



TOWN OF KILLINGLY, CT
PLANNING AND ZONING COMMISSION

MONDAY – August 17, 2020

Regular Meeting
7:00 PM

TOWN MEETING ROOM, 2ND FLOOR
KILLINGLY TOWN HALL
172 MAIN STREET, KILLINGLY

RECEIVED
TOWN CLERK, KILLINGLY, CT
2020 AUG 14 AM 9:02
Elizabeth M. Quisenberry

DUE TO COVID-19
THE PUBLIC MAY VIEW THIS MEETING AS DESCRIBED BELOW

AGENDA

THE PUBLIC CAN VIEW THIS MEETING ON FACEBOOK LIVE.

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- I. CALL TO ORDER/ROLL CALL
- II. SEATING OF ALTERNATES
- III. AGENDA ADDENDUM
- IV. **CITIZENS' COMMENTS ON ITEMS NOT SUBJECT TO PUBLIC HEARING** (Individual presentations not to exceed 3 minutes; limited to an aggregate of 21 minutes unless otherwise indicated by a majority vote of the Commission)

NOTE: Pursuant to Governor's Executive Order 7B, all public comments can be emailed to publiccomment@killinglyct.gov or mailed to the Town of Killingly, 172 Main Street, Killingly, CT 06239 on or before the meeting. All public comment received prior to the meeting will be posted on the Town's website www.killinglyct.gov.

- V. COMMISSION/STAFF RESPONSES TO CITIZENS' COMMENTS
- VI. **PUBLIC HEARINGS – (review / discussion / action)**
NONE

Hearings' segment closes.
Meeting Business will continue.

- VII. **UNFINISHED BUSINESS – (review / discussion / action)**

1) **Zone TEXT Change Application #19-1221**; Town of Killingly; update and revision of Section 530 (Off Street Parking and Loading) of the Town of Killingly Zoning Regulations. a) **Review of changes prompted by Town's Legal Counsel**; b) **If review is acceptable to Commission the Commission should receive the application and schedule a hearing. The next available date for a hearing (under the Governor's Executive Order due to COVID-19) is Monday, September 21, 2020.**

VIII. NEW BUSINESS – (review/discussion/action)

Applications submitted prior to 5:00 PM on Monday, August 10, 2020 will be on the agenda as New Business, with a “date of receipt” of Monday, August 17, 2020 and may be scheduled for action during the next regularly scheduled meeting of Monday, September 21, 2020.

Applications submitted by 12:00 noon on Friday, August 14, 2020 will be received by the Commission (“date of receipt”) on Monday, August 17, 2020. However, these applications may not be scheduled for action on Monday, September 21, 2020, as they were submitted after the Commission’s deadline. This is in accordance with Commission policy to administer Public Act 03-177, effective October 1, 2003.

IX. ADOPTION OF MINUTES – (review/discussion/action)

- 1) Special Meeting Minutes – July 20, 2020
- 2) Regular Meeting Minutes – July 20, 2020

X. OTHER / MISCELLANEOUS – (review/discussion/action)

- 1) INFORMATION RECEIVED FROM CT WATER – For Proposed Water Main Replacement for two site locations;
 - a. Killingly CT – Wauregan Road (a/k/a Route 12), Taos Drive & Lake Road
 - b. Plainfield CT – Norwich Road (a/k/a Route 12), Kinney Hill Road & River Street
- 2) CORRESPONDENCE FROM TRANSCEND WIRELESS – Replacement and Installation of three (3) antennas, on a T-Mobile wireless communications facility located at 818 Providence Pike, Killingly, CT

XI. CORRESPONDENCE – (review/discussion/action)

- A. Zoning Enforcement Officer’s & Zoning Board of Appeal’s Report(s)
- B. Inland Wetlands and Watercourses Agent’s Report
- C. Building Office Report

XII. ECONOMIC DEVELOPMENT DIRECTOR REPORT

XIII. TOWN COUNCIL LIAISON REPORT

XIV. ADJOURNMENT

SECTION 530 OFF STREET PARKING AND LOADING

Section 530 – Methodology

Off-street parking shall be provided to meet the demand for the proposed land use. The applicant shall calculate this demand based on accepted standards, such as published in the Institute of Transportation Engineer's Parking Generation Reports. Mixed-use projects shall provide parking according to a shared parking analysis that projects parking needs based on the peak hour of parking demand. For example, a building with first-floor retail and office space and upper-floor residential will be able to adjust total parking demand to address the fact that peak residential parking demand will occur in the evening, while peak office parking demand will occur during the day. This analysis shall be based on accepted methodologies, such as the Urban Land Institute Shared Parking Study.

The parking demand projections and methodologies shall be subject to approval by the Planning and Zoning Commission.

Section 530.1 – Applicability

These parking standards shall apply to any development in the Town of Killingly.

Section 530.2 – Off Street Parking Guideline

These new parking guidelines are based on changing industry standards and needs; and should be reviewed periodically. If an applicant cannot provide an accepted parking demand projection and methodology (Section 530) then the following shall serve as the required parking for the proposed land use.

RESIDENTIAL USES		
USE	MINIMUM PARKING SPACES REQUIRED	LOADING SPACES
Single-Family	2 spaces per unit	
Two-Family	2 spaces per unit	
Multi-Family	Efficiency & 1 bed unit: .75 spaces per unit 2+ bedrooms: 1.5 spaces per unit	1 off-street loading space per 40,000 sq. ft. of building area
Public Elderly Housing	1 space per unit	
Secondary Dwelling Unit	1 space per unit	
Home Office / Occupation	1 per visitor (max 3)	
BUSINESS USES		
USE	PARKING SPACES REQUIRED (PER SF OF GFA)*	LOADING SPACES (PER SF OF GFA)*
Office (or similar) Use	1 space per 200 SF	
INDUSTRIAL		
Light Industrial Use	1 space per 1,000 SF	1 off-street loading space per 40,000 sq. ft., or fraction thereof, excluding basements
Industrial Use	1 space per 2,000 SF	
SALES		
USE	PARKING SPACES REQUIRED (PER SF OF GFA)*	LOADING SPACES (PER SF OF GFA)*
Retail Stores > 100,000 SF	1 space per 200 SF	1 off-street loading space per

Retail Stores ≤ 100,000 SF	1 space per 300 SF	40,000 sq. ft., or fraction thereof, excluding basements
OTHER USES		
Restaurant	1 space per 4 seats, or 1 space per 150 SF	
Hotel / Motel / Inns	1.2 spaces per sleeping room	1 off-street loading space per 40,000 sq. ft., or fraction thereof, excluding basements
Hospital	1.5 spaces per bed	
Churches and Places of Worship, Theaters, Assembly Halls, and Social Clubs	1 space per 4 seats of total seating capacity	
Vehicle Repair Garages, Service Stations, Paint and Body Shops, Welding Shops or Similar	3 per service bay	
EDUCATION		
Schools (Public or Private)	2 per classroom, plus 1 space per each 8 seats in auditorium or assembly area where seating is fixed or 1 per 50 SF of auditorium or assembly area where seating is not fixed	
Nursery Schools, Kindergartens, Day Care Centers (Public or Private)	2 per classroom	
University, College, Prof. Education	10 spaces per classroom, plus 1 space per each 8 seats in auditorium or assembly area where seating is fixed or 1 per 50 SF of auditorium or assembly area where seating is not fixed	
Fraternity, Sorority, Dorm	1 space per sleeping rm	
*GFA = Gross Floor Area, SF = Square Feet		

Section 530.3 – Handicapped Parking

Parking spaces for handicapped persons shall be required in accordance with CGS 14-253a and the Connecticut Building Code, with regard to location, size, marking, signage, and required number of handicapped accessible spaces based on use and size of parking lot.

