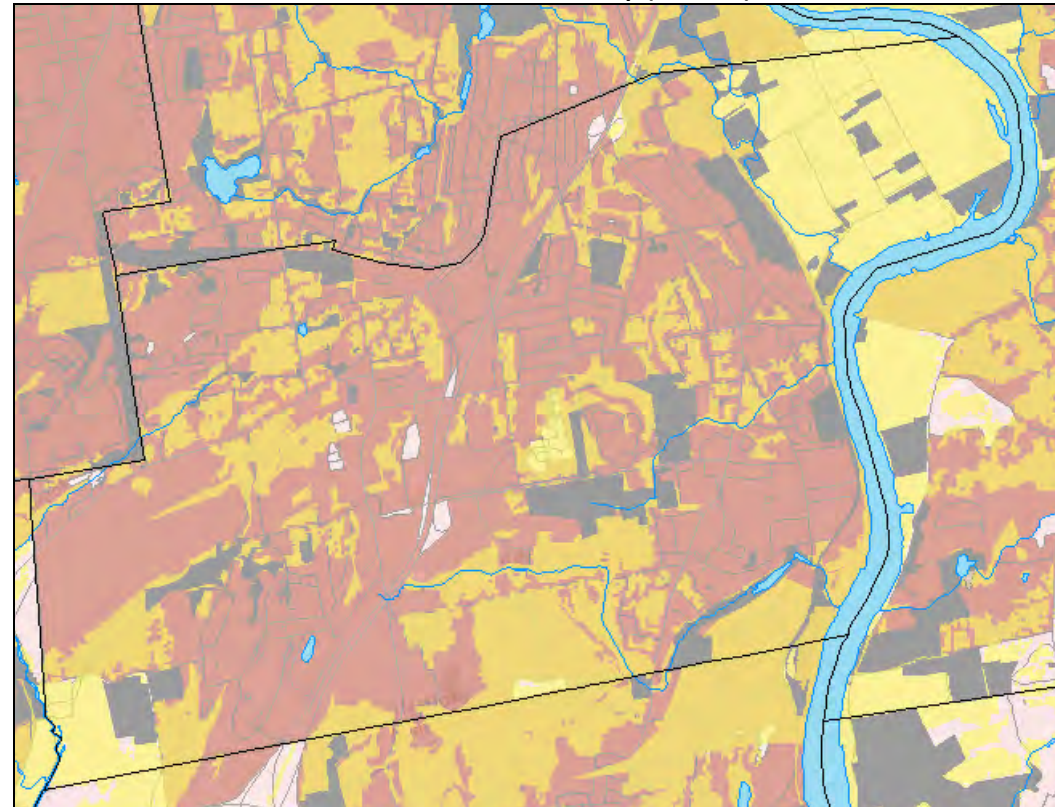
State Plan Categories

-  Municipal Boundaries
-  Busway Stations
-  Rail Stations
-  Ferry
-  Sea Ports
-  Rail Lines
-  Ferry Service
- Airports**
-  Commercial Service
-  General Aviation
-  Reliever
- Primary Highways**
-  Interstate
-  U.S. Route
-  State Route
-  Regional Centers
-  Water
-  Protected Lands
-  Local Historic Districts
-  Village Priority Funding Area
-  Balanced Priority Funding Area
-  Undesignated Lands
- Priority Funding Areas**
-  1-2 Criteria
-  3-4 Criteria
-  5 Criteria
- Conservation Areas**
-  1-3 Conservation Factors
-  4-5 Conservation Factors
-  6-7 Conservation Factors

Plan Consistency

In accordance with CGS Section 8-23, this POCD was compared with the 2013-18 State Conservation and Development Policies Plan and found to be generally consistent with that Plan and its Locational Guide Map.

State Locational Guide Map (2013-18)



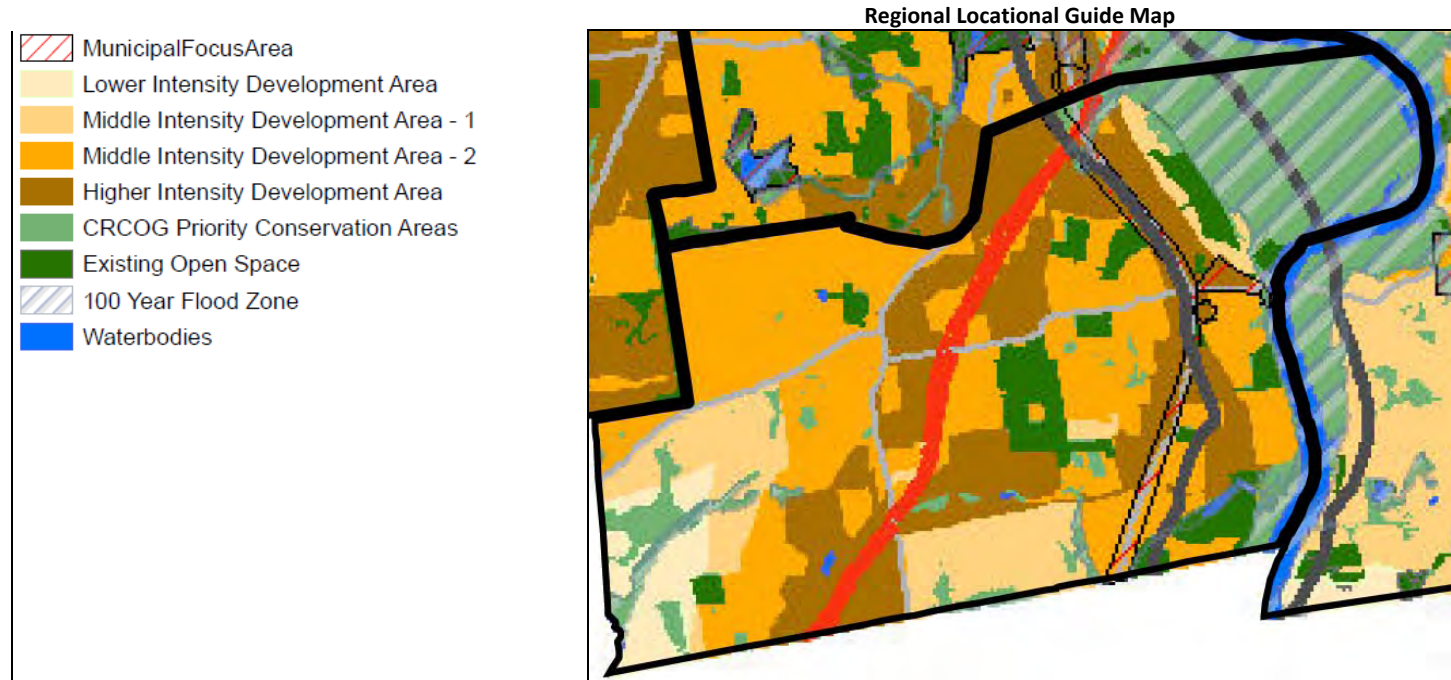
Connecticut Conservation and Development Plan – State Growth Principles

In accordance with CGS Section 8-23, the Plan of Conservation and Development has been evaluated for consistency with statewide growth management principles.

<p>Principle 1 – Redevelop and revitalize regional centers and areas of mixed-land uses with existing or planned physical infrastructure.</p>	<p>FINDING – Consistent</p> <p>While there is no regional center in Rocky Hill, the Plan does promote development of a “town center” as an area of mixed land uses with existing physical infrastructure.</p>
<p>Principle 2 – Expand housing opportunities and design choices to accommodate a variety of household types and needs.</p>	<p>FINDING –Consistent</p> <p>The Plan recommends that Rocky Hill maintain a diversified housing “portfolio” and seek to address recognized housing needs – housing that is more affordable and housing for an aging population.</p>
<p>Principle 3 – Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse.</p>	<p>FINDING – Consistent</p> <p>The Plan promotes development in the proposed mixed use town center area and along major transportation corridors where transit is available.</p>
<p>Principle 4 – Conserve and restore the natural environment, cultural and historical resources, and traditional rural lands.</p>	<p>FINDING – Consistent</p> <p>The Plan identifies the importance of protecting important community resources such as the natural environment, open spaces, farm land, and historic resources.</p>
<p>Principle 5 – Protect environmental assets critical to public health and safety.</p>	<p>FINDING – Consistent</p> <p>The Plan contains recommendations to protect environmental assets critical to public health and safety. In particular, the Plan stresses the importance of protecting water quality.</p>
<p>Principle 6 – Integrate planning across all levels of government to address issues on a local, regional, and statewide basis.</p>	<p>FINDING – Consistent</p> <p>The Plan is part of the process of integrating planning with other levels of government and with other agencies. The Plan will be used to coordinate efforts with:</p> <ul style="list-style-type: none"> • adjacent communities, • regional organizations, and • state agencies.

Regional Plan Of Conservation and Development

In addition, this Plan was compared with the Regional Plan of Conservation and Development adopted by the Capitol Region Council of Governments and found to be generally consistent with that Plan.



IMPLEMENTATION

8

Overview

Implementation is the main purpose of the planning process. The whole purpose of the planning process is not to produce a Plan but to identify positive changes that should be undertaken in Rocky Hill in order to:

- meet community needs,
- preserve community character, and
- enhance the overall quality of life.

While identification of desirable strategies is important, that effort will only bear fruit if policies are implemented and if tasks or actions are completed. The Plan of Conservation and Development contains two types of recommendations:

- **Policies** – policies are intended to guide local actions and be on-going strategies of the Town. Policies are not discrete activities and do not lend themselves to measurement or recognition as being complete.
- **Action Steps** – initial tasks are discrete activities which can be undertaken to accomplish Plan recommendations and policies. These can be measured and recognized as being complete. Over time, it is envisioned that additional tasks will be identified by the Town to help implement recommended policies.

“It is what we do after we make [a] decision - to implement and execute it - that makes it a good decision.”

**William Pollard,
English Clergyman**

Plan Implementation

The Plan of Conservation and Development should be a working document used to identify desirable policies and action steps for the community. As implementation proceeds, it is normal and expected that policies and action steps will be refined and new actions steps identified.

It should be understood that implementation of the Plan will be a gradual and continual process. While some recommendations should (and will) be carried out in a relatively short period of time, others may be long-term in nature. Further, since some recommendations will involve additional study or a commitment of fiscal resources, their implementation will take place over several years or occur in stages.

If the Plan is to be successfully realized, there should be an organization established to coordinate implementation of the Plan among the many different agencies and organizations with some responsibility for implementation. The Plan recommends that a Plan Implementation Committee (PIC) be organized and meet on a regular basis (perhaps quarterly) to coordinate implementation of Plan recommendations assess the status of specific recommendations, evaluate the priorities, and even suggest new implementation techniques. The PIC should include representatives of the key Town boards and commissions. While the PIC is referred to as a committee, it is intended that this be more of a modest “working group” focused on coordinating efforts and achieving results than a formal entity with broad membership or other responsibilities.

Implementation Committee



Groundbreaking



Ribbon Cutting



PLAN IMPLEMENTATION		
Policies	Leader	Partners
1. Implement the POCD.	PZC	TC
2. Conduct regular meetings of all local Boards and Commissions in order to find ways to enhance intra-municipal coordination.	Town	Staff
3. Coordinate POCD implementation with programs and efforts of regional planning agencies and adjacent municipalities.	PIC	Town, Staff
4. Use the POCD to guide decisions on zoning map changes and zoning text changes.	PZC	Staff
5. Use the policies in the POCD to guide decisions on special permit applications.	PZC	Staff
6. Use the policies in the POCD to guide CGS 8-24 referrals.	PZC	Staff
7. Use the POCD to guide decisions on the Operating Budget, particularly with regard to maintenance of existing improvements (roads, buildings, facilities, etc.).	TC	Staff
8. Use the policies in the POCD to guide decisions on the Capital Budget.	TC	PZC, Staff
9. Use the strategies in the POCD to guide preparation of the long-term Capital Improvements Program.	TC	PZC, Staff
Action Steps	Leader	Partners
10. Establish a Plan Implementation Committee made up of representatives of various boards to prioritize, coordinate, and refine implementation of the Plan.	PZC	TC, Staff
11. Regularly review POCD strategies, policies and tasks to ensure they are relevant to community needs.	PIC	PZC, TC, Staff
12. Update local regulations to implement the Plan of Conservation & Development.	PZC	Staff

ACKNOWLEDGMENTS

Planning and Zoning Commission (PZC)

Dimple Desai	Chair
Kevin Clements	Vice Chair
Victor Zarrilli	Secretary
Carmen D'Agostino	
Giuseppe Aglieco	
William O'Sullivan	<i>Alternate</i>
Sean Hussey	<i>Alternate</i>
Michael Casasanta	<i>Alternate</i>

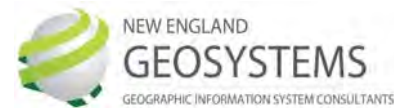
Technical and Administrative Assistance Provided By:

Kimberley A. Ricci	Director of Planning & Building
Raymond Carpentino	Director of Economic Development
Eileen A. Knapp	<i>PZC Recording Secretary</i>



Comprehensive Planning

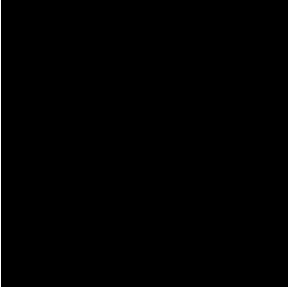
Glenn Chalder, AICP President



GIS / Mapping

Alfredo Herrera GIS Technician

IMPLEMENTATION LEGEND



Code	Name
BOE	Board of Education
CRCOG	Capitol Region Council of Governments
DRB	Design Review Board (NEW)
EDC	Economic Development Commission
FD	Fire Department
GMCT	Great Meadow Conservation Trust
LAFP	Land Acquisition / Farmland Preservation Committee
MDC	Metropolitan District Commission
MH	Municipal Historian
OSCC	Open Space / Conservation Commission
PD	Police Department
PIC	Plan Implementation Committee (NEW)

Code	Name
PRC	Park and Recreation Commission
PW	Public Works
PZC	Planning and Zoning Commission
RHBC	Rocky Hill Bicycle Committee (NEW)
RHHA	Rocky Hill Housing Authority
HS	Rocky Hill Historical Society
RHLT	Rocky Hill Land Trust (NEW)
RHRA	Rocky Hill Redevelopment Agency
Staff	Town Staff
STF	Sustainability Task Force (NEW)
TC	Town Council
Town	Town Departments and Agencies

