

CONDITIONS AND TRENDS

3

OVERVIEW

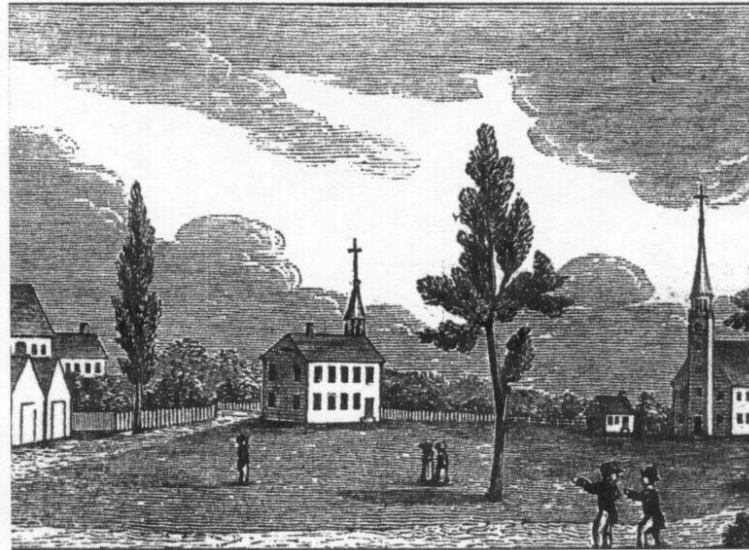
Madison will continue to be affected by what has happened in the past and what will happen in the future. This overview of conditions and trends is intended to summarize Madison's history, its regional role, overall population changes, land use changes, and fiscal conditions in order to provide some context to the Plan and the planning process.

HISTORY OF MADISON

Early Settlements

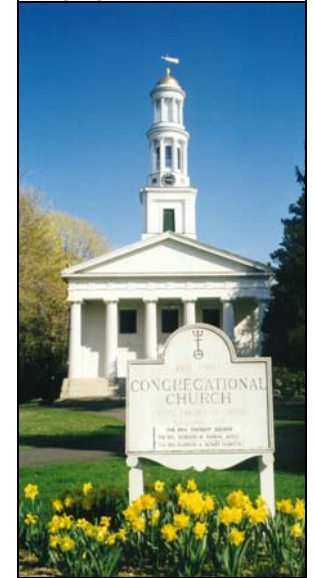
While Madison's landscape was formed over millions of years, human settlement is believed to only have occurred within the past 10,000 years. Evidence of seasonal Native American settlements of the Menunkatuck tribe have been located near the shore and in rock shelters among the ledges of North Madison.

Guilford was established in 1639 by settlers who had come from the districts of Kent and Surrey in England. They were initially attracted by the low, moist and flat coastal lands, but the town eventually grew, through a series of purchases from the native peoples, to include all of what is now Guilford and Madison.



Charlotte Evarts Archives

Congregational Church



Patricia Anderson

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Original Apportionment

Originally, some land in Guilford was apportioned to sponsoring members of the community based on their original investment.

The amount of land distributed was:

- five acres of upland and six acres of meadow for every one hundred pounds invested, and
- an additional amount for each family member.

In later years, other land was distributed in outlying areas to encourage settlement. The final allocation, giving 40 acres to each eligible member, took place in 1730.

Formative Influences

Many towns, like Madison, sought independence in the early 1800s due to:

- the difficulty of travel that hindered participation in Town Meetings,
- dissatisfaction with the services received for the taxes paid, or
- a desire to chart their own destiny.

While North Madison applied for status as a separate town in 1842, its petition was not granted.

Early on, incentives were offered to encourage people to move to the "frontier" lands east of the Kuttawoo (or East) River, and the first settlers moved into the Neck area of what is now Madison around 1650. An allocation was made in 1667 to encourage settlement in the Hammonasset area, and by 1695 there were more than 30 families in what was then known as East Guilford. In 1703, to make it easier for these colonists to attend religious services and conduct local business, East Guilford received permission to establish its own Society and meetinghouse.

As population expanded and additional lands were sought by new families, settlement moved away from the shoreline. The first permanent settlers moved into the northern part of Madison, then called North Barton, around 1725. To reduce the time they had to spend traveling to church, and recognize their existence as a separate community, they were granted their own Society in 1753. It was not until 1826, however, that the separate town of Madison was created from what had been East Guilford and North Barton.

Economic Evolution

The first settlers needed food and shelter. Thus, the major occupation of most people in the Colonial period was farming. Where an exchange of goods and services occurred, it took place in the form of barter, rarely in money.

Early economic specialization occurred when someone set up a shop to produce items each household would otherwise have to make on its own, or else do without, such as wooden pails or medicinal tonics. Early businesses harnessed water power by damming a brook and creating a race and water wheel. The first concentration of commercial activities in East Guilford occurred around the green, while grain and saw mills operated on the Hammonasset and East Rivers.

The early settlers of Madison, like their native predecessors, were fortunate to have the sea as a source of readily available food and byproducts such as lamp oil, fertilizer, and porpoise skins that were used to make blacksmith's bellows.

In the early 1800s, economic trade between Madison and other places began in earnest. Madison residents would sell their surplus agricultural products to shipping businesses that would travel Long Island Sound as far as New York City in a fleet of specially designed sailing ships called "coasters". Cargo carried from Madison would be exchanged for goods to be brought back to town and to other ports of call along the way. In its heyday, this fleet included as many as 60 vessels.

Madison also emerged as a center for shipbuilding. Yards were established at East Wharf, West Wharf, and the Neck River and some local citizens constructed good-sized sailing ships in their own backyards. The most important shipbuilding firm, that of Charles Minier and his son William, opened in 1825. It launched some 75 ships, some of which were major ocean-going merchant ships. Ship launchings were an occasion for public celebration in Madison.

Road improvements and the coming of rail service along the shore in mid-century brought changes. The railroad hurt some Madison businesses (such as shipbuilding and maritime trade) by bringing increased competition.

However, the railroad and Madison's natural character brought new opportunities as well. With convenient access by rail, Madison attracted people seeking locations for beach front homes and cottages. While some people were distressed by the influx of people from "somewhere else", others took advantage of the new opportunities. Madison turned into a summer resort town after 1867 and the evolution continued when the State of Connecticut opened Hammonasset State Park in 1920.

Additional social and economic changes occurred with the appearance of the affordable passenger car around 1920. By 1940 the private automobile had become the predominant form of passenger transportation, setting the stage for a trend towards suburban population and housing growth after World War Two.

Farmland was converted to new residential developments and Madison's population grew, more than doubling between 1960 and 1970 after construction of the Connecticut Turnpike (now Interstate 95).

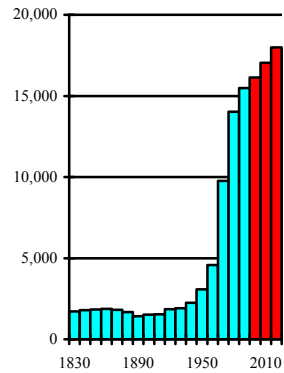
REGIONAL ROLE

Madison is clearly a residential community that enjoys convenient access to employment centers. For these reasons, Madison has attracted many new residents over the years.

Despite the population growth that has occurred, Madison is known for the overall character of the community and its quality of life (shoreline location, school reputation, cultural and recreational amenities, community events and activities, and low population density).

The maintenance and enhancement of the overall character of the community and its quality of life is a trend that Madison intends to continue. In fact, it is the foundation for the overall philosophy of this Plan of Conservation & Development.

Madison Population



Population

1920	1,857
1930	1,918
1940	2,245
1950	3,078
1960	4,567
1970	9,768
1980	14,031
1990	15,485
2000	16,140
2010	17,050
2020	17,990

1920-90 Census, Projections from the CT Office of Policy & Management in italics

PEOPLE OF MADISON

Overall Population Growth

Madison had an estimated 1998 population of 16,197 persons. This represents a five percent increase from the 1990 population of 15,485 people. At this rate of growth, Madison may be a community of about 16,500 residents in the year 2000.

This estimate exceeds population projections for the year 2000 (16,140 persons) that were prepared for Madison in 1995 by the Connecticut Office of Policy and Management. The increased population can be attributed to a strong economy that resulted in construction of new homes in Madison and increased migration.

Overall, growth is expected to continue in Madison in the future but at a slower rate than that experienced in recent decades.

Age Composition

Within this modest growth projection, changes are occurring in the age distribution of Madison residents. In fact, the changing age composition is more significant than the overall change.

More school age children and a larger elderly population are expected in the next 10 to 20 years and this will have implications for municipal services and facilities. A school enrollment peak is expected around the year 2005 and the elderly population is expected to increase in both numbers and share of population.



Charlotte Evarts Archives

LAND USE IN MADISON

Madison contains approximately 23,560 acres. The land use survey found that about 81 percent of the community (18,963 acres) is occupied for residential, commercial, or institutional use or is dedicated to a specific purpose such as public land or protected open space. Conversely, about 19 percent of the land in town (4,593 acres) is vacant or uncommitted to a specific use.

1998 MADISON LAND USE SUMMARY

Use	Acres	Percent of Committed Land	Percent of Total Land
Residential	7,533	40%	32%
Business / Industry	348	2%	1%
Public / Institutional Uses	450	2%	2%
Dedicated Open Space	2,975	16%	13%
Water Company Lands	4,542	24%	19%
Other Managed Open Space	1,628	9%	7%
Public Utility	54	0%	0%
Transportation / Roads	1,433	8%	6%
Developed / Committed	18,963	100%	81%
Vacant / Under-Developed	4,593		19%
Total Land Area	23,556		100%

Planimetrics (Totals may not add due to rounding.)

If the residentially zoned land is fully developed in accordance with current zoning, and considering physical and environmental constraints, it is estimated that Madison may eventually contain up to about 8,000 total housing units. Madison had about 7,300 housing units in 1998. Thus, based on typical household sizes at the present time, Madison could eventually be a community of about 20,000 people. While prior plans estimated an ultimate population of about 25,000 people, regulatory changes, development patterns, and better knowledge of environmental and other constraints has refined the estimate since that time.

Definitions

Developed Land - land that has buildings, structures, or improvements used for a particular economic or social purpose (such as residential or institutional).

Committed Land - land that is used for a particular economic or social purpose (including open space). For example, the land owned by the South Central Regional Water Authority for water protection is considered committed land.

Vacant Land - land that is not developed or committed.

Under-Developed Land - developed land that is not used to its full potential (such as a 50-acre parcel with one house in a two-acre residential zone).

1998 Land Use Map
(flip page up)

Per Capita Spending

	Madison	State
Education	\$1,390	\$1,118
Public Safety	\$202	\$211
Public Works	\$109	\$180
Debt Service	\$48	\$139
Other	\$304	\$436
Total	\$2,053	\$2,084

Connecticut Policy & Economic Council

	Madison	State
Education	68%	53%
Public Safety	10%	10%
Public Works	5%	9%
Debt Service	2%	7%
Other	15%	21%
Total	100%	100%

Connecticut Policy & Economic Council

1998 Grand List

	Madison
Residential	83%
Bus./Ind./Other	7%
Total Real Estate	90%
Motor Vehicle	2%
Personal Property	8%
Total Grand List	100%

Town of Madison

FISCAL OVERVIEW

Expenditures are the major component of the municipal fiscal equation and the annual budget in Madison is approximately \$37 million dollars. While per capita expenditures are near the state average, Madison spends more on education and less on public works and debt service than the state average.

Madison generates most of its revenue from current property taxes since it receives very little state aid. While 15 percent of Madison's revenue came from state aid in 1985, this had dropped to 6 percent in 1995. In the survey, 28 percent of the respondents felt that taxes in Madison were too high and 67 percent indicated that taxes were about right for the level and quality of services the Town provides.

Madison's Grand List (the total assessment of all taxable property in town) was almost \$1.4 billion as of October 1, 1998. Madison is considered to have a healthy tax base since it has more property wealth than the state average and most similarly sized communities on a total and a per capita basis. However, Madison's tax base is more dependent on residential property than the state average and many surrounding towns.

Additional information about fiscal considerations in Madison can be found in the workbooks prepared as part of the planning process and other fiscal documents such as the Town budget and a recent bond prospectus.

COMMUNITY SURVEYS

Local opinion surveys were conducted as part of the planning process. The surveys included:

- a random sample telephone survey of Madison residents (spring 1999),
- an exit poll survey (fall 1998), and
- a survey of business people by the Business Planning Council (fall 1998).

This Plan does not report the complete survey results. However, relevant survey findings are summarized in the appropriate chapters of the Plan. The complete survey results can be found in the workbooks prepared as part of the planning process which are available at the Town Hall and at the Library.