Parking spaces for the handicapped shall be as close as possible to a building entrance or walkway leading directly to a building entrance and shall be adjacent to curb cuts or other unobstructed methods permitting sidewalk access to a handicapped person.

Van Parking; where handicapped accessibility is required, a minimum of 1 van parking space shall be provided, and additional van spaces shall be provided at a rate of 1 van space for every 6 handicapped accessible parking spaces required. The van parking space shall be of such size as to accommodate a van designed for wheelchair elevation and transport. Each public parking garage or terminal shall have a minimum of two van accessible parking spaces complying with this section.

Section 530.4 – Loading space standards.

Every commercial, industrial, wholesale and hospital or convalescent use, or addition thereto must maintain at least one paved off-street loading space of not less than 15 feet in width, 40 feet in length and 14 feet vertical clearance. For wholesale and industrial buildings, there shall be one such off-street loading space for every 40,000 square feet of floor area or portion thereof, excluding basements. No such loading space shall be less than 20 feet from any property line or street line.

Section 530.4.1 – Parking Lot Standards:

All off-street parking and loading facilities shall be designed with appropriate means of vehicular access to a street as well as maneuvering areas. Detailed plans shall be submitted to the Town Engineer and where appropriate to the state highway department for approval of all curb cuts or driveway openings before a permit may be obtained therefor.

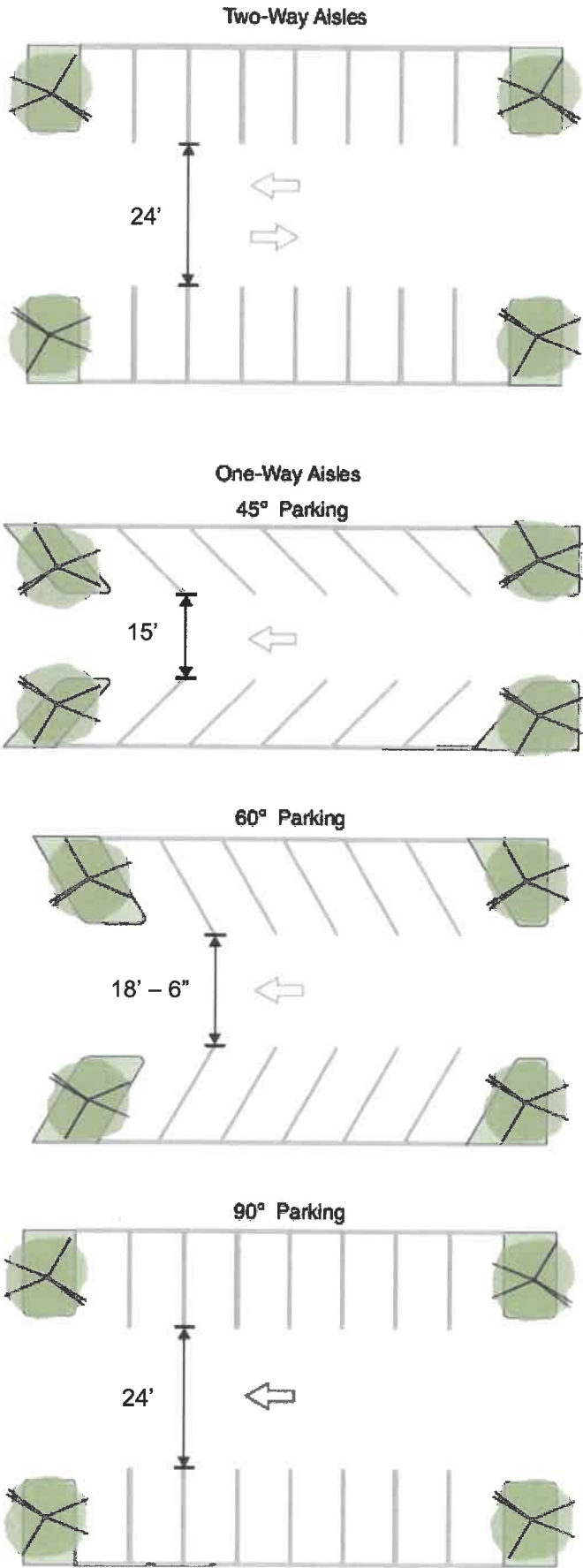
- a. No parking lot area shall be located within twenty (20) feet of any property line, street, or road, if abutting property is zoned or used residentially. The parking lot area may be located within ten (10) feet of the property line if the abutting lots are not zoned and not used for residential purposes. Such requirements do not include the driveway entering or exiting the site.
- b. No parking lot shall be located less than five (5) feet from any wall of any building to allow for pedestrian walks and/or landscaping.
- c. Dead-end parking aisle interior drives shall be extended five (5) feet further than the last space to allow movement of a vehicle in and out of a parking space.
- d. Where reasonable alternate access is available, the vehicular access to the lot shall be arranged to avoid traffic use of local residential streets situated in or bordered by residential districts.
- e. Where a lot has frontage on two (2) or more streets, the access to the lot shall be provided from the street where there is lesser potential for traffic congestion and for hazards to traffic and pedestrians.
- f. The street giving access to the lot shall have traffic carrying capacity and be suitably improved to accommodate the amount and types of traffic generated by the proposed use.
- g. Where the lot has frontage on an existing street, proper provisions shall be made for grading and improvement of shoulder and sidewalk areas within the right-of-way of the street and for the provision of curbs and sidewalks, as approved by the Commission and in accordance with the pattern of development along the street.
- h. Appropriate provisions shall be made to prevent vehicles from overhanging walkways and from damaging trees or other landscaping materials.
- i. Adequate lighting shall be provided in all lots. Lighting shall be arranged and installed to minimize glare of adjacent property and adjacent streets and highways.
- j. For each parking space, a minimum of twenty (20) square feet of landscaped area shall be provided within the parking area or along the periphery of the parking area. For the purposes of this section, the parking area shall be defined as that area used for parking, backup space and driveways associated with the parking lot. For those parking lots containing in excess of twenty spaces, a minimum of fifty percent of the required landscaping must be provided within the parking area.

Section 530.4.2 – Parking Lot Size Requirements:

- a. As a minimum, an off-street parking space shall consist of 162 square feet (9 feet by 18 feet) of storage space for 1 automobile, plus adequate space for maneuvering and parking. For Parallel Parking the minimum size increases to 180 square feet (9 feet by 20 feet).
- b. For compact vehicles only, as a minimum, an “off-street parking space” shall consist of 128 square feet (8 feet by 16 feet) of storage space for 1 automobile, plus adequate space for maneuvering and parking.
- c. Adequate space for maneuvering and parking shall mean the following:
 - 1. Two-way aisles between parking spaces shall be at least 24 feet in width.
 - 2. One-way aisles between parking spaces shall be at least 15 feet in width for 45-degree angle parking; at least 18 feet, 6 inches in width for 60-degree parking; and at least 24 feet in width for 90-degree parking.

Section 530.5 – Entrances and exits

Each parking or loading space shall be provided with adequate area for approach, turning and exit of the vehicle for which it was designed without need to use any part of a public street right-of-way. Points of entrance and exit for driveways onto the street shall be not less than 12 feet in width for each lane of traffic using the driveway, but the total width of such entrance or exit shall not exceed 30 feet. No such driveway shall be within 10 feet of any other driveway on the same property or within 10 feet of any property line.



Section 530.6 – Construction

All off-street parking and loading areas shall be suitably improved, graded, stabilized and maintained so as to cause no nuisance or danger from dust or from surface water flow. All such areas shall have a slope of no less than one percent and should in general not exceed a slope of three percent. However, the maximum allowed slope for all such areas shall be five (5) percent. All parking areas developed for commercial, industrial or multi-family purposes shall be paved with a minimum of three (3) inches of bituminous concrete over six (6) inches of processed aggregate base on a prepared sub-grade and shall be defined by curbs and all parking spaces shall be defined by lines, except that a parking area in a flood hazard district shall have a dust free permeable surface to allow the absorption of flood.

In the event the Inland Wetlands Commission determines that paving a parking area (located in an area under its jurisdiction) will be injurious to an adjacent wetland, the Planning and Zoning Commission may waive the above paving requirements.

When MS4 requirements outweigh or take precedent over the above regulations as determined by the Town Engineer or Town Managers Designee (MS4 Agent); the applicant may be required to provide pervious surface parking in the form and manor as recommended by the Town Engineer or Town Managers Designee (MS4 Agent) based upon the site conditions.

Section 530.7 – Joint use

Joint parking areas and loading spaces may be established by the owners of separate contiguous lots in order to provide the total number of off-street parking and loading spaces required. In such case, the 20 foot requirement specified in 530.4.1 may be waived for the common property line.

Section 530.8 – Prohibited parking – Low Density & Medium Density

In the Low and Medium Density residential district(s), the parking of any tractor semi-trailer or tractor-trailer combination, any semi-trailer, or any truck (or earth moving machine, motorized equipment, or vehicle) having a light weight in excess of three tons for more than twelve (12) hours, expressly excluding registered farm vehicles or farm implements and no more than two (2) emergency repair vehicles of a public service company, or vehicles or equipment being used exclusively for either on-site construction for which a building permit has been issued, or on-site earthwork permitted by right or for which a special permit has been issued, shall be prohibited.

Section 530.9 – Prohibited parking – Rural Development

In the Rural Development District, the parking on any lot under separate ownership of more than one tractor semi-trailer or tractor trailer combination, more than one semi-trailer, or more than one truck having a light weight in excess of 30,000 pounds for more than twelve (12) hours, expressly excluding registered farm vehicles or farm implements, or vehicles or equipment being used exclusively for either on-site construction for which a building permit has been issued, or on-site earthwork permitted by right or for which a special permit has been issued, shall be prohibited.

Section 530.10 – Commercial Vehicles

Rural Development

No parking of more than five (5) commercially registered vehicles or earth moving machines, or any combination thereof, expressly excluding registered farm vehicles or farm implements, or vehicles or equipment being used exclusively for either on-site construction for which a building permit has been issued, or on-site earthwork permitted by right or for which a special permit has be issued, shall be

permitted on any lot under separate ownership in the Rural Development District. Section 530.9 however, which is more restrictive for certain commercial vehicles, shall apply.

Low Density Zone

No parking of more than three (3) commercially registered vehicles, expressly excluding farm vehicles, or farm implements, or vehicles or equipment being used exclusively for either on-site construction for which a building permit has been issued or on-site earth work permitted by right or for which a special permit has been issued, shall be permitted on any lot under separate ownership in the low density residential district. Section 530.8, however, which is more restrictive for certain commercial vehicles, shall apply.

Medium Density Zone

No parking of more than two (2) commercially registered vehicles, expressly excluding farm vehicles or farm implements, or vehicles or equipment being used exclusively for either on-site construction for which a building permit has been issued, or on-site earthwork permitted by right or for which a special permit has been issued, shall be permitted on any lot under separate ownership in the medium density residential district. Section 530.8, however, which is more restrictive for certain commercial vehicles shall apply.

Section 530.11 – Phased parking development

Deferred Installation. With respect to the installation of parking spaces required by this Section, the Commission may, upon request by any property owner or other applicant, defer the immediate installation of a portion of the required number of parking spaces upon the following conditions:

1. That the parking plan submitted to the Commission show the layout for the full parking requirement and identify those spaces (designated as “reserve space”) for which deferral of immediate installation is requested;
2. The balance of the spaces not constructed shall be designated as "reserve spaces" on the site plan, laid out as an integral part of the overall parking layout, must be located on land suitable for parking area development and either left in its natural state or suitably landscaped;
3. That the Commission find the reduced number of parking proposed to be installed will adequately serve the proposed development;
4. That the owner file with the Commission, and note on the parking plan, an agreement obligating the owner, his heirs or successors and assigns to install such remaining parking spaces within ninety (90) days after the date of any request by the Commission to do so; and that such agreement be incorporated by reference as a condition of approval, the parking for which is affected by this subparagraph, and be so recited in the approval letter for recording on the land records.

Section 530.12 Interpretation of off-street parking requirements

Where fractional spaces result, the parking spaces required shall be construed to be the next highest whole number.

In the case of mixed uses, uses with different parking requirement occupying the same building or premises, the parking spaces required shall equal the sum of the requirement of the various uses computed separately except in the case of public, parochial or private schools.

Section 530.13 Existing off-street parking and loading facilities

Where, as of the effective date of this Section, off-street parking facilities and off-street loading spaces are provided conforming in whole or in part to the provisions of this section, such off-street parking

facilities and off-street loading spaces shall not be altered or reduced in area below the requirements set forth herein.

In the event, however, that there shall be an enlargement or alteration of any building served by such off-street parking facilities or off-street loading spaces or a new or changed use of the property requiring additional off-street parking facilities or off-street loading spaces under the provisions of this section, such additional off-street parking facilities or off-street loading spaces shall be provided as required herein.

Section 531 – Abandoned, Inoperative, Etc. Motor Vehicles

Nothing contained in these regulations shall prevent the enforcement of Article III: Abandoned, Inoperative, Etc. Motor Vehicles (Killingly Code of Ordinances).

Section 532 – Green infrastructure and Improvements

Green infrastructure is a network providing the ingredients for solving urban and climatic challenges by developing responsibly. The Town of Killingly encourages all developments to focus on site improvements that address renewable energy, public transportation, stormwater management, climate adaptation, biodiversity, air quality, clean water and healthy soils. With the intention to increase the quality of life of residents present and future.

Site improvements can be unique depending on the geographic location in Killingly and the proposed land use. Site improvements can consist of but are not limited to electric charging stations, bike racks, public transportation stops, rain gardens, community gardens, dedicated public space, parks, pedestrian friendly walkways, etc.



TOWN OF KILLINGLY, CT
PLANNING AND ZONING COMMISSION
MONDAY – JULY 20, 2020
SPECIAL WORKSHOP MEETING
6:00 PM
Town Meeting Room, Second Floor
Killingly Town Hall
172 Main St., Killingly

MINUTES

2020 JUL 28 PM 2:42
Elysebeth M. Wilson

I. **CALL TO ORDER** – Chair, Keith Thurlow, called the meeting to order at 6:00 pm.

ROLL CALL – Brian Card, Virge Lorents (thru Webex), Matthew Wendorf, John Sarantopoulos, Keith Thurlow. Sheila Roddy and Milburn Stone were absent with notice.

Staff Present – Ann-Marie Aubrey, Director of Planning and Development; Jonathan Blake, Staff (Planner I/ZEO).

II. **SEATING OF ALTERNATES**– Keith Thurlow announced that both John Sarantopoulos and Matthew Wendorf would be seated as Voting Members for this meeting.

III. **PROPOSED Zone (TEXT) Change Application #19-1221**; Town of Killingly; Planning Zoning Commission; RE: Section 530; Off Street Parking and Loading; revision thereto.
*** Review/Discussion/Action***

The Commission discussed the following topics:

- **Section 530.6 – Construction:**

Ms. Aubrey noted that she is waiting to hear from the Town Engineer for information regarding MS4 requirements for the construction and spacing of the parking spaces and the spacing in-between the parking spaces. Legal Counsel had been consulted for an opinion. Mr. Blake referred to the last paragraph of the proposed language and explained that the Town Engineer or the Town Managers' Designee (MS4 Agent) would determine whether to allow gravel, based upon site conditions. Discussion continued.

Mr. Card suggested having a list that the Town Engineer would consider (e.g. the chicken coop renovation that had previously been approved or farm stands). He asked about how to make the link for the MS4 requirement to the application. Mr. Blake explained that MS4 requires municipalities, as a whole, to disconnect, which can be through development. It gives the Commission a reason to ask the applicant to pursue acceptable alternatives.

Ms. Aubrey explained that MS4 wants impervious surfaces to decrease in Town.

Mr. Blake referred to the last sentence in the proposed language for Section 530 – Methodology, "The parking demand projections and methodologies shall be subject to approval by the Planning and Zoning Commission."

Mr. Card suggested changing "as required" to "as recommended" in the last paragraph in Section 530.6. Mr. Blake explained that nothing in these regulations would be retroactive, so modifications to existing parking would need to come back before the PZC for site plan review. Concern regarding possible spills/leakage was discussed.

There was discussion regarding the increase of four to six inches of processed aggregate base (as had been recommended by the Town Engineer). Mr. Thurlow suggested that “or equal” be added to the language. He would like it to be flexible.

- **Section 530.8 – Prohibited Parking:**

Mr. Thurlow discussed whether to consider that tractors (not the trailers) be allowed to park in the yard of truck drivers in low & medium density. He asked for flexibility for those who could show that they could park it without being a nuisance to neighbors (buffers/visual barriers). Ms. Aubrey suggested 12 hours during the week and 24 hours on weekends.

Mr. Sarantopoulos stated that he didn’t have a problem with it, but voiced concern regarding road width and backing onto properties. Ms. Aubrey stated that some leave the trailer at a rest area and bring the tractor home. Mr. Blake stated that most complaints are regarding on-street parking or for more than one truck on a property. Mr. Card is not in favor of changing the language. Mr. Wendorf wouldn’t mind adding language, but he feels that it needs to be explored further. Ms. Lorents voiced concern regarding changing oil/spills/disposal, which Mr. Blake explained is covered under MS4. Ms. Aubrey explained that language would need to be compared with ordinances.

- Mr. Blake summarized changes since the last workshop (updates based on comments from the Town Attorney):

- 1) Some new uses were added under the Use Table: Repair/Service Stations;
- 2) Parking Lot Size Standards are being reviewed by the Town Engineer;
- 3) Added Section 532 (charging stations and other green infrastructure improvements).

Mr. Wendorf commented that, although the Town is trying to be more sustainably conscious, he feels that electric charging stations add cost to the owner. Ms. Aubrey explained that it is not a design standard, it is a design option.

There was discussion.

- **Section 530.7 – Joint Use:**

Mr. Wendorf feels that there is way too much parking for some of the uses. He will review this Section and will e-mail his comments to Ms. Aubrey.

IV. DISCUSSION REGARDING – Outdoor dining under COVID-19 and possibly beyond.
Review/Discussion/Action

Ms. Aubrey explained that people seem to be preferring the outdoor dining that has been allowed due to COVID-19 and would like it to continue after the Executive Order is no longer in effect. She asked that the PZC consider whether to add language to the Zoning Regulations. There was discussion. Legal Counsel has been consulted as to whether it can be done with a Text Change. All Commission Members expressed an interest in pursuing this further.

V. ADJOURNMENT

Motion was made by John Sarantopoulos to adjourn at 6:47 p.m. Second by Virge Lorents. No discussion. Motion carried unanimously (5-0-0).

Respectfully submitted,

J.S. Perreault
Recording Clerk

PLEASE NOTE: There was an error in numbering on the Agenda for this meeting which was corrected in these minutes.



TOWN OF KILLINGLY, CT
PLANNING AND ZONING COMMISSION
MONDAY – JULY 20, 2020

Regular Meeting
7:00 PM

RECEIVED
TOWN CLERK, KILLINGLY, CT
2020 JUL 23 PM 1:50
Elizabeth M. Quisenberry

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MINUTES

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I. **CALL TO ORDER** – Chair, Keith Thurlow, called the meeting to order at 7:00 pm.

ROLL CALL – Brian Card, Virge Lorents (thru Webex), Matthew Wendorf, John Sarantopoulos, Keith Thurlow. Sheila Roddy and Milburn Stone were absent with notice.

Staff Present – Ann-Marie Aubrey, Director of Planning and Development.

Also, Present – David Held, Provost & Rovero; Kevin Brignole and Joe, Snake Meadow Club.

II. **SEATING OF ALTERNATES** – Keith Thurlow announced that both John Sarantopoulos and Matthew Wendorf would be seated as Voting Members for this meeting.

III. **AGENDA ADDENDUM** – None.

IV. **CITIZENS' COMMENTS ON ITEMS NOT SUBJECT TO PUBLIC HEARING** (Individual presentations not to exceed 3 minutes; limited to an aggregate of 21 minutes unless otherwise indicated by a majority vote of the Commission)

The following was read aloud by Keith Thurlow:

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There were no comments from the public.

V. **COMMISSION/STAFF RESPONSES TO CITIZENS' COMMENTS** – None.

VI. **PUBLIC HEARINGS** – (review / discussion / action)

The following was read aloud by Keith Thurlow:

1) Public participation in the PUBLIC HEARINGS – the public may join the meeting via telephone while viewing the meeting on Facebook live.

2) To join by phone please dial 1-408-418-9388; and use the access code 132-169-1697.

3) Please be aware that if joining during the meeting, you will be asked your name, the reason you are calling, and your microphone (phone) will be muted until it is time for you speak. Thank you.

1) Special Permit Application #20-1242 – Snake Meadow Club, Inc; excavation of approximately 373,000 CY of sand and gravel from approximately 19 acres of land; 567 Hubbard Road; GIS MAP 255; LOT 10; ~34 acres; Rural Development.

CONT FROM 05/18/2020 AND 6/15/2020

David Held, Provost & Rovero, represented the Applicant via Webex. Mr. Held summarized what has taken place since the last meeting:

- At its last meeting, the IWWC granted approval for the additional five-year extension of the Wetlands permit (which was the primary reason for continuing the public hearing of the PZC).
- Revised plans were submitted last week. Changes to the plans was in response to concerns raised by Brian Card
Last Sheet, Excavation Note #2 was reworded to better reinforce what they are envisioning for the phasing at the initial re-start of this excavation to the effect that phase-in is 1 and 2 and perhaps limited areas of what they are calling phases 3 and 4 would be final graded and restored, approximately five acres, of the existing disturbance and so that at the completion of that initial stage there would be a maximum of three acres open as the excavation proceeds forward. This would be in keeping with what had previously been approved on this site by the PZC and in keeping with what they are proposing for bonding.
- Mr. Held; David Capacchione and Gary Martin of the Killingly Engineering Department; and Kevin Brignole, as well as other Snake Meadow Club Members, had walked the site specifically to look at what the current conditions are in light of the bonding that the Applicant is proposing (to increase the current cash bond amount of \$10,000 to \$15,000).

COMMENTS/QUESTIONS FROM COMMISSION MEMBERS:

Brian Card referred to the Engineer's Memo and asked how long it will take to get the additional 7,000 yards removed in order to start the restoration for phases 1 and 2.

Mr. Held guessed six to eight weeks after they actually start operations and he explained that it is difficult to say because the Snake Meadow Club will engage a third party that would buy the material at a per-yard price and, then, the rate of material removal will be based on whatever the needs of that third party are.

Mr. Card explained that he would like to have an agreed-upon realistic timeframe to get the restoration completed, or at least get down to the three acres that was part of the original approval and, subsequently, most likely, part of this approval.

Mr. Held stated that he would put it out for consideration to allow Mr. Brignole to give input. Mr. Held suggested by the end of the 20/21 spring planting season (May 30, 2021) the restoration would be completed to the point of being seeded and mulched, hopefully, with green coming up. He explained that since they haven't had a permit, they haven't been able to engage a party to buy the material, so they probably wouldn't be removing any material this year. Mr. Brignole stated agreement with Mr. Held, and he expressed his concern that he feels they need almost a year to make that happen.

Mr. Held stated that by June 1, 2021 would be a reasonable expectation to get that grading done and restoration work completed. Mr. Brignole stated that he agrees.

COMMENTS/QUESTIONS FROM COMMISSION MEMBERS:

Ann-Marie Aubrey noted that part of the reason that Mr. Capacchione agreed to the \$15,000 bond was that the restoration would be done first. She requested that Staff be allowed to visit the site on a monthly basis to determine that they are following procedures.

Mr. Card referred to the notes on the plans which state that they must remove the 7,000 yards in phases 1 and 2 in order to complete the restoration and he asked if the Applicant would agree to Ms. Aubrey's request.

Mr. Held stated that it is well within the Town's purview if the Town feels the need to visit the site.

Ms. Aubrey stated that she just wanted to be upfront that Staff, including Engineering, would want to check in.

Mr. Thurlow asked if all the issues brought up at previous meetings have been addressed.

Ms. Aubrey responded:

- She referred to her Staff Comments and advised reading through the minutes of the prior meeting and stated that it is up to the Commission to decide if the criteria had been met through the Applicant's presentation.
- Evidence of the merger had been provided at the June 15, 2020 meeting.
- Regarding the bond, the Applicant had agreed to \$9,700 per acre, however, a total cash bond of \$15,000 is acceptable to Mr. Capacchione.
- Ms. Aubrey stated that questions and concerns had been responded to.

There were no further questions or comments from the Commission or from Staff.

There were no comments from the Public.

Motion was made by John Sarantopoulos to close the public hearing for **Special Permit Application #20-1242** – Snake Meadow Club, Inc; excavation of approximately 373,000 CY of sand and gravel from approximately 19 acres of land; 567 Hubbard Road; GIS MAP 255; LOT 10; ~34 acres; Rural Development (**CONT FROM 05/18/2020 AND 6/15/2020**). Second by Matthew Wendorf. No discussion. Motion carried unanimously (5-0-0).

VII. UNFINISHED BUSINESS – (review / discussion / action)

1) **Special Permit Application #20-1242** – Snake Meadow Club, Inc; excavation of approximately 373,000 CY of sand and gravel from approximately 19 acres of land; 567 Hubbard Road; GIS MAP 255; LOT 10; ~34 acres; Rural Development.

CONT FROM 05/18/2020 AND 6/15/2020

Motion was made by Brian Card to approve **Special Permit Application #20-1242** – Snake Meadow Club, Inc; excavation of approximately 373,000 CY of sand and gravel from approximately 19 acres of land; 567 Hubbard Road; GIS MAP 255; LOT 10; ~34 acres; Rural Development (**CONT FROM 05/18/2020 AND 6/15/2020**), with the following three conditions:

- The bond amount be a \$15,000 cash bond to cover the three acres for restoration.
- That Phase 1 and 2 excavation and restoration is complete by May 31, 2021, and that certification be submitted to the Town stating such, otherwise, the bond amount increases to \$40,000 (which is 8 acres x's \$5,000 per acre).
- That the Applicant or their designee submit quarterly updates to the Town on the status of the restoration project until complete.

Second by Virge Lorents. No discussion.

Roll Call Vote: John Sarantopoulos – yes; Brian Card – yes; Keith Thurlow – yes; Matthew Wendorf – yes; Virge Lorents – yes;

Motion carried unanimously (5-0-0).

VIII. NEW BUSINESS – (review/discussion/action)

1) **Zone TEXT Change Application #19-1221**; Town of Killingly, update and revision of Section 530 (Off Street Parking and Loading) of the Town of Killingly Zoning Regulations. a) Review of changes prompted by Town's Legal Counsel; b) If review is acceptable to Commission the Commission should receive the application and schedule a hearing. The next available date for a hearing (under the Governor's Executive Order due to COVID-19) is Monday, August 17, 2020.

Motion was made by Virge Lorents to continue discussion regarding **Zone TEXT Change Application #19-1221**; Town of Killingly, update and revision of Section 530 (Off Street Parking and Loading) of the Town of Killingly Zoning Regulations. a) Review of changes prompted by Town's Legal Counsel; b) If review is acceptable to Commission the Commission should receive the application and schedule a hearing. The next available date for a hearing (under the Governor's Executive Order due to COVID-19) is Monday, August 17, 2020. Second by Brian Card. No discussion. Motion carried unanimously (5-0-0).

IX. ADOPTION OF MINUTES – (review/discussion/action)

1) Regular Meeting of Monday, June 15, 2020

Motion was made by Matthew Wendorf to adopt the Minutes of the Regular Meeting of June 15, 2020. Second by Virge Lorents. No discussion. Motion carried unanimously (5-0-0).

X. OTHER / MISCELLANEOUS – (review/discussion/action)

Ann-Marie Aubrey announced that Sheila Roddy has resigned from the Planning and Zoning Commission as she is moving to New Hampshire. Ms. Aubrey explained that there will be an opening for a Regular/full-time Member on the Commission.

XI. CORRESPONDENCE – (review/discussion/action)

- A. Zoning Enforcement Officer's & Zoning Board of Appeal's Report(s)
- B. Inland Wetlands and Watercourses Agent's Report
- C. Building Office Report

XII. ECONOMIC DEVELOPMENT DIRECTOR REPORT

Jill St. Clair, Director of Economic Development was unable to attend.

Ann-Marie Aubrey reported:

- There was a ground-breaking for Putnam Plastics last Thursday. This industry is expanding (medical supplies).
- There is another expansion which has been approved by the PZC, but the Company has put it on hold pending how long the COVID-19 issue will last.

XIII. TOWN COUNCIL LIAISON REPORT – No representation.

XIV. ADJOURNMENT

Motion was made by Brian Card to adjourn at 7:22 p.m. Second by John Sarantopoulos. No discussion. Motion carried unanimously (5-0-0).

Respectfully submitted,

J.S. Perreault
Recording Secretary



July 17, 2020

Municipal Commissions of Brooklyn, Killingly, and Plainfield

**RE: Request for Authorization under the General Permit
Gallup-Plainfield and Plainfield-Crystal Interconnections
Plainfield and Killingly, Connecticut
MMI #1573-74**

Dear Commissions:

On behalf of the Connecticut Water Company, Milone & MacBroom, Inc. has submitted two related applications to the Connecticut Department of Energy & Environmental Protection (DEEP) for separate water diversion permits for public water supply interconnections. The requested permits will provide critical source redundancy for the Gallup System, Plainfield System, and Crystal System.

Your commission is receiving a copy of the application as your community is, or may be, affected by the subject activity. As noted in Section C, Page 1 of the enclosed copy of each application, municipal agencies (and any other person) may submit written comments to DEEP concerning the activities described herein.

Please contact the undersigned if you have any questions.

Sincerely,

MILONE & MACBROOM, INC.

Scott J. Bighinatti, MS, CFM
Lead Environmental Scientist

Enclosures

1573-74-jl1620-2-ltr.doc

RECEIVED
JUL 21 2020

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

20-1246 PROSENDER



10 INDUSTRIAL AVENUE,
SUITE 3
MAHWAH, NJ 07430

PHONE 201.684.0055
FAX 201.684.0066

July 14, 2020

Melanie A. Bachman
Acting Executive Director
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

RECEIVED

AUG 10 2020

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

RE: Notice of Exempt Modification
818 Providence Pike, Killingly, CT
Latitude: 41.791417
Longitude: -72.822361
T-Mobile Site#: CT11156A/ Anchor

Dear Ms. Bachman:

T-Mobile currently maintains six (6) antennas at the 140-foot level of the existing 190-foot guyed-lattice tower at 818 Providence Pike, Killingly, CT. The 190-foot guyed-lattice tower and underlying property is owned by Quinebaug Valley Emergency Communications Inc. T-Mobile now intends to add three (3) new 2500 MHz antennas. The new antennas would be installed at the 140-foot level of the tower.

Planned Modifications:

Remove:

TMA's:

(3) Generic Twin 1A TMA's

Coax Cables:

(6) 1-5/8" coax cables

Install New:

Antennas:

(3) Air6449 B41- 2500 MHz / 2500 MHz

RRUs:

(3) Radio 4425 B66A , (3) Radio 4424 B25

Coax Cables:

(3) 6x12 Hybrid cable

Existing to Remain:

Antennas:

(3) RFS APX16DWV-16DWVS- 1900 MHz / 1900 MHz

(3) RFS APXVAARR24-4-U-NA20 - 600 MHz / 700 MHz antenna

RRUs:

(3) Radio 4449 B71+ B12

Ground:

Add (1) Battery cabinet, (1) enclosure to contain (3) BB6630 for L2500 and (1) BB6648 for N2500 on new slab

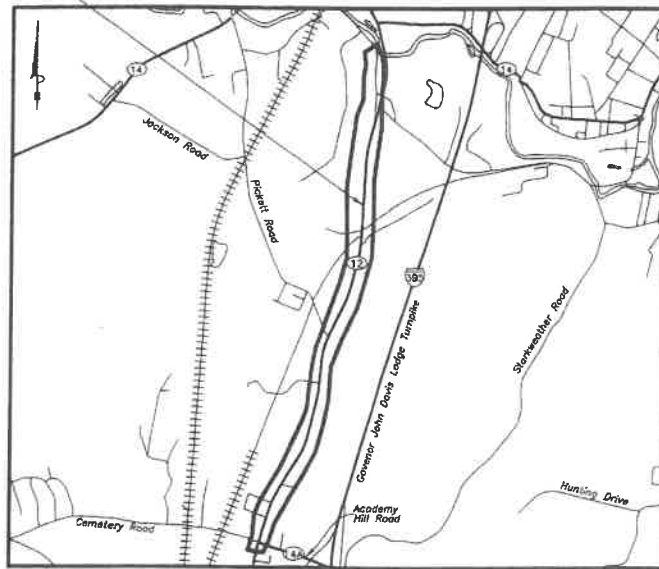
20-1247 20100810/10/10

Connecticut Water

Proposed Water Main Replacement

SITE LOCATION:
Norwich Road (aka Route 12),
Kinney Hill Road, & River Street
Plainfield, Connecticut

Project Site



Location Map

Scale: 1"=2000'

0 1000 2000

Benchmarks (DATUM = NAVD 1988)

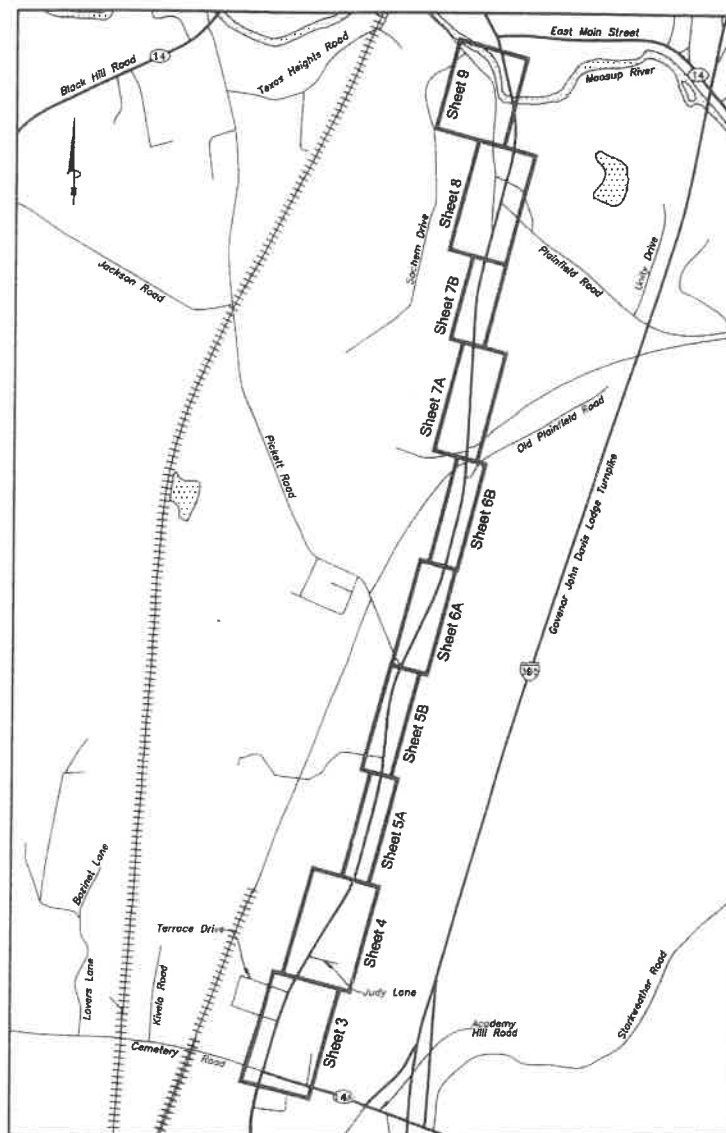
Benchmark	Type	Utility Pole Number	Elevation
BM1	MAG NAIL SET IN UTILITY POLE	SNET#1344	280.96'
BM2	MAG NAIL SET IN UTILITY POLE	SNET#302	253.92'
BM3	MAG NAIL SET IN UTILITY POLE	SNET#307	261.44'
BM4	MAG NAIL SET IN UTILITY POLE	SNET#312	262.15'
BM5	MAG NAIL SET IN UTILITY POLE	SNET#316	288.07'
BM6	MAG NAIL SET IN UTILITY POLE	SNET#319	312.72'
BM7	MAG NAIL SET IN UTILITY POLE	SNET#323	314.41'
BM8	MAG NAIL SET IN UTILITY POLE	SNET#325	319.55'
BM9	MAG NAIL SET IN UTILITY POLE	SNET#331	294.82'
BM10	C/S DISC IN LEDGE	N/A	256.91'
BM11	MAG NAIL SET IN UTILITY POLE	SNET#340	237.16'
BM12	MAG NAIL SET IN UTILITY POLE	SNET#343	218.65'
BM13	MAG NAIL SET IN UTILITY POLE	SNET#346	211.41'
BM14	MAG NAIL SET IN UTILITY POLE	SNET#351	208.12'
BM15	MAG NAIL SET IN UTILITY POLE	SNET#3392	202.77'
BM16	MAG NAIL SET IN UTILITY POLE	SNET#2570	205.52'
BM17	MAG NAIL SET IN UTILITY POLE	SNET#3825	204.14'
BM18	MAG NAIL SET IN UTILITY POLE	SNET#2560	205.40'
BM19	MAG NAIL SET IN UTILITY POLE	SNET#39355	203.68'
BM20	MAG NAIL SET IN UTILITY POLE	SNET#3932	207.89'
BM21	MAG NAIL SET IN UTILITY POLE	SNET#4067	181.71'
BM22	MAG NAIL SET IN UTILITY POLE	SNET#2074	174.23'

WATER MAIN SHOWN AS FIELD LOCATED PER CWC PAINTMARKS. ALL OTHER UNDERGROUND UTILITIES TAKEN FROM MAPPING PROVIDED BY THE UTILITY COMPANIES SERVING THIS REGION. ANY PAINT MARK LINTYPE IN DRAWING HAS BEEN FIELD LOCATED BASED ON PAINTMARKS BY CALL BEFORE YOU DIG.

THE APPROXIMATE PROPERTY LINES WERE DETERMINED FROM ASSESSORS MAPS AND LIMITED FIELD MEASUREMENTS. PROPERTY LINES SHOWN ARE TO BE CONSIDERED APPROXIMATE AND TO SHOW ADJACENT PROPERTY OWNERS ONLY.

GENERAL NOTES:

1. LOCATION OF UNDERGROUND UTILITIES ARE SHOWN FOR REFERENCE ONLY. CONTRACTOR IS TO NOTIFY "CALL BEFORE YOU DIG" AT 1-800-922-4455, 48 HOURS PRIOR TO COMMENCING WORK.
2. WATER MAIN TO BE DEFLECTED UNDER ALL STORM DRAINS, UNLESS OTHERWISE NOTED, OR AS DIRECTED BY THE INSPECTOR. MINIMUM VERTICAL CLEARANCE OF 18" TO BE MAINTAINED BETWEEN STORM DRAIN AND WATER MAINS. THE CONTRACTOR IS RESPONSIBLE FOR PROPER COMPACTION AROUND AND UNDER EXISTING DRAINAGE FACILITIES, WHICH MAY INCLUDE REMOVAL AND RESETTING TO PROPER GRADE.
3. ALL VALVES AND FITTINGS SHALL BE INSTALLED WITH MEGA-LUG RETAINING GLANDS. THRUST BLOCKS SHALL BE INSTALLED IN ADDITION AT ALL BENDS AND TEE CONNECTIONS.
4. FIELD LOK GASKETS SHALL BE PLACED A MINIMUM 3 FULL PIPE LENGTHS FROM THE END OF ALL DEAD END LINES AND BLOWOFFS. AT ALL CHANGES OF DIRECTION, FIELD LOK GASKETS SHALL BE INSTALLED A MINIMUM OF 2 FULL PIPE LENGTHS FROM A FITTING OR AT THE DISCRETION OF THE ENGINEER/INSPECTOR.
5. ALL WATER MAINS SHALL BE INSTALLED TO A DEPTH OF 4 FEET OF COVER BASED ON THE ROADWAY GRADE, EXCEPT AS NOTED.
6. LOCATIONS OF WATER SERVICES ARE SHOWN AS APPROXIMATE ONLY. ACTUAL LOCATIONS TO BE VERIFIED IN THE FIELD. EXISTING SERVICES TO BE TIED OVER TO NEW MAIN WHERE SHOWN.

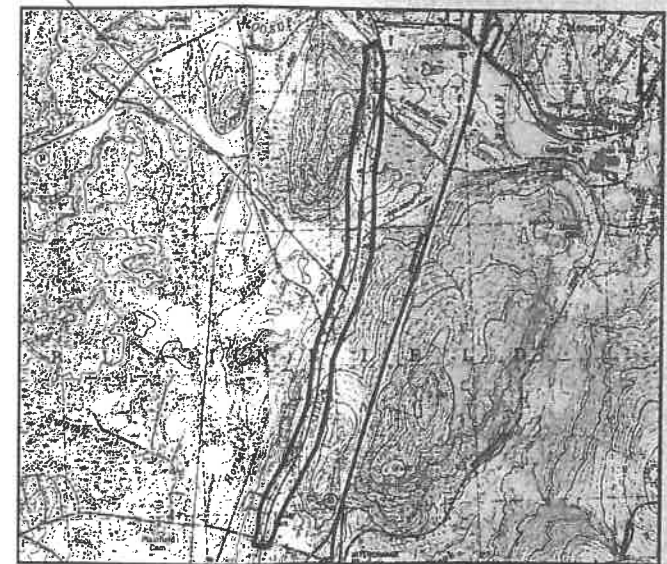


Sheet Index

Scale: 1"=1000'

0 500 1000 2000

Project Site



Surrounding Features

Map

Scale: 1"=2000'

0 1000 2000

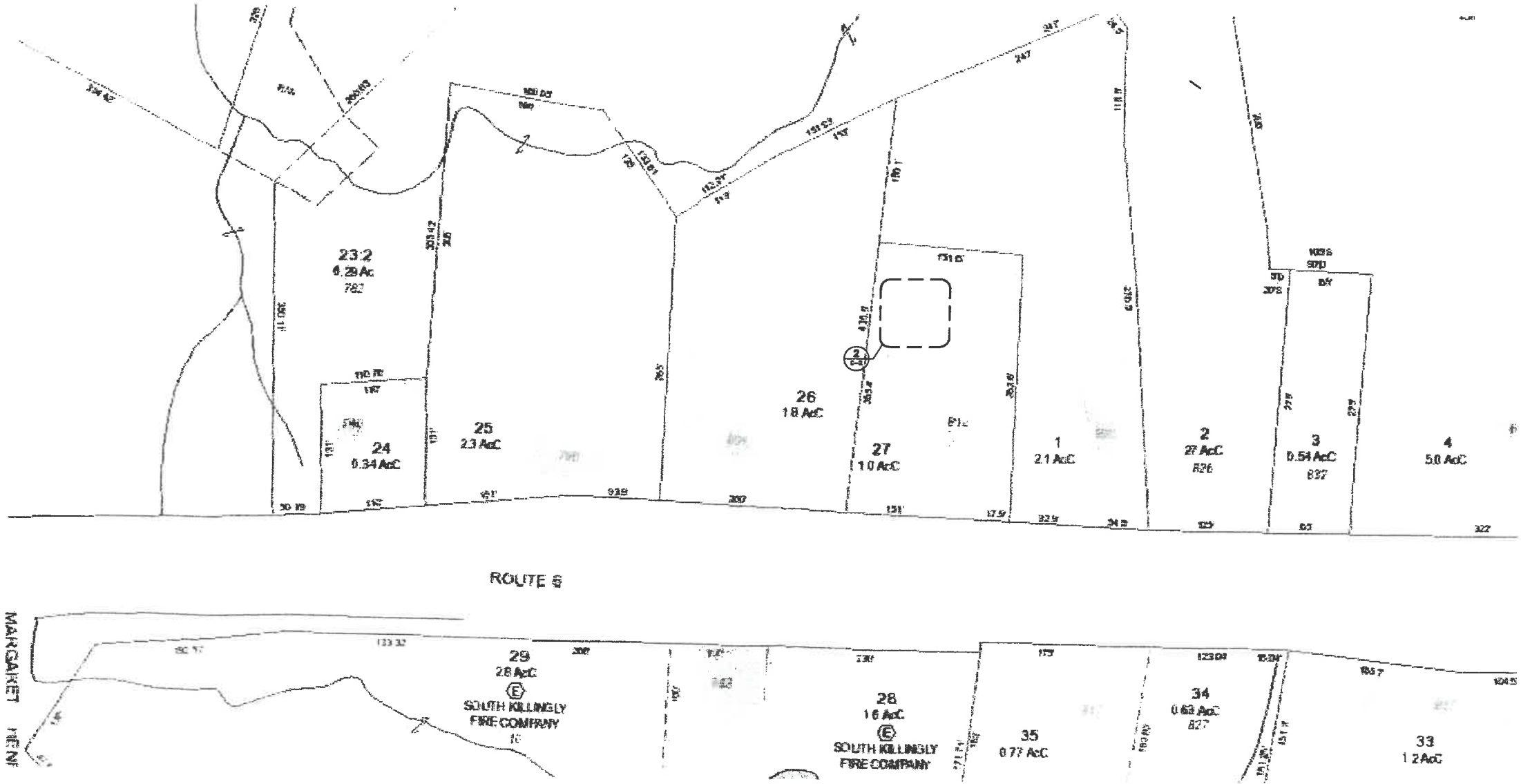
Sheet Index

- Sheet 1 - Title Sheet
- Sheet 2 - Abutments List
- Sheet 3 thru 9 - Construction Plans
- Sheet 10 - State Paving Details
- Sheet 11 - State Signal Control Layout

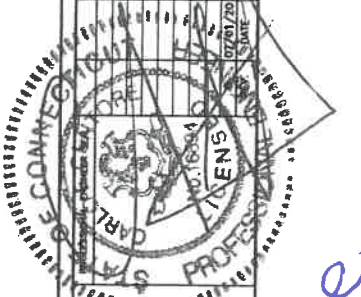
Revision	Description	Date	By	Approved By
Notes				
1. THIS SURVEY PLAN HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTION 20-300B-1 THROUGH 20-300B-20 AND THE "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF THE LAND SURVEYORS, INC. ON SEPTEMBER 26, 1996.				
2. PROPERTY LINES SHOWN DO NOT REPRESENT A PROPERTY OR BOUNDARY OPINION.				
3. NORTH IS BASED ON REFERENCE (NAD 1983)				
4. ELEVATIONS BASED ON REFERENCE (MVD 1989)				
5. BASE MAPPING PREPARED BY GESICK & ASSOCIATES P.C. FROM OCTOBER 8, 2018 THRU OCTOBER 13, 2018 FIELD SURVEYS.				
6. UNDERGROUND UTILITIES SHOWN FROM ACTUAL FIELD LOCATION IF POSSIBLE. THEIR EXACT LOCATION MAY DIFFER FROM THAT SHOWN AND OTHERS MAY EXIST.				
Connecticut Water				DRAWING EA-0867 Sheet 1 of 11
GESICK & ASSOCIATES, P.C. SURVEYORS & MAPPERS & PLANNERS 18 CEDAR ISLAND AVE. CLINTON, CONNECTICUT 06413 OFFICE: 860-669-7799 FAX: 860-669-5833 www.gesicksurveyors.com				

20-12410-0867

ANTENNA SCHEDULE							
SECTOR	EXISTING/PROPOSED	ANTENNA	SIZE (INCHES) (L x W x D)	ANTENNA H HEIGHT	AZIMUTH	(E/P) RRU (QTY)	(E/P) TMA (QTY) (QTY) PROPOSED COAX (LENGTH)
A1	EXISTING	RFS (APX16DW-16DW-S-E-A20)	55.9 x 13.0 x 3.15	145'	90°	(P) RADIO 4424 B25 (1)	(1) 6x12 HCS (±165')
A2	EXISTING	RFS (APXVAARR24-43-U-NA20)	95.9 x 24.0 x 8.7	145'	90°	(P) RADIO 4415 B66A (1), (E) RADIO 4449 B71+B85 (1)	
A3	PROPOSED	ERICSSON (AIR6448 B41)	33.1 x 20.5 x 8.3	145'	90°		
B1	EXISTING	RFS (APX16DW-16DW-S-E-A20)	55.9 x 13.0 x 3.15	145'	200°	(P) RADIO 4424 B25 (1)	(1) 6x12 HCS (±165')
B2	EXISTING	RFS (APXVAARR24-43-U-NA20)	95.9 x 24.0 x 8.7	145'	200°	(P) RADIO 4415 B66A (1), (E) RADIO 4449 B71+B85 (1)	
B3	PROPOSED	ERICSSON (AIR6448 B41)	33.1 x 20.5 x 8.3	145'	200°		
C1	EXISTING	RFS (APX16DW-16DW-S-E-A20)	55.9 x 13.0 x 3.15	145'	315°	(P) RADIO 4424 B25 (1)	(1) 6x12 HCS (±165')
C2	EXISTING	RFS (APXVAARR24-43-U-NA20)	95.9 x 24.0 x 8.7	145'	315°	(P) RADIO 4415 B66A (1), (E) RADIO 4449 B71+B85 (1)	
C3	PROPOSED	ERICSSON (AIR6448 B41)	33.1 x 20.5 x 8.3	145'	315°		



1 SITE LOCATION PLAN
C-1 SCALE: NOT TO SCALE



T-Mobile
Engineering
Center on Solution
(203) 488-0390
(203) 488-8387 For
43.2 North Branford Road
Branford, CT 06405
www.CenterEng.com

T-MOBILE NORTHEAST LLC
WIRELESS COMMUNICATIONS FACILITY
KILLINGLY/MARGARET HENRI
SITE ID: CT11156A
618 PROVIDENCE PIKE
KILLINGLY, CT 06239

DATE: 05/20/20
SCALE: AS NOTED
JOB NO. 20074.28

SITE LOCATION
PLAN

C-1
Sheet No. 3 of 8

20-1247
PACEN/MLM