Killingly Planning and Zoning Commission

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Section One
Introduction

This Plan of Conservation and Development is the principal statement of policy for the Town. It provides a broad context or blueprint for decision making that fosters a healthy environment, a thriving economy, and a high quality of life for all residents. It balances population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. It presents a vision for the Town's future, and a series of recommendations and/or strategies for achieving that vision.

The intent of the Plan is to guide the Town's efforts in land use planning and growth management, the provision of public facilities and services, environmental protection, economic development and land conservation. The "goal" of this Plan is to provide Killingly with a comprehensive, understandable, and usable blueprint to guide future decisions.
A plan should state the Town's aims in terms broad enough to allow application to a wide range of situations, yet with sufficient detail to serve as a guide to the refinement of regulations and ordinances and other implementation tools. The Plan should stimulate, not stifle quality creative design.

At least once every ten years, the [Planning] commission shall prepare or amend and shall adopt a plan of conservation and development for the municipality. Following adoption, the commission shall regularly review and maintain such plan.

Section 8-23,

Connecticut General Statutes

The quality of life in Killingly, as in most communities, consists of a great many dimensions or factors. The Plan must provide a central theme that unites these factors, yet must recognize that efforts to enhance the various factors may come into conflict. The Plan should allow for flexibility and creativity in its application in order to accommodate competing objectives.

A Plan of Conservation and Development has its legal basis in state statute. Connecticut law requires each community to have a plan and to update that plan every ten years.

Section Two
Killingly in Perspective

Historical Perspective to 1950

The year 2008 marked Killingly, Connecticut's 300th year as an incorporated town. Over these three centuries, many dramatic changes have occurred.

The first occupants were, of course, the Native Americans. Before English colonists came from the east, the land was occupied by the Nipmuc, independent bands of people in some 40 villages in central Massachusetts, northeastern Connecticut, and northern Rhode Island. In Connecticut, they were subjects of the powerful Pequot to the south and suffered the same fate as the Pequot tribe following the Pequot War in 1637. By this time, the Nipmuc people, peaking at about 10,000 people around 1600, had been radically reduced in numbers, first by disease and then by war. After the so-called King Philip War in 1675, many of the remaining native people left the area for safer havens to the north.

"Killingly"

The name Killingly comes from Kellingley Manor which was one of Governor Gurdon Saltonstall's ancestral manors near Pontefract, Yorkshire, England.

The original township of Killingly was laid out in 1708. Within its boundaries was land from Plainfield to the Massachusetts border, an area called Whetstone country[1]. For many years it was only sparsely settled. The Colony of Connecticut who named it Aspinock owned it. The government gave tracts of land in Aspinock to leading men of the Colony in recognition of civil or military services. Early grantees settled on land close to the principal rivers of the area: the Quinebaug, Five Mile, French, and Whetstone. Like their indigenous predecessors, early European settlers earned their livelihood from subsistence agriculture. In the early 1700s, Killingly had only 30 families. Organization of a community government was slow as it was not until 1728 that Killingly had its first town meeting. Travel was difficult and utilized primarily the old trails of the native people. It was not until 1750 that a road was opened to Providence[2].

The coming of the Industrial Revolution to America in the late 18th century had a huge impact on Killingly. Beginning in Britain and spreading throughout the world, the Industrial Revolution was a major technological, socioeconomic and cultural change. An economy based on manual labor was replaced by one dominated by industry and manufacture. Specific to this region, the arrival of new technology from Slater Mill in Rhode Island and the Blackstone River Valley westward marked the transition in Killingly from an agrarian to a mill-based economy.

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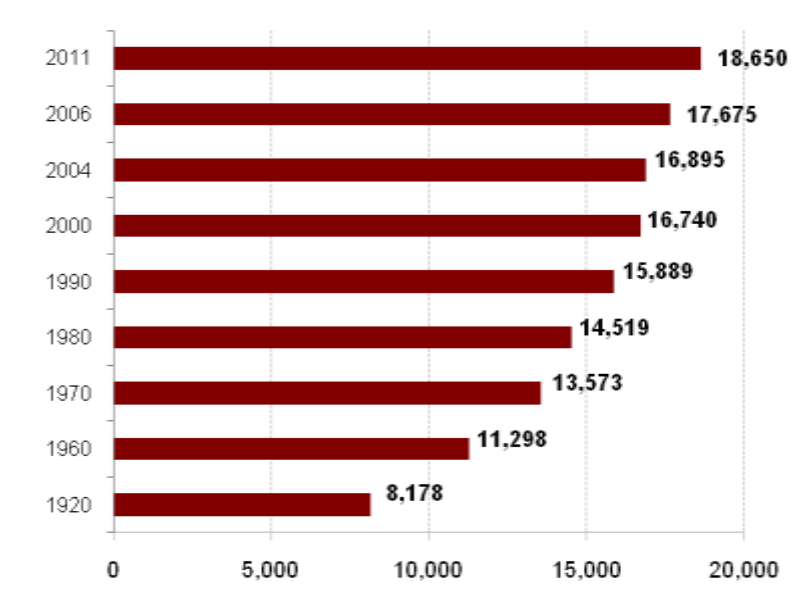
[1] The land area we know today as Killingly came about in 1855. The present borders resulted from the formation of Thompson in 1783 and Putnam in 1855.

[2] By the late 1700's the number of families in Killingly had increased to 400, in large part due to the easier access to more populated areas.

Water from the constantly flowing rivers of northeastern Connecticut powered mill machinery. Land records from 1770 indicate that William Danielson had built an iron works, possibly in the Water Street area of Danielson, though evidence suggests the area already had an established and sizeable mill complex. Thereafter, Killingly's industry, like most others in the area, was mainly the production of textiles. And Killingly thrived! By 1810, stagecoaches were operating in and out of Killingly to Norwich, Providence, Hartford and Worcester. By 1819, the town had four cotton mills, with their associated mill housing, that formed village centers. By 1836, Killingly was called the "greatest cotton manufacturing town" in Connecticut. Many new roads were built connecting major population centers in all directions from Killingly. A major improvement to transportation was the completion of the Norwich and Worcester Railroad in 1839[3]. This meant that textiles from Killingly could now be quickly shipped to Norwich where ocean vessels could take the goods to ports near their final destination[4]. Its completion fostered the development of the Danielson and Dayville communities, and the development of even larger mills near these centers. Bigger mills and higher production potential meant the need for more employees. This need was satisfied by the immigration of many French Canadians who did not have such work opportunities in the Canadian maritime[5]. They joined and added diversity to the "Yankee" population. With the larger mills came more mill houses near the mills to provide living quarters for the managers and workers. A considerable number of mill buildings and their associated housing structures remain a prominent visual presence even today. In the late 1800s, the Rhode Island General Assembly approved a charter for the construction of a trolley line from downtown Providence through Scituate and Foster, RI to East Killingly. In 1896, the Connecticut General Assembly approved a charter for the completion of this line to Danielson, joining the tracks of the

Population Change



[3] A canal was initially proposed to follow the Quinebaug River from Norwich to Worcester, but this idea was dropped in favor of the railroad, probably due to cost.

[4] This railroad is now, after many intervening owners in the 19th and 20th centuries, the Providence and Worcester Railroad. The P&W track ownership is presently much more extensive than the original Norwich and Worcester line.

[5] Their descendents have remained in Killingly to this day, though the mills are gone.

People's Tramway at Elmville. The Peoples Tramway was a north-south trolley line from Plainfield through Putnam to North Grosvenordale, stopping at Lake Alexander. Both lines began service about 1900, but their operation was short-lived. The increased popularity of the automobile and the improvement of roads made the slow inter-urban trolleys economically unfeasible. The last trolley from Providence to Danielson was in October 1920 as the route was disrupted by construction of the Scituate Reservoir System and not relocated. Route 12 from Norwich to Worcester, and Route 6 from Hartford to Providence through Danielson were completed in the 1920s.

The prosperity brought by the textile mills continued until the end of the 19th century. After the Civil War, production of cotton goods gradually moved south where cotton was grown and where labor was cheaper. One by one, the cotton mills in Killingly ceased operations.

There was a brief respite to this faltering of Killingly's economy. Following World War I, the Powdrell and Alexander Company commenced curtain manufacturing in Killingly. By the end of the 1920's, P & A had six factories in operation, the last constructed in Dayville in 1929. Danielson earned the name "Curtain Town USA". Sadly, the Great Depression soon followed and several mills closed. Floods in 1936 and 1938 caused severe damage. There was somewhat of a recovery in World War II but thereafter, the downturn continued.

Killingly's other industry has been agriculture. Agriculture is significant in that its past and present have shaped the landscape. Subsistence farming, long the livelihood of many residents is, for the most part, history. However, dairy farming and the raising of chickens represented contributions to Killingly's economy, although small compared to the mill contribution. Though the river mills are gone, Killingly's few farms have not made up the void. Presently there is one large dairy farm and one large orchard operation. There are several commercial greenhouses. Although the percentage of Killingly's land having deep, rich soil for cultivation is small, the loss of agricultural land devoted to farming has increased over the past 15 years, mostly due to residential development.

Killingly 1950 to the Present

Within the Town of Killingly there exist seven villages: Dayville, Attawaugan, Ballouville, Danielson, East Killingly, Rogers and South Killingly. Danielson was incorporated as a borough in 1854. About 5,000 people live in Danielson. With the exception of South Killingly, the present- day villages were first organized during the period of mill development and expansion. Powdrell and Alexander closed their last mill in the 1950s.[6] Of the seven villages, only two, Danielson and Dayville, are presently commercial centers. The other five are generally residential with small commercial enterprises. Dayville is second to Danielson in population.

[6] Although the trough in Killingly's economy was roughly the end of World War II, the town was to have another economic setback much later: In 1957, Anchor Glass built a large bottle manufacturing facility at Exit 93 of I-395. This business employed up to 1300 people at its peak. In 1991, Anchor Glass, which was headquartered in Tampa, FL, was bought out by a Mexican firm, Vitro, S.A. Vitro ran the firm until 1997, when it was sold to a Canadian firm. The Canadian firm, Consumer Packaging, immediately closed the Dayville plant, laying-off 400 workers.

Reviving Killingly's past vibrant economy has been a slow process. New development patterns began to emerge in the 1960s. The arrival of what is now Interstate 395 was completed from I-95 in Waterford to the Rhode Island line at Killingly in 1958 and to Route 101 in Killingly in 1962. In 1968, the expressway was extended north to Worcester with an interchange at the Massachusetts Turnpike crossover. This expressway has become an important asset for Killingly, as now the town is connected by interstate north and northeast to Worcester and Boston, and south and southwest to New Haven and New York. Killingly, as a crossroads community, could now capitalize on the growing use of trucks to transport goods.

In 1994, the Connecticut General Assembly approved the creation of the Eastern Connecticut Enterprise Corridor, taking in 8 towns adjacent to I-395. Killingly's participation in this program has resulted in additional development of three parks for industry: the Killingly Industrial Park commencing in the 1970s, and the Tracy Farm Industrial Park and the Killingly Oaks Park, developed in the 80s and 1990s.

Despite its clear position as the region's center – you cannot mail a letter to "Killingly." The Town has no zip code!

Development of the Killingly Industrial Park, which began in the late 1970s, was slow at first until 1998, when Killingly and Putnam spent $8 million in local and state funds for a program called "Smart Parks". This program provided an improved infrastructure of roads and utilities for the industrial parks. The capital expenditure resulted in an increase in development in the I-Park. Located in Killingly's industrial area are distribution centers for Staples, Frito-Lay, United Natural Foods and Rite-Aid Pharmacy. In addition, there is a commercial bakery, a bottling plant, a plastics manufacturer, a mattress factory and a cosmetics firm. U.S. Generating (now BG Group) built a 792 megawatt natural gas/oil-fired electric generating plant. The I-Park area provides significant jobs for Killingly[7] and surrounding towns and contributes significantly to the grand list. Killingly is conducting an evaluation to expand the industrial park. A large undeveloped assembly of lots, privately owned by several owners and zoned as a business park, is located northeast of Interstate 395's Exit 92.

The Exit 93 area (Dayville) is becoming the town's commercial center. Killingly presently (2008) has over 500 acres of undeveloped land zoned commercial. A large fraction of this land is northeast of the Route 12/101 intersection. Southwest of this intersection, commerce is expanding with the development of a large shopping center (more than 500,000 square feet of retail space) called Killingly Commons, strategically located on the site of the former Anchor Glass manufacturing site. It will draw from expressway traffic and from nearby towns and provides needed nearby commerce for Killingly's residents, as well as tax revenue for the town.

Zip's Diner, at the same intersection, is a dining mecca whose reputation extends far beyond Killingly. Two large grocery chains, a medical center and several banking institutions also have a presence in Dayville. Limited undeveloped commercial space, as well as a Mixed-Use Interchange zone of approximately 85 acres, is available at Exit 94 of Interstate 395, proximal to the town's industrial area.

[7] Frito-Lay is Killingly's largest employer with a payroll of over 700. The firm's assessed value is over $20M, about 3% of Killingly's grand list (source: "Northeastern Connecticut Economic Partnership, Blueprint for Economic Success, August 2002).

In 2004, Killingly adopted a regulation to put new life into the old manufacturing mills. The regulation, entitled Mill Mixed Use Development District (MMUDD), allows for mixed-use development, residential, commercial, industrial or any combination thereof, in designated mill properties. As of 2009, owners of two large mills, in East Killingly and Ballouville, have taken advantage of this regulation to begin the process of mill property redevelopment.

Killingly is expanding its parkland and open space for its residents. Owen Bell Park in Dayville is the town's major recreation facility. This park contains ball fields, a basketball court, skateboard facilities, a Boundless playground, a quarter-mile running track and walking trails. The town's Cat Hollow Park is being further developed as land on its south side has recently been donated to the town. A walking trail network will be developed in the park. The Town has recently received as a donation from Connecticut Water Company the 365-acre Chase Reservoir complex in East Killingly. This site has a stringent conservation easement allowing only passive recreation. As such, it is a nature preserve. Killingly is working with the State of Connecticut to develop the Ross Pond and Old Furnace state parks. Presently, the parks only have walking trails, but the potential exists for much more. Funding is now available to develop the River Trail in Killingly. This trail is a segment in the Maine-to-Florida East Coast Greenway. The trail essentially parallels the Quinebaug River.

As a community, the Town has engaged in programs to bring residents together in family events. Killingly sponsors a year-end "Frostival" celebration that has proven to be very popular. The Killingly Parks and Recreation Department offers other programs and theme -based events year-round.

Killingly is home to two excellent regional schools: H. H. Ellis Regional Vocational-Technical School and Quinebaug Valley Community College (QVCC). Many Killingly tradesmen have received their initial schooling at Ellis. QVCC offers associate degrees, and is also a stepping stone to a Bachelor's degree program at universities such as the University of Connecticut in Storrs and Eastern Connecticut State University in Windham. There are other four-year colleges nearby in New London, Providence and Worcester.

Clearly, Killingly has restored its vitality, but more needs to be done. This plan provides guidance to community leaders on how the Town can move into the future while keeping the Town's natural assets. The goal is to provide employment and services for its residents while maintaining the rural and village environments for the residents' homes. It is possible to do this while maintaining this space as part of the "Last Green Valley", part of the Quinebaug-Shetucket Rivers Valley National Heritage Corridor.

Section Three
Plan Elements

Goals and **objectives** are the elements that a community hopes to accomplish–how the community would like to be in the future. They provide direction for community decisions….[**Strategies**] are the rules or actions that a community intends to implement to meet the desired goals and objectives[8].

The Plan Elements contained in Section Three are:

- Natural Resources
- Historic and Cultural Resources
- Transportation
- Non-Transportation Infrastructure
- Public Services
- Education
- Housing
- Economics
- Land Use

[8] Roberts, Rebecca and Chin-Chun Tang. 2004. The Wisconsin Planning Experience: Results from the Community Planning Survey

Natural Resources

Goals

- Preserve, manage, and restore the Town's natural resources
- Preserve the unique character of our town, villages and rural areas and their linkage to open space and natural resources
- Balance development rights with natural resource protection

Background

The management and preservation of natural resources are fundamental to the future well-being of the Town. Key natural resources include water, soils, agriculture, forests, open space, and wildlife habitat. Each is important -- each is connected.

As a state, Connecticut has made a significant commitment to the protection and preservation of its environmental resources. The Connecticut Plan of Conservation and Development is the broad policy umbrella that sets forth the State's environmental policies. Specific environmental laws cover such areas as wetlands and watercourses, aquifer protection, water quality and endangered species. Additionally, the State has programs such as open space/watershed acquisition and purchase of development rights to farmlands geared towards making environmental policy reality.

The State's towns and cities, either through mandate or through partnerships, carry out many of the State's programs. Killingly's Inland Wetlands and Watercourses Commission, Conservation Commission, and Aquifer Protection Agency are examples of this work.

Killingly's natural resources are diverse and subject to compromise due to land use and other decisions. Maintaining the quantity and quality of natural resources within the Town is critical to its future well-being.

> The General Assembly finds that the growing population and expanding economy of the state have had a profound impact on the life-sustaining natural environment. The air, water, land and other natural resources, taken for granted since the settlement of the state, are now recognized as finite and precious. It is now understood that human activity must be guided by and in harmony with the system of relationships among the elements of nature. Therefore, the General Assembly hereby declares that the policy of the state of Connecticut is to conserve, improve, and protect its natural resources and environment and to control air, land and water pollution in order to enhance the health, safety, and welfare of the people of the state. It shall further be the policy of the state to improve and coordinate the environmental plans, functions, powers and programs of the state, in cooperation with the federal government, regions, local governments, other public and private organizations and concerned individuals, and to manage the basic resources of air, land and water to the end that the state may fulfill its responsibility as trustee of the environment for the present and future generations.
>
> Connecticut General Statutes
> Section 22a-1. Policy of the State.

Water Resources

Extensive water resources exist within the Town of Killingly, in the form of surface water (streams, lakes, and ponds) and groundwater. Protecting these water resources is a fundamental objective of this plan. Killingly's water resources are also an important economic asset that increase property values and bring tourist dollars into the community. The benefits these aquatic resources provide include wildlife habitat, passive recreation, and drinking water.

The challenge remains to achieve a balance between growth and the protection of Killingly's natural resources.

The Town has 50 ponds, reservoirs or lakes and 38 rivers, streams or brooks. The five largest water bodies are Alexander Lake (190 acres), Wauregan Pond (104 acres), Middle Reservoir (97 acres), Killingly Pond (73 acres), and Chase Reservoir (72 acres). The Quinebaug River is the largest river, which marks the Town's western boundary. Other rivers of note are the Five Mile River, Quanduck River, Whetstone Brook, Cady Brook, and Snake Meadow Brook.

During the formation of this Plan, the University of Connecticut's Cooperative Extension System NEMO Program assisted the Town, focusing on water quality, especially the relationship between development and water quality. The NEMO Program has numerous publications of value to communities which are trying to protect water resources, several of which are included in the Appendix Section of this Plan. The following[9] is excerpted from several of these publications:

Environmental resources in Killingly are not only a natural resource but also a component of the Town's identity.

Standard land development can drastically alter waterways. Increased stormwater runoff associated with development often begins a chain of events that includes flooding, erosion, stream channel alteration, and ecological damage. Combined with an increase in man-made pollutants, these changes in waterway form and function result in degraded systems no longer capable of providing good drainage, healthy habitat or natural pollutant processing.

….many studies are finding a direct relationship between the intensity of development in an area – as indicated by the amount of impervious surfaces – and the degree of degradation of its streams. Local officials interested in protecting town waters must go beyond standard flood and erosion control practices and address the issue of polluted runoff through a multilevel strategy of planning, site design and stormwater treatment.

When development occurs, the resultant alteration to the land can lead to dramatic changes to the hydrology, or the way water is transported and stored. Impervious man-made surfaces (asphalt, concrete, rooftops) and compacted earth associated with development create a barrier to the percolation of rainfall into the soil, increasing surface runoff and decreasing groundwater infiltration. This disruption of the natural water cycle leads to a number of changes, including:

- *increased volume and velocity of runoff;*
- *increased frequency and severity of flooding;*

[9] NEMO Program Fact Sheet #3, Impacts Of Development On Waterways And NEMO Program Fact Sheet #2, Non-point Source Water Pollution

- *peak (storm) flows many times greater than in natural basins;*
- *loss of natural runoff storage capacity in vegetation, wetland and soil;*
- *reduced groundwater recharge; and*
- *decreased base flow, the groundwater contribution to stream flow. (This can result in streams becoming intermittent or dry, and also affects water temperature.)*

To begin to truly address the impacts of development, town officials need to look at their waterways as an interconnected system and recognize the fundamental changes that development brings to the water cycle, stream form and function, aquatic ecology and water quality. Incorporating this understanding into local land use decisions can help to guide appropriate development.

There are three principal drainage basins in the Town: Quinebaug, Five Mile, and the Moosup. Additionally, the Town contains five sub-regional drainage basins: Cady Brook, Five Mile River, Quanduck River, Snake Meadow River, and Whetstone Brook. A drainage basin is the geographic area where all water running off the land drains to a given stream, river, lake, or wetland. Drainage basins are not bound by and often overlap political boundaries. Proper planning and protection of a watershed requires the cooperation of all parties within a watershed and therefore the Town must be prepared to cooperate with its neighbors. Pollution impacting watersheds is caused by a variety of land use activities, including development, transportation, residential, agriculture, and may originate anywhere in the watershed.

The thin layer of soil at the surface of the earth functions as the central resource to sustain life. Soil management is one of the critical factors that control plant production, which in turn supports animal production. Soils also remove impurities to protect water and air quality. A balance needs to be reached between the short-term use of the soil and the long-term sustainability of this critical resource.

USDA, Agricultural Research Service

The State of Connecticut Department of Environmental Protection uses a water quality classification system[10] to designate eligible uses of state waters. The system is a two-tiered system that assigns a water body's current water quality classification and its water quality classification goal. Connecticut General Statutes prohibit discharges of industrial and municipal waste water into drainage basins or water bodies with a water quality goal of AA or A. Most of the Town's surface waters are in the A, AA, or B category. There are several places where the classification is lower. Most notably is the Quinebaug River from Route 6 north to the border, lower sections of the Five Mile River and an area south of the landfill in South Killingly. These compromised situations are the result of past actions prior to current environmental controls.

Lowlands along stream courses and poorly drained soils serve as natural storage basins for runoff during heavy rains and winter thaws. These areas play an important function by storing floodwater and controlling the rate at which runoff reaches downstream locations. The Federal Emergency Management Agency (FEMA) maps these areas as part of the National Flood Insurance Program. Those areas within the 100-year flood zones are

[10] Waters classified as "AA" are "surface waters designated for: existing or proposed drinking water supplies; habitat for fish and other aquatic life and wildlife; recreation; and water supply for industry and agriculture." Waters classified as "A" are waters designated for: habitat for fish and other aquatic life and wildlife; potential drinking water supplies; recreation; navigation; and water supply for industry and agriculture." Waters classified as "B" are waters designated for: habitat for fish and other aquatic life and wildlife; recreation; navigation; and industrial and agricultural water supply."

especially prone to periodic flooding and storm damage to any development within its limits. In addition, Killingly has a special overlay zoning regulation protecting the Five Mile River in the northeastern portion of the Town. Given the topography of Killingly, the 100-year flood zones are generally confined within a few hundred feet of the watercourse. At this time, FEMA maps have not been digitized.

Potable water (water used for drinking purposes) is derived from private wells and public water supplies – which also come from wells. These wells draw upon groundwater, which comes from both bedrock and stratified drift aquifers underlying the Town of Killingly and surrounding towns.

This is a resource that needs to be monitored and protected. Some aquifers are relatively shallow and are recharged from rainfall and stream flow. Because they are open to the surface, they are particularly susceptible to contamination from human activities such as fuel-tank leakage, sewage, oil and gas spills, and agricultural/lawn chemicals. The highest yields for wells are generally extracted from the thick course-grained deposits located near large streams. This type of aquifer is composed primarily of sand or sand and gravel overlays by fine to very fine sand, salt and clay. It may be possible to obtain relatively large volumes of groundwater from course-grained stratified drift aquifers. According to the Water Quality Classifications Map of Connecticut[11], groundwater within the Town of Killingly is classified as "GA", "GAA", "GAAs" "GB" and "To GA, GAA.[12]"

Wetlands are among the most productive ecosystems in the world, comparable to rain forests and coral reefs. An immense variety of species of microbes, plants, insects, amphibians, reptiles, birds, fish, and mammals can be part of a wetland ecosystem.

The Town also has four areas that fall under the State's Aquifer Protection Program. These high yield aquifer areas with wells serving more than 1,000 people have, as a matter of State public policy, been protected from further or potential contamination. Towns, like Killingly, are required to regulate activities within these areas as a means to protect groundwater supplies. The Town of Killingly has had aquifer protection regulations under their zoning regulations since 1980 and has now adopted the State's model regulation to be consistent with the Aquifer Protection Act. Implementation of the program is underway in 2009.

Soil Resources

Soil resources are a major influence to the Town's development patterns and future development. Soils control the placement of septic systems for housing, road and bridge construction, wetlands are defined by soil type, and productive lands for agriculture are defined by soils.

Wetland soils account for approximately 5,200 acres of the 31,987 acres of the Town. Wetland soils are distributed in all sectors of the town. Soil types, as identified by a licensed soil scientist, determine wetlands, and watercourses are determined by

[11] DEP Water Quality Standards
[12] Groundwater classified as "GA" and "GAA" are suitable for existing or proposed public drinking water "GB/GAA" groundwater may not meet water quality criteria for public drinking water supply.

characteristics as defined in the regulation's definitions. Wetlands and watercourses are protected by State statute and regulated locally by the town's Inland Wetlands and Watercourses Commission.

Wetlands have a range of importance warranting protection, including:

- Flood and storm control by the hydrologic absorption and storage capacity of wetlands
- Wildlife habitat by providing breeding, nesting, and feeding grounds and cover for many forms of wildlife, waterfowl, including migratory waterfowl, and rare, threatened, or endangered wildlife species
- Protection of subsurface water resources and provision of valuable watersheds and recharging ground water supplies
- Pollution treatment by serving as a biological and chemical oxidation basin
- Erosion control by serving as a sedimentation area and filtering basin, absorbing silt and organic matter
- Sources of nutrients in water food cycles and nursery grounds and sanctuaries for fish

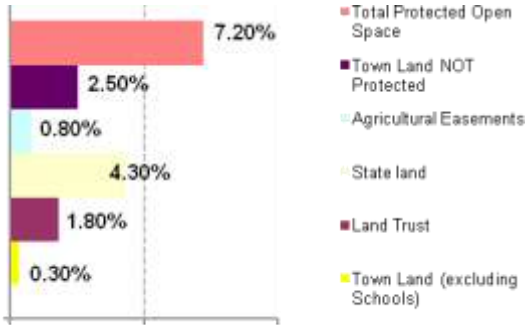
Killingly has limited agricultural soils. Those areas in Killingly having soils best suited to agriculture have been classified as either Prime Farm land or Additional Farmland of Statewide Importance. Agricultural soils are scattered throughout the Town. Much of these soils lie within the I-395/Route 12 corridor and are therefore not viable as an agricultural production resource, with few exceptions. There is a significant concentration of prime soils along North Road in the Town's eastern section. Farmland soils comprise approximately 7,278 acres (3,532 Important and 3,746 prime) of the town's acreage. According to the University of Connecticut Center for Land Use Education, there were 2,911 acres of land in production agriculture in 2002. This acreage was maintained in 2006.

There are three farms preserved under the States Farmland Preservation Program. The Griffiths Farm, located in the southeast corner of Town, the Palazzi Farm located in the northeastern section of Town, and a portion of the Jordan Farm (actually based in Sterling). Under this program, the State buys the landowners' right to develop, in perpetuity, the property for other than agricultural uses while the landowner retains ownership. Other farmed properties need to be identified for protection under this program.

The Town has an open space fund (established in 2001), managed by the Open Space Land Acquisition Commission. To date, no acquisitions have been made. However, the Killingly Conservation Commission is working on a list of potential acquisitions and the prioritizing of such potential purchases. One source of funds that should help in this effort is the addition of the "fee in lieu of open space" option under the Town's subdivision regulations. A commercial project that received permits in 2008 contributed a substantial sum to the Fund and provides sufficient working capital for an open space grant application once a priority property is identified.

As a soil resource, sand and gravel deposits represent an important natural, as well as economic, resource. All types of construction are dependent upon the availability of the resource. During times of accelerated housing and economic development, sand and gravel become valuable commodities. Killingly is a net exporter of sand and gravel, with considerable deposits still available. Excavation and the removal of soil materials have potential environmental impacts due to a change in soil horizon or profile. Impacts are dependent on the ultimate use of the land after the completion of sand and gravel removal. Killingly has in place a comprehensive regulation addressing sand and gravel extraction.

Open Space in 2005



More than half the total land area of the Town is forestland (some of these lands may also be defined as open space). Forests provide many benefits such as cleaning the air and water and providing a habitat for wildlife. They provide recreational opportunities, timber, firewood, maple syrup, and other forest products, and contribute heavily to rural character. Within these lands are numerous areas of unfragmented forests. Growth often results in disruption, or fragmentation, of the natural landscape and associated wildlife habitat. Fragmentation reduces the diversity of wildlife, contributes to the degradation of water resources, and affects community character.

The Town has areas identified by the Department of Environmental Protection with unique or endangered species present. These special areas are not identified with much specificity in order to prevent species or habitat disruption. However, development may adversely affect these resources and as such, additional care must be taken when development is considered. Similar to this are areas of archeological significance within the Town. The Town's subdivision regulations account for this possibility and require review when an archeological situation is suspected.

Minimizing fragmentation of natural areas and retaining open space and forest connectivity as Killingly grows will protect environmental quality and rural character. Sustaining this habitat quality, including sustaining and if possible, permanently protecting one or more habitat corridors, is a challenge. This land is primarily in private ownership. However, there are several large parcels under State ownership, Town ownership, and non-profit control. The Conservation Commission is working on a natural resource inventory and will continue to improve, refine, and utilize this information to assist Killingly in maintaining habitat quality.

An often-overlooked resource is trees along public rights of ways, parks, schools, and municipal property. These public trees are the responsibility of the Town. This responsibility falls with the Town's Tree Warden. These trees not only contribute significant environmental benefits such as improving air quality, mitigating the effects of noise pollution, intercepting and slowing storm water run-off, but also provide social benefits such as pride in community, increased real estate values and enhanced tourism benefits through fall foliage and summer shading. Trees are one of the most visible and dramatic positive contributors to Killingly's rural character and its economic well-being.
Most of the Town's "open lands" are in private ownership. For the most part, these lands are in the 490 program. The 490 program is Connecticut's use-value assessment law, which provides for the taxation of properties classified as farm, forest, or open space at their use value, rather than their market value. The three categories are independent from each other. Forest properties must have not less than twenty-five acres and be certified by the State Forester; Farm properties are subject to six statutory criteria and are administered by the Assessor of the town in which the property is located, and Open Space property eligibility is determined by the planning commission.

Every type of animal or plant has certain requirements to "make a living" — key elements like food, water, and shelter needed for survival. The minimum area required to provide these needs and the amount of human disturbance that can be tolerated within this area vary widely by species, and are subject to much scientific scrutiny. As research continues, it is becoming clear that for many types of wildlife, it's not the total acreage of habitat that counts, but how much of that habitat exists in large, undisturbed tracts.

Carving up the Landscape
Habitat Fragmentation and What to Do About It
NEMO Project Factsheet 10

Objectives

1. Increase protected open space and protected agricultural lands from the current 7.2% to at least 21% of the Town's land area through a variety of mechanisms.

2. Protect, manage, and restore the Town's natural resources.

Strategies

Objective 1: **Increase protected open space and protected agricultural lands from the current 7.2% to at least 21% of the Town's land area through a variety of mechanisms.**

a. Increase protected open space and protect agricultural lands through various mechanisms such as:

- Development and implementation of appropriate land use regulations such as the "fee in lieu of open space" provision within the Subdivision Regulations

- Purchasing open space through action of the Town's Open Space Land Acquisition Committee, which may include a Town referendum providing bond money for open space acquisition and/or line items in the Town budget
- Promoting conservation easements from land owners and developers
- Accepting donations of land and/or conservation easements
- Promoting open space held by local, non-profit land trusts
- Using state and federal programs when available

b. Make a concerted effort to preserve large, unfragmented, connected areas of land that provide exceptional wildlife habitat and protection of other resources.

c. Provide permanent protection for Town-owned parcels that are not currently protected, in accordance with recommendations from the Conservation Commission.

Objective 2: **Protect, manage, and restore the Town's natural resources.**

a. Encourage development projects that involve revitalization, re-development, and infill development.

b. Improve efforts to protect, manage and restore natural areas such as:

- Exceptional wildlife habitat
- Fragile, uncommon or rare animals, plants and ecosystems
- Scenic vistas
- Hiking trail corridors and greenways
- Surface water, wetlands and aquifers
- Sand and gravel deposits
- Areas with educational value
- Areas with recreational value
- Steep slopes

c. For new developments and redevelopment projects, the Town should apply Low Impact Development (LID) techniques and pursue commitments that will protect the Town's water resources. The following list provides some examples of appropriate techniques:
- **Increase groundwater recharge**

- <u>Increase undisturbed areas</u>
- Encourage cluster development to protect and enhance open space and scenic views
- Use conservation easements in areas outside of private residential lots to protect wooded areas, steep slopes, wetlands and other natural resources
- Minimize subdivision street length, street width, and curb and gutter sections

d. Reduce stormwater runoff and peak flow volumes through innovative practices such as: reducing impervious driveways and parking areas; creating shared parking between adjacent land uses; using pervious parking surfaces in low-use parking lots; conveying drainage from impervious areas into pervious surfaces; creating swales; maximizing the use of infiltration landscaping in streetscapes.

e. Adopt and apply land use regulations that require the integration of features such as native vegetation, wildlife habitat, stonewalls, and roadside trees.

f. Strengthen regulations so that the designs for development projects physically separate the proposed human activity from any adjacent, protected natural resources.

g. Limit public sewer systems as a mechanism to restrict sprawl.

h. Support an active Conservation Commission to advise and guide the Town in the protection of natural resources. Activities that should receive special support include maintaining accurate inventories of natural resources and updating maps for land use decisions, including the Killingly Open Space Map.

i. Establish and/or maintain strong lines of communication between Town commissions, Town staff, environmental organizations, historical societies, and others responsible for the Town's resources.

j. Develop a comprehensive program that protects and enhances the trees and other vegetation in public spaces. Actions to achieve this goal include:

- Maintain an inventory of trees in public spaces with special attention to large, rare and/or historic specimens
- Obtain expertise (e.g. arborists) on an annual basis to maintain the Town's trees
- Prevent the planting of species on the Connecticut Invasive Plant List
- Require the Town, utilities and other agencies to plant trees
- Encourage private landowners to develop attractive landscaping
- Protect trees along Town roads where feasible
- Protect and maintain trees in parks, school properties and other municipal properties
- Require the Tree Warden to be a trained/certified Arborist

k. Promote natural, cultural and agricultural resources to Town citizens and tourists using a variety of approaches including:

- Media such as web sites, brochures and Channel 20
- School programs focusing on environmental education
- Local and regional events including Walktober and Frostival
- Educational programs to reduce destructive activities (e.g. ATV and motorcycles on public land, trash dumping along roads, household hazardous waste and electronics recycling)

l. Consider an Overlay District for the Upper Whetstone Watershed to protect the natural resources in the northeast region of Town in which the system of reservoirs is located. In addition, create an Overlay District for the Quanduck Brook Watershed and for the western section of the Five Mile River.

"open space land" means any area of land, including forest land, land designated as wetland …. and not excluding farm land, the preservation or restriction of the use of which would (A) maintain and enhance the conservation of natural or scenic resources, (B) protect natural streams or water supply, (C) promote conservation of soils, wetlands, beaches or tidal marshes, (D) enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries or other open spaces, (E) enhance public recreation opportunities, (F) preserve historic sites, or (G) promote orderly urban or suburban development;

12-107b

Cultural and Historic Resources

Goal (these are in addition to those contained in the Cultural Resources Plan)

Preserve the integrity of historic, architectural, and archaeological resources, in order to protect the community's heritage for the education and enjoyment of current and future populations.

Background

Killingly's cultural and historic resources are varied. In 1993, a report titled "Cultural Resources Plan, Killingly Connecticut" was published. This report details the Town's cultural and historic resources. It further outlines the challenges and threats facing those resources and options for their protection. The Plan of Conservation and Development does not attempt to replicate that 1993 work. Rather, the intent is to embrace that work and add it to this Plan by reference.

"historic preservation" means research, protection, restoration, stabilization and adaptive use of buildings, structures, objects, districts, areas and sites significant in the history, architecture, archaeology or culture of this state, its municipalities or the nation….

Sec. 10-410

Objectives (these are in addition to those contained in the Cultural Resources Plan)

1. Protect, manage, and restore communities, structures, and sites that have historic, cultural, architectural, and/or archeological significance.

Strategies (these are in addition to those contained in the Cultural Resources Plan - See Appendix)

Objective 1: **Protect, manage, and restore communities, structures, and sites that have historic, cultural, architectural, and/or archeological significance.**

a. With the cooperation of property owners, encourage preservation, restoration, and rehabilitation of sites, structures, and landmarks representing elements of the Town's cultural, social, economic, industrial, political, and architectural history. Mechanisms to achieve this objective include:

- Support for innovative design solutions that will allow adaptive reuse of historic and industrial buildings through incentive programs and design guidelines

- Assure that the Town's regulations are compatible with the preservation, restoration, rehabilitation, and/or reconstruction of the historic, cultural, architectural, and archeological resources

- Define and designate historic districts. Implement architectural design guidelines and incentive-based programs for historic districts to preserve the integrity of structures, landscapes, objects, and/or other heritage resources

- Encourage property owners to place easements on their properties through collaboration with the Town, local non-profit land trusts, state agencies and/or a national entity authorized to hold easements for the purpose of heritage resource preservation

- Acknowledge the Subdivision Regulations to require an archeological survey if there is evidence that sites of archaeological significance are within the subdivision site

b. In cases where adverse impacts are made to significant historic, cultural, architectural, or archeological resources, implement mitigation strategies as contained within the Cultural Resources Plan to minimize these adverse effects

c. Coordinate the creation of history trails, greenways, and driving tours that connect historic and cultural resources. Increase public awareness and involvement in these heritage resources through a variety of approaches including:

- Media such as web sites, brochures, publications, presentations and Channel 22

- Interpretive facilities and signs

- State and Town historical site marker programs

- Education programs promoting preservation and an understanding of history, such as volunteer service in the redevelopment of Cat Hollow Park, and educational kiosks and signage

- Local and regional events including but not limited to Walktober and Frostival

- Promote Killingly as a tourist welcome/education center for visitors to the Last Green Valley

d. Strongly promote acquisition of open space that contains significant heritage resources and, when feasible, incorporate these areas into the Town's park system for protection, public education, and enjoyment.

e. Continue to update the Town's inventory of historic, cultural, architectural, and archeological resources.

f. In coordination with the state and local historic commissions and Town Historian, provide information and guidance from the Connecticut Trust for Historic Preservation, Quinebaug and Shetucket National Rivers Heritage Corridor, Last Green Valley Institute and similar organizations in the form of public outreach as a means to assist homeowners in protecting historic structures.

g. The Historic District Commission shall inventory and have plotted (GIS) the location of each historic home in Killingly. Such inventory shall be used:

- for general preservation purposes, including the identification of potential historic districts

- as a guide for land use decisions, this will require changes to zoning and subdivision regulations requiring consideration of the impact of land use decisions on historic residences

Fund the Town Historian as a part-time position with funds to assist in the preservation of historic residences.

h. Develop architectural renderings of building designs that are compatible with existing historic structures for use in either a design manual or as part of a Village District approach.

Transportation

Goal

To provide mobility options for residents, visitors, and commuters through a balanced transportation system that supports the Town's land use vision, protects neighborhoods from transportation impacts and minimizes adverse impacts on natural resources.

Background

Killingly's transportation system is diverse and mature. The system consists of roads (federal, state and local), an airport, public transit, an active rail line, walkways, and numerous trails.

Killingly's roads, railroad, airport, sidewalks, trails, and transit services that move people and goods throughout the Town are important to economic function and quality of life. Maintaining this system in good order is fundamental to the Town's future. This is true whether we look at the movement of goods and services or the movement of people. A safe, efficient, multi-modal transportation system is in the best interests of all parties in Killingly.

A sound transportation system is essential to support the existing economy, to facilitate desired growth, to reduce the cost of congestion and to preserve mobility.

Killingly, like most rural communities in Connecticut and southern New England, is an auto-dependent community. During the next ten years, the automobile will continue to be the primary mode of transportation. This will continue to place more stress on the Town's road network in terms of congestion and resulting costs for repair of the system. Alternatives exist to this dependence in the form of transit services, pedestrian options, and biking. The transportation system represents a major capital investment and continual maintenance cost from both the private and public sector. Maintaining this system is critical to the well-being of the Town in terms of safety, convenience, and economic vitality

Road System

The Town's major roadways are the former trails/wagon roads linking Killingly to other Colonial locations. The road network is now mature and essentially set. Changes to the network result from residential (subdivisions) and business development. Killingly has 168 miles of roads (40.5 State and 127.5 local). Maintaining Town roads is the responsibility of the Town and is one of the Town's largest costs.

Roadways serve two primary functions: mobility and property access. These functions can, and often do, result in conflict. Mobility requires constant speeds, while low speeds are more desirable for property access -- particularly in residential areas. Local streets emphasize property access; arterials emphasize high mobility for through traffic; and collectors attempt to achieve a balance between both functions. The hierarchy of the functional classifications in the Town consists of freeways (I-395), state highways (Routes 6, 12, and 101), arterials, primary collectors, industrial roadways, residential collectors, and minor residential streets.

Functional Road Classifications

Name of Road	Length of Segment	*Functional Classification*
Attawaugan Crossing Road	.6	Urban Major Collector
Bailey Hill Road	.26	Rural Minor Collector
Broad Street	.75	Urban Major Collector
Burlingame Road	.31	Rural Minor Collector
Central Street	.02	Urban Major Collector
Connecticut Mills Avenue	.32	Urban Major Collector
Davis Road	.22	Urban Major Collector
Green Hollow Road	.45	Urban Major Collector
Green Hollow Road (to TL)	1.77	Rural Minor Collector
Judd Ave	.24	Urban Major Collector
Lake Road	2.12	Urban Major Collector
Maple Street	1.22	Urban Major Collector
Margaret Henry Road	1.46	Rural Minor Collector
Mashentuck Road	1.85	Rural Minor Collector
Mechanic Street	.78	Urban Major Collector
North Street	.93	Urban Major Collector
Slater Hill Road	1.62	Rural Minor Collector
Tracy Road	1.19	Rural Major Collector
Upper Maple Street	3.32	Urban Major Collector
Total Miles	**19.43**	

Interstate 395, which traverses the Town north to south, provides the link between Interstate 95 to the south and Interstate 90 in Massachusetts to the north. Along Interstate 395, the Town can be accessed by four interchanges (exits 91 through 94). At this time, and for the next ten years, there are no anticipated signs of gridlock. Routes 6 and 101 provide ready access to Rhode Island to the east and the greater Hartford area to the west. Route 12 provides local north-south access for residents and other travelers and has several areas of economic significance. The Town has several roads that qualify as “Collector Roads” under federal guidelines. These local roads funnel traffic from one State road to another.

Bus

Public bus transportation is available from the Northeastern Connecticut Transit District. The District serves the towns of Killingly, Brooklyn, Plainfield, Putnam, Thompson, Pomfret, Woodstock, and Eastford.

The Borough of Danielson and Dayville are the focus of the current services offered in Killingly. In 2006, the District provided approximately 12,000 rides originating in Killingly. The Transit District operates a deviated fixed route service Monday thru Friday. A deviated fixed route service is one in which the bus has scheduled stops and has the ability to be deviated up to three-quarters of a mile from that stop or route upon demand of the passenger. Stops for the bus are focused on wellness (doctors’ offices, pharmacies, and food stores, meals for seniors) and employment. Additionally, service began in 2007 for elderly and disabled individuals that provide daily service throughout the Town. This service is a demand-response type in which customers call in advance for a ride and door-to-door service is provided. This service covers all parts of the Town and is the result of a special grant program from the State.

Public transit is an underutilized transportation option. Improvements can be added to the existing transit system to make them more convenient and comfortable. These enhancements could include the expansion of current routes (including weekend, evening and limited dial-a-ride service), route signs, and the placement of bus shelters.

Several social service agencies provide transportation, but are limited to specific clients. Additionally, the Town operates the buses that serve the Town's public school system.

Commercial bus service is limited. The service is available from the Town to points east (to Providence) and west (to Hartford). However, there are no commercial bus offerings going north or south.

Rail

Killingly has an active rail line – owned and operated by the Providence and Worcester Railroad. The rail line runs north and south and generally parallels Route 12 and Interstate 395. Currently, the rail line provides freight service. A few businesses within the town use the line, but fewer than in past times. Passenger rail service was discontinued in 1971. Up to that time residents could travel within the Quinebaug Valley and beyond. With the growing congestion on I-395, increased fuel costs and the increase distances to work – passenger rail provides an attractive alternative.

Air

Killingly is home to Danielson Airport, located off Upper Maple Street. This airport is state-owned and classified by the Federal Aviation Administration as a "General Aviation Airport." Danielson is used primarily for local, single engine, general aviation operations. At present, the airport is home to about 65 planes. The runway at the airport is 3,200 feet in length (which mostly limits its use to single engine aircraft). Enhancements to the airport could include improvements to the runway conditions (pavement), better instrument controls, lighting, and runway length. Runway length is limited by the position of the airstrip between the Quinebaug River and Upper Maple Street. The Danielson Airport Master Plan was released in December 2008 and is available at www.ct.gov/dot, the Connecticut Department of Transportation website. Forecasts and recommendations are based on a 20 year planning cycle.

For commercial aviation purposes, the Town has three options: Boston's Logan Field, T.F. Green south of Providence and Bradley Field north of Hartford. Worcester also has commercial air service, but it is much more limited than the three mentioned. The decision as to which airport to use is, in most cases, a question of convenience and cost. For the majority of the Town's residents, T.F. Green is the airport of choice.

Trails, Walkways and Bikeways

While more emphasis has been placed on getting to places by car -- less emphasis has been placed on non-motorized connections. Walking and biking between destinations within Killingly can be a challenge. Sidewalks, where they exist, often do not connect with each other or with primary activity centers. Reliance on motor vehicles is prevalent and

needs to be addressed. The lack of non-motorized connections between residential areas, transit stops, schools, parks, shopping and other nearby activities limits opportunities to walk short distances, rather than drive. As the number of families grows, walking and bicycling will grow in popularity as a form of recreation, exercise, and transportation. Providing sidewalks and trails, as well as support facilities at key destination points, will continue to be an important part of reducing traffic congestion. The Town has several trails for hiking and two formal bike trails, including:

- The **Quinebaug Multi-Purpose River Trail** is located at the intersection of Routes 6 and 12 in the Danielson section of Killingly. The Trail is planned to extend south to Plainfield and north to Putnam. Eventually the River Trail will become part of the East Coast Greenway stretching from Florida to Maine. Two sections of the trail are complete in Killingly. The southern section of the trail follows the Quinebaug River just south of Route 6 in Danielson. The trail starts where Main Street (Route 12) intersects Route 6. The trail is paved and is suitable for bicycles, wheelchairs, or strollers. The northern section is also a paved trail that is suitable for bicycles, wheelchairs, or strollers. It begins at the Comfort Suites just west of the Attawaugan/Ballouville exit of 395 (exit 94) and goes north along Tracy Road to Putnam.

- **Cat Hollow Town Park** has an easy half-mile trail along a paved road that parallels Whetstone Brook. It is paved and is suitable for bicycles, wheelchairs, or strollers

- The **North-South Trail** runs 75 miles the length of Rhode Island from Massachusetts to the Atlantic Ocean. The trail makes a brief foray into the eastern edge of Killingly on Riley Chase Road at the state line on Route 101. The trail curves around the north end of Killingly Pond and then heads back east into Rhode Island. The trail can also be accessed from behind the Shady Acres Restaurant on Route 6, a few miles into Foster, Rhode Island.

- **Old Furnace State Park** has a clearly marked three-mile long Blue Blazed trail

The newest trail in Killingly is a segment of the Quinebaug River Water Trail that provides an opportunity for recreational "transportation". Dedicated in spring 2009 and recognized by the Last Green Valley and the National Park Service, the put-in is located at the Wayne. R. LaFreniere Canoe Launch near the Little League Fields off Wauregan Road, just south of Route 6. Two take-out options in Canterbury exist: Robert Manship Park (a 10 mile, four hour trip) or the Butts Bridge Boat Ramp at Aspinook Pond (a 15 mile, six hour run). The Killingly to Canterbury paddle is the longest and most challenging of the four existing segments of the Quinebaug River Water Trail.

The Killingly Conservation Commission has organized bike tours in association with past local events that expose riders to the natural, cultural, and historic resources in town. Two proven tour routes exist that can be incorporated into future local events: a short six-mile tour around the Borough of Danielson and a longer 25-mile tour that showcases rural areas.

The challenges lie in funding and changing the way in which we think about our approach to transportation.

Objectives

1. Sustain the Town's road system in optimal condition, including design, safety, character (economic, cultural, and historic) and natural resources protection.

2. Maintain and enhance rail capacity for use by industrial/commercial users and re-establish passenger rail service.

3. Expand public transit opportunities and amenities that encourage usage.

4. Continue Danielson Airport as a Town/Regional resource.

5. Develop and fully integrate multi-modal trails for bicycle and pedestrian usage into the Town's land use strategies.

Strategies

Objective 1: **Sustain the Town's road system in optimal condition including design, safety, character (economic, cultural, and historic) and natural resources protection.**

a. During the design and construction of road improvement projects (without compromising public safety), consideration should be made to preserve mature trees, landscape plantings, and other elements of the natural environment. Where disruption of the natural environment is unavoidable, special techniques, including rounded slopes, erosion control, reseeding, and re-vegetation should be employed to return roadsides to their natural state.

b. Protect neighborhood integrity and livability and improve safety by minimizing through traffic in residential neighborhoods.

c. Maintain a cooperative relationship with the State and Region to make improvements to roadways and other transportation systems

d. Balance the priorities of motor vehicles with those of bicycles and pedestrians in the design of roadways and land use patterns so that most residents have the choice to walk and bicycle conveniently to shopping, schools, and recreation.

e. The Town, residential and commercial developments, and major employers should be encouraged to support para-transit service, vanpools, commuter lots, ride sharing, and other transportation alternatives to the single-occupant vehicle.

f. Establish standards consistent with Low Impact Development approaches for town road configurations (new and existing) that are appropriate for the use and site conditions. All streets (where possible) will be designed to:

    - Parallel and preserve existing fence lines, tree lines, hedgerows and stone walls
    - Reduce alteration of natural site features
    - Protect the view to prominent natural vistas
    - Protect water quality

- Provide for appropriate drainage
- Minimize pavement while being safe; and
- Promote (where applicable) pedestrian and bike traffic

g. Take full advantage of the Major/Minor Collector program and other grants to offset local costs for the maintenance and safety of local roadways.

h. Inventory and regularly update roads in terms of pavement conditions and usage and put in place an appropriate road management system.

i. Encourage linkages between the road network, bus, and bicycle modes of transportation.

j. Maintain and improve truck and freight rail access to Killingly industrial areas, and integrate freight transportation needs into Killingly's multi-modal transportation system.

k. Fund consultant services for assistance in preparing a Town Road and Sidewalk Plan in accordance with CGS Section 8-23(d)(1)(B)

Objective 2: **Maintain and enhance rail capacity for use by industrial and/or commercial users and re-establish passenger rail service.**

a. Support and participate in initiatives of the Northeastern Connecticut Council of Governments (NECCOG) to establish passenger service north to Worcester and the MBTA line.

b. Encourage future industrial/commercial users located along the rail corridor to use rail as a transportation mode, using land use regulation and/or financial incentives.

Objective 3: **Expand public transit opportunities and encourage usage.**

a. Provide public transit service throughout built-up portions of the Town to serve special target groups, and to reduce dependency on automobile usage.

b. Integrate public transit into land use planning.

c. Special transit service (dial-a-ride) should be expanded and continued for seniors and the handicapped community throughout the Town.

d. Future bus routes should be identified and planned for, along with the location of bus turnouts and shelters on the primary service routes. Provide service route signage and additional bus stops.

e. Strengthen advertising, publicity and outreach efforts.

Objective 4: **Continue Danielson Airport as a Town/Regional resource.**

a. Actively work with the State DOT and airport users to support continued maintenance funds to ensure the infrastructure remains functional

b. Enhancements to the airport could include improvements to runway conditions (pavement), better instrument controls, lighting, and runway length.

Objective 5: **Develop and fully integrate multi-modal trails for bicycle and pedestrian usage into the Town's land use strategies.**

a. Support bike facilities as part of all future transportation projects.

b. Opportunities to provide various trail types that accommodate bicyclists, equestrians, and pedestrians should be pursued.

c. Priority should be given to the improvement of bicycle/pedestrian facilities adjacent to schools and within activity centers.

d. Actively pursue funding options for bicycle/pedestrian improvements through state and federal grant programs.

e. Signs will be placed to aid in the understanding of routes to increase public safety.

f. Continue support for the East-Coast Greenway and Killingly as a member of the Connecticut Greenway Council.

g. Proactively continue to seek federal funds through NECCOG for the completion of the River Trail and local funding for the continued maintenance of the trail.

h. Add bike racks at schools and other key locations throughout the Town.

i. Institute policies and requirements that all road design and improvements will be compatible with bicycle and pedestrian safety.

Map
Transportation System

Non-Transportation Infrastructure

Goal

The Town shall ensure that Sanitary Sewer, Potable Water, Solid Waste, Stormwater Management systems and facilities, as well as Energy and Telecommunications, meet existing and projected demands.

Background

The Town has an extensive wastewater treatment system that spans more than 50 miles (including eleven pump stations) and covers the most intensively developed parts of the Town. The system, dating back to the early 1900s, is focused on Danielson and has undergone numerous expansions and upgrades. Killingly owns and operates, through the Killingly Water Pollution Control Authority, the Town's wastewater collection system. The day-to-day operation of the system is done through contract with United Water. The system operates with an 8 million gallon per day capacity. The system currently serves Danielson, Rogers, Dayville, Attawaugan, Ballouville, East Killingly and a part of southwest Killingly. The remainder of the town utilizes private, on-site sewage systems. The sewer system also provides limited service to the town of Brooklyn and a connection to an industrial area in Pomfret.

Killingly has an ample supply of surface and subsurface water resources. Water is supplied to residents and industry by three private water companies and by private wells. The largest private water company is the Connecticut Water Company that serves the Danielson and Dayville areas.

The Connecticut Light and Power and Yankee Gas provide both electric power, as well as natural gas, to the Town. The areas served with gas are primarily Danielson, Dayville, and Rogers.

Two high-speed communication cables are currently planned for installation through the Town of Killingly.

Several MSW management practices, such as source reduction, recycling, and composting, prevent or divert materials from the waste stream. Source reduction involves altering the design, manufacture, or use of products and materials to reduce the amount and toxicity of what is thrown away. Recycling diverts items, such as paper, glass, plastic, and metals, from the waste stream. These materials are sorted, collected, and processed and then manufactured, sold, and bought as new products. Composting decomposes organic waste, such as food scraps and yard trimmings, with microorganisms (mainly bacteria and fungi), producing a humus-like substance.

EPA

Currently, local connections are not planned. However, future connections should be actively pursued. Digital telecommunications (specifically telecommunication towers) are adequate in the north-south direction in Killingly along the Rt. 12, I-395 corridor.

Managing municipal solid waste (MSW) is a growing challenge for communities throughout Connecticut and the nation. In addition to tighter environmental regulation and consequences for not adhering to those regulations, most people now agree that we must protect our environment. In the United States, we average 4.5 pounds of waste per person per day. That works out for Killingly at 75,330 pounds per day or 27,495,450 pounds annually.

Currently, residents must use a private hauler for their solid waste. Recycling may be done through their hauler or at the Town's transfer station located off Brickhouse Road. A permit is required for both residential use and commercial use for the disposal of recyclables and bulky waste.

Objectives

1. A community educated/aware of the value of natural resources and the benefits of reducing consumption and adopting sustainable practices.

2. Improve and enhance the public service infrastructure within the town.

Strategies

Objective 1: **A community educated and aware of the value of natural resources and the benefits of reducing consumption and adopting sustainable practices.**

a. Expand public education programs that encourage residents, students, workers, and visitors to value natural resources and to practice resource conservation through source reduction, reuse and recycling.

b. Promote the recycling of solid waste materials by providing opportunities for convenient recycling, waste reduction, and source separation, including establishing a resource exchange program

c. Encourage and actively participate in a uniform regional approach to solid waste management.

d. Encourage home composting as a means of reducing solid waste in the Plan Area.

e. Sponsor, in conjunction with both the private sector and non-profits, annual Litter and Illegal Dumping Cleanup and Community Collection Events.

f. Hold annual Household Hazardous Waste (HHW) collection and electronics recycling days. Work towards either a Town or regional HHW facility.

g. Support the continuation of a solid waste sub-committee

h. Encourage evaluation and review of the town's current solid waste management approach and system.

i. Encourage both municipal and residential use of sustainable alternative energy sources including but not limited to wind, solar and geothermal technologies.

j. Review and revise land use regulations and other town policies and documents as appropriate to ensure accommodation of alternative energy technologies.

Objective 2: **Improve and enhance the public service infrastructure within the town.**

a. Maximize the use of existing public water and sewer infrastructure by channeling future growth and development toward areas of the town where public facilities and services are available or easily accessible.

b. Do not allow the extension of public water and sewer services into areas not designated for more intensive development except where required for the protection of public health and safety.

c. Evaluate future expansions of public water and sewer infrastructure based on cost and the need to protect environmental resources.

d. Utilize future expansions of public water and sewer infrastructure to encourage development in areas identified as being best suited for growth.

e. Ensure a continuous and systematic program of monitoring, maintenance, and upgrading of existing water and sewer facilities to maximize their efficiency and life span.

f. Wherever appropriate, maximize the efficient use and development of frontage on existing and future town roads in order to minimize the amount of infrastructure and associated maintenance costs.

g. Facilitate the development of state-of-the-art telecommunications systems within the town to ensure capacities and levels of service adequate to meet the needs of residents and businesses.

Map
Sewer Service and Avoidance Areas

Public Services

Goal

Services responsive to the needs, as expressed by the people of Killingly, provided in an appropriate, cost effective way.

Background

The Town of Killingly is a home rule council-manager form of government. The Town Council is the legislative/policy-making body with ordinances and the annual budget requiring ratification by a Town Meeting vote. The nine (9) members of the Town Council are elected on a partisan basis by districts for two-year concurrent terms. The Town Council appoints a Town Manager for an indefinite term who is the Town's chief executive officer, serves at the pleasure of the Town Council, and is chosen solely based on qualifications, education, and experience. Key offices and their general responsibilities of Town Government include:

Towns can exercise no powers except such as have been expressly granted to them or by fair implication conferred upon them by the state.

Connecticut Case Law, 21 CS 347.

- The **Building Safety and Inspections Office** enforces regulations that concern all matters of construction, alterations, additions, repair, removal, demolition, and occupancy of all buildings and structures to ensure public safety, health and welfare and adherence to the Connecticut Basic Building Code.
- The **Fire Marshal** is responsible for compliance with the Connecticut Fire Safety Code. The Fire Marshal inspects convalescent homes, restaurants, day care centers, schools and other places of public assembly, investigates causes of fires, and issues blasting and burning permits. This office also enforces the Town of Killingly Housing Code, which was enacted to improve maintenance of apartment buildings, by performing housing code inspections. The Fire Marshal's office is also responsible for enforcement of the Killingly Solid Waste Ordinance and responds to complaints of violations.
- The **Community Development Department** is responsible for the development and administration of grant-funded projects aimed at improving housing and other conditions mainly on a neighborhood basis. In addition to grant projects, the Administrator staffs the Citizens' Advisory Committee and the Permanent Building Commission, manages Town-owned properties, and handles residual social service needs falling outside what has been assumed by the State.
- The **Economic Development Office** promotes the preservation and development of the Town's economic base by assisting in the retention and expansion of existing businesses, encouraging new businesses to locate in Killingly, and coordinating resources to expand the tax base. This office provides staffing for the EDC and Main Street Inc., the downtown merchants organization.
- The **Engineering Department** is responsible for the coordination, inspection, and acceptance of all public infrastructure improvements, excavation within the Town streets, and technical review of plans submitted to the Planning and Zoning, and Inland Wetlands and Water Courses Commissions. The Department also provides staffing and engineering assistance to the Water

Pollution Control Authority, prepares plans and specifications for numerous Capital Improvement Projects, and manages the larger Capital Projects, which are designed by consultants for the Town.

- The **Finance Department** is responsible for the town's financial and accounting operations for all town funds. They handle accounts payable, accounts receivable, purchasing, payroll and employee benefits administration, fixed asset management, and internal and external auditing. The Finance Department coordinates the preparation, implementation, and administration of the Town Budget. The office also oversees the annual audit process and prepares Town financial statements and statistical reports

- The **Town Treasurer** is responsible for all town deposit funds and maintaining the integrity of cash and other assets as well as cash and debt management.

- The **Killingly Highway Division** is responsible for the repair, maintenance and construction of all Town of Killingly roads; approximately 130 miles. The Highway Division also maintains in operating condition 40 working vehicles and all support equipment in the Highway and the Parks and Recreation Departments. The Highway Division functions include: yearly road renewal programs (rebuilding, overlaying and chip sealing of roads), drainage (new construction and cleaning of existing drainage), roadside mowing, painting of crosswalks and stop bars, parking lot striping, road sweeping, fall leaf pick up, litter pick up, winter snow and ice control on Killingly roads.

- Killingly refers to their tax collector as the **Revenue Collector** because the office is responsible for the billing and collection of sewer assessments, sewer use charges, commercial and residential landfill permits, as well as all taxes.

- The Office of the **Town Clerk** provides customer services of many kinds. The office serves the citizens of this community as well as professionals who utilize the Town records. The mission of the Town Clerk's Office is to provide the citizens and professional business community with exemplary customer service in the area of public records.

- The **Planning Department** provides guidance to applicants for land use permits; enforces zoning and wetlands regulations and town ordinances. Additionally, the Department participates as a team member in municipal projects; serves as staff to the Zoning Board of Appeals, Wetlands, Planning and Zoning, Aquifer Protection Agency, Land Acquisition Committee, and Conservation Commissions; provides technical assistance to the Town Council and other agencies, as requested; provides GIS mapping services; participates in regional planning efforts; plans for future growth, open space, and quality of life issues, etc.

The Town has numerous boards and commissions made up of citizens and staff from Town government. These include:

- Board of Assessment Appeals
- Building Board of Appeals
- Cable Advisory Committee
- Citizen's Advisory Committee
- Conservation Commission
- Constables
- Economic Development Commission
- Board of Education
- Historic District Commission

- Housing Authority
- Inland Wetlands Commission
- Open Space Land Acquisition Committee
- Permanent Building Commission
- Planning and Zoning Commission
- Public Safety Commission
- Board of Recreation
- Water Pollution Control Authority
- Zoning Board of Appeals
- Aquifer Protection Agency

An ongoing challenge for the Town is finding and sustaining volunteers to serve on the boards and commissions.

Within the Town of Killingly, lies the Borough of Danielson. This operates as an incorporated municipality with a separate Council running its operations. The existence of one municipal entity located wholly within the boundaries of another municipal entity, while odd, is not unique. Currently, the major services provided by the Borough are street lighting, sidewalk cleaning and repair and fire safety. The balance of services is provided by the Town. The Town maintains roads within the Borough of Danielson, although the maintenance and repair of sidewalks within the Borough remains the responsibility of the Borough.

Public safety is a major function of town government and a significant concern of its residents. Police, Fire, and Emergency Medical services are the major elements. Killingly does not have its own municipal police force – it utilizes the Resident Trooper Program (four full-time state troopers).

The Town has eight fire districts and six departments: Attawaugan, Williamsville, Danielson, Dayville, East Killingly, and South Killingly – a portion of southern Killingly is covered by Atwood Hose of the Wauregan section of Plainfield. The Town utilizes K.B. Ambulance Services for most of its emergency medical care. K.B. Ambulance was an all-volunteer operation until 1994, when the Town allocated $100,000 to assist its operation. That number has fluctuated since that time to a low of $1,000 and now stands at $20,000. The Service operates on a $500,000 budget, primarily from insurance reimbursements. Quinebaug Valley Emergency Communications provides 911 dispatch for all services. The Town also participates in the regional paramedic intercept program, operated by the Northeastern Connecticut Council of Governments.

Town residents today are served by several park facilities maintained by the Town, as well as a variety of trail bicycle/pedestrian pathways. Owen Bell field located in the Dayville section of town and Davis Park in Danielson are the most used parks within the town. Cat Hollow Park and the Quinebaug River Multi-purpose Trail are also increasing in use, especially following the dedication of the trail's third phase in spring 2009. Other Town facilities include:

- The Town Hall, located at 172 Main Street in Danielson. Constructed in 1876, the Town Hall underwent renovations in 1984 and 2006

- Town Garage is located on Putnam Pike (Route 12), just north of Route 101/Exit 93
- Town Transfer Station is located in South Killingly on Brickhouse Road
- The Public Library is located at the intersection of Westcott Road and Main Street
- The Community Center, home to the Park and Recreation Department, is located on Broad Street (the former Killingly Junior High School)
- Owen Bell Park is located in Dayville, on Town Farm Road north of Route 101 and west of Exit 93, I-395

In addition to the above facilities, the Killingly School System maintains playgrounds and playfields to support recreation and physical education classes. The district also has extensive athletic facilities at the middle and high school complexes. The elementary, middle, and high school athletic and recreational facilities are utilized by the general public and non-school groups.

While they are recognized as a valuable community recreational resource, the availability for non-school use of the school facilities is subordinated to their primary mission of supporting the physical education and athletic programs of the school district. For this reason, they are not counted as part of the inventory of recreational facilities available to Town residents.

Objectives

1. Appropriate Town services and facilities necessary to conduct the business of the Town and address the needs of its residents, businesses, and visitors.
2. Ensure the provision of a comprehensive system of fire, police and emergency services and communications to protect life and property throughout the town.
3. A system of park and recreational facilities designed to serve the variety of recreational needs of Town residents in a cost effective manner, and located as to provide easy access from major town population centers.

Strategies

Objective 1: **Appropriate and equitable Town services and facilities necessary to conduct the business of the town and address the needs of its residents, businesses, and visitors.**

a. Adequately maintain existing facilities to provide for long-term use of such facilities.

b. Conduct a comprehensive review of the zoning regulations, revising and updating them as appropriate.

c. The Town will place ALL regulations, ordinances, forms, notices, the Town Charter and other important documents on its web site.

d. Analyze the current roll of the Borough Council in town government, in order to establish more efficient public services and to minimize tax impacts on Borough residents.

e. Coordinate and encourage the sharing of goods and services between the school and Town departments in order to avoid duplication, maximize efficiency and minimize costs.

f. Continue to expand and implement technologies, including web-based information, to ensure efficiency and ease of use and access to Town services.

g. Evaluate the sufficiency and efficiency of existing governmental operations and implement recommended improvements as appropriate

h. Amend land use regulations to require high density subdivisions to provide support amenities such as bus stops for COG's bus services

i. Encourage eligible residents to serve on the Town's volunteer boards and commission and actively participate in town governance.

j. Promote public service and encourage residents of all ages to volunteer for community organizations.

Objective 2: **Ensure the provision of a comprehensive system of fire, police and emergency services and communications to protect life and property throughout the town.**

a. Channel future growth and development toward areas of the Town where fire, police, and emergency services are available or easily accessible.

b. Promote the continued recruitment and retention of volunteers by local volunteer fire and emergency services organizations and encourage their participation in and attainment of training programs and state certifications.

c. Continue to work cooperatively with other municipalities to enhance the provision of fire, police and emergency services and to minimize the cost of such services to the public.

d. Implement the recommendations of the Emergency Operations Plan (a local plan for emergency response based on state and federal protocols coordinated through the state Department of Emergency Management and Homeland Security), including any proposed infrastructure improvements, awareness education, training and equipment for local public safety and public works staff. Actively encourage individuals and neighborhoods to prepare for, and be in a position to respond to emergencies and disasters.

e. Work cooperatively with police and other emergency services organizations to ensure an effective program of public education and awareness of hazards to life and property, and create an appropriate action plan in case of public emergency.

f. The Public Safety Committee will be expanded to include representatives from each fire company.

g. Support the undertaking of a comprehensive analysis of the efficiency and sufficiency of the town's existing fire protection services including but not limited to the exploration of consolidation, and/or implementation of a paid fire department or integrated paid/call system.

h. Encourage the undertaking of a comprehensive analysis of the efficiency and sufficiency of the town's existing police services including but not limited to exploration of the state's future support of the Resident Trooper program, expansion or contraction of the current Resident trooper program and/or implementation of a paid local police department.

Objective 3: **Develop a system of park and recreational facilities designed to serve the variety of recreational needs of town residents in a cost effective manner, and located as to provide easy access from major town population centers.**

a. Coordinate the development of town parks with schools, town community associations, and local civic clubs to ensure optimum use of public and private investment in park and recreation facilities close to where residents live.

b. Identify and acquire locations close to existing and future residential neighborhoods that are suitable in terms of size and topography for park and recreation facilities.

c. Incorporate natural features such as woodland, meadows, and stream corridors into town parks for the purpose of preserving such natural assets and ensuring their continued enjoyment by the public.

d. Create a system of bicycle/pedestrian paths that will integrate existing and future park and recreation facilities with residential and commercial areas.

e. Create and maintain quality recreational facilities, programs, and opportunities for all residents of Killingly.

f. Ensure, to the extent practicable, access to town parks by persons with varying mobility capabilities through compliance with the requirements of the Americans with Disabilities Act of 1990 and its successors.

g. Expand active recreation facilities to meet the present and future needs of Killingly, as articulated by various organized sports groups, the Town Recreation Commission, and generally accepted recreation standards.

h. Work with the state to reverse the official closing of Old Furnace and Ross Pond State parks and to improve conditions and maximize opportunities available at state facilities.

i. Obtain legal access to, and provide basic public facilities for the enjoyment of major waterbodies, especially the Five Mile and Quinebaug Rivers.

Map
Community Facilities

Education

Goal

To facilitate, as far as possible, all positive learning environments and actively participate in the creation and maintenance of educational excellence in our children's schools – which represent Killingly's future.

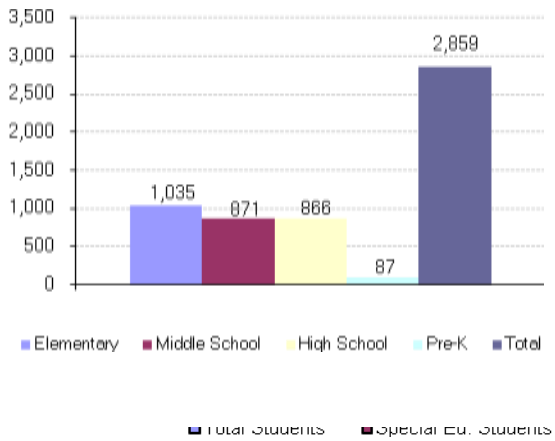
Background

Education is a fundamental responsibility for Killingly. Towns are mandated, by the state and federal government, to provide elementary and secondary education for its residents. This charge is the Town's most expensive, and often controversial, undertaking. More important than the costs of this obligation is the opportunity to provide the children of the community the tools necessary to succeed in life.

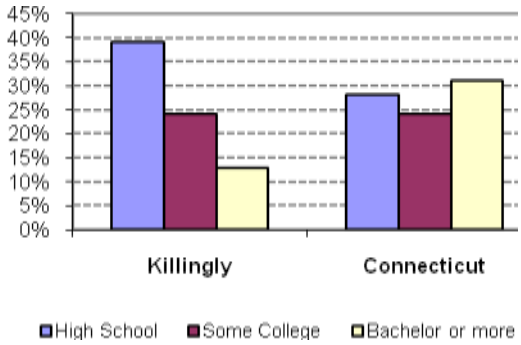
Killingly has the largest school district in northeastern Connecticut. Killingly schools enroll approximately 3,000 students, Pre-K – 12. The Killingly school system is under the control of the Killingly Board of Education and is governed by State Statute. The Town's Superintendent of Schools oversees day-to-day operations of the school system. Within the school system, there are five schools:

- Killingly Central (located on Soap Street in Dayville) and built in 1958 - for grades K-4;
- Killingly Memorial (located on Main Street Danielson and built in 1952) - for grades K-4;
- Killingly Intermediate (located on Upper Maple Street , which had its cornerstone laid in 1988) – for grades 5-8;

Enrollment Projections, 2010



Educational Attainment, 2000



- Killingly High School (located on Westfield Avenue and built in 1965, which also contains the vocational agriculture school); the Alternative Learning Center;
- Goodyear Early Childhood Center School (located in Rogers) – a pre-school and family resource center.
- A new high school with Vo-AG center (located on Putnam Pike) is currently under construction with an anticipated completion date of spring 2010 and occupancy in September 2010.

The Town is also home to H. H. Ellis Vocational-Technical School; part of the State's regional vocational-technical school system and the St. James School (located on Water Street), a private Catholic school for grades pre-K to 8th grade.

More important than the costs of education is the opportunity to provide the children of the community the tools necessary to succeed in life.

Killingly is home to Quinebaug Valley Community College. The College began in 1971 – graduating its first class in 1973, with 19 degrees issued. In 2005, the College issued 174 degrees. QVCC is a public institution, operated by the State of Connecticut and accredited by the New England Association of Schools and Colleges and the Connecticut Board of Governors for Higher Education. The College offers 16 Associate Degrees in fields such as Accounting, Aviation Maintenance, Computer Services, and Fine Arts. Additionally, the College has Certificate Programs in areas such as Applied Management, Early Childhood Education and various medical services. In 2005, more than 1,700 people were enrolled in Associate Degree Programs and another 5,100 in the Certificate Programs. QVCC also boasts a state-of-the-art library with more than 30,000 volumes of books available.

One trend that continues to be a negative for the school district is the dropout rate. Killingly had a cumulative dropout rate for the class of 2007 of 16.5 percent compared to a 6.2 percent dropout rate for Connecticut. Only 8.9 percent of districts in the state have an equal or less desirable rate.

Additional information on the Killingly School System is available at http://www.killingly.k12.ct.us/killinglyschools/site

Objectives

1. Optimize responsible public investment in educational facilities.
2. Ensure that children will come to school ready to learn.
3. Maximize each student's potential so s/he demonstrates the skills, knowledge and competencies needed in society.

4. Institute and maintain a full partnership between the Board of Education, the Town Council, local businesses and the community.

5. Ensure a safe learning environment throughout our system.

Strategies

Objective One: **Optimize responsible public investment in educational facilities.**

a. Explore a new administrative approach, combining Superintendent of Schools and Town Manager into one staff position.

b. Ensure that any program put in place is analyzed for its resulting improvement, or lack thereof, on test scores.

Objective Two: **Ensure that children will come to school ready to learn.**

a. Expand pre-K programs.

Objective Three: **Maximize each student's potential so s/he demonstrates the skills, knowledge, and competencies needed in society.**

a. Explore opportunities to implement additional integration of QVCC with the town school system through an expansion of programs and partnerships

b. Develop a wider array of educational opportunities for all students beyond high school.

Objective Four: **Institute and maintain a full partnership between the Board of Education, the Town Council, local businesses and the community.**

a. Institute regular meetings between the Town Manager and the Superintendent of Schools.

b. Promote greater communication, cooperation and coordination between the Town Council and the Board of Education through the establishment of regular meetings between the two.

Objective Five: **Ensure a safe learning environment throughout our system.**

a. Continue to analyze and update recently installed security measures

Housing

Goal

Housing, both in quantity and quality, available for the full range of income levels, which would complement the positive natural and cultural characteristics of the Town.

Background

Housing is a key issue now and for the future of Killingly. The development, maintenance, and redevelopment of housing plays a major role in shaping the community physical character, transportation investments, public infrastructure investments, and the need for and location of schools and community facilities. Killingly has a wide spectrum of housing types, including rural farmhouses, old mill housing, seasonal vacation homes, mobile homes, garden apartments, and single and multi-family homes.

The dominant type of housing is the single-family detached unit, which accounts for nearly sixty percent of the Town's total housing stock. New housing stock is expanding at a steady rate in the Town of Killingly. In 1999, permits were issued for thirty-six new single-family homes. Single family permits increased in number each subsequent year, peaking at 129 permits issued. In fiscal year 2008-09, 28 permits were issued, the lowest number in a decade, reflecting the national and regional economic conditions. Single-family units account for all of the units built from 1998 through 2000. Though a majority of the housing units are single-family homes, the town is made up of a significant number of multi-family units. By 2009, several condominium and planned elderly projects are permitted and are at various stages of completion. In addition, according to the 2000 Census, sixteen of the Town's 16,472 residents live in a boat, RV, van or car.

Selected Housing Statistics, 2005

Item	Town	County
Existing Units	7,307	46,491
Percent Single Unit	64%	68.5
New Permits Authorized	122	593
As Percent Existing Units	1.67%	1.28%
Demolitions	2	23
House Sales (2006)	194	1,260
Median Price	$218,250	$210,000
Built Prior to 1950 (2000)	37.2%	35.1%
Owner Occupied (2000)	4,112	27,738
Subsidized Housing (2001)	702	5,189

Source: DECD

Will our children be able to live and afford housing in our community?

Total households in Killingly increased from 5,862 in 1990 to 6,374 in the year 2000, an increase of 8.5% percent. According to figures from the Connecticut Department of Economic and Community Development total housing stock in 2008 reached 7,480 units. This increase is a significant indicator regarding the

growth of the town and in particular the development of previously undeveloped land for housing during the real estate boom years of 2002 until the slowdown in 2008. Given the availability, location, and relative affordability of housing (and land), this trend may well continue once the current national and regional economic turndown is corrected.

Nearly one third of the Town's housing units are renter-occupied. Many of the Town's mill-housing villages and older homes are not owner-occupied and have been converted into multi-family units. Many of these units are not maintained and are in poor condition. Many historic homes have been converted into multi-family units – often obscuring their former elegance.

A related issue is the inadequacy of housing units. In the 1990 Census, five housing units were reported as lacking complete plumbing facilities. By 2000, that number had increased to thirty-five. Fourteen households had incomplete kitchen facilities in 1990. That number rose to sixty-three units by 2000. Inadequate or substandard housing can lead to other economic, health and social problems for the community. Problems associated with substandard housing can result in a higher crime rate, drug usage, fires and increased high school dropout rates. The appearances of run-down housing areas can also hinder economic development by discouraging developers from investing in the Town. In 2008, the Town council adopted a demolition ordinance which is one prong of a proposed minimum property maintenance and housing code inspection program.

The Town has not yet been able to encourage development of assisted living arrangements and other alternatives to nursing home care. These alternatives seek to reduce senior citizens reliance on convalescent homes. Seniors that no longer wish to live in and maintain their homes should have more options for independent living.

Killingly has retained much of its historic building stock – mill villages, farmhouses, and older homes. Unfortunately, not all of these structures have survived the hands of time. Once the economic centers of villages, several mills now remain in a deteriorated state. The MMUD (Mill Mixed-Use Development) District regulations, established by the Planning and Zoning Commission, enable the re-development of several mills in town. By 2008, two mills, one in Ballouville, one in East Killingly, had received approval from the Planning and Zoning Commission to begin the rehabilitation of the deteriorating complexes.

Another trend that has taken hold is the commuter homeowner. Killingly, and other towns in northeastern Connecticut, have become bedroom communities for Hartford, Providence, Worcester, Boston and other places outside the region. One reason for this is the relative high cost of housing in those employment centers and the relative affordability of housing in this region. One result of this change has been an increase in

"Affordability" is defined differently for renters and owners. Affordable rental housing is usually defined as housing with rent and utilities costs that do not exceed 30 percent of the household's gross (before taxes) income. For homeowners, 20 to 25 percent of income for principal interest, taxes, and insurance is generally considered affordable, since the homeowner must pay utilities and maintain the property. Households paying more than 50 percent of their income for housing are considered severely cost burdened -- an increasingly common occurrence among poverty-level households.

housing prices beyond the means of locally-generated incomes.

It is necessary to balance the need to provide affordable housing with its economic impact. The State of Connecticut defines affordable housing as housing which does not cost a family more than 30% of its gross income. Housing costs are equivalent to rent or mortgage payments and utilities. In 1999, 464 residents, or 14.6% of Killingly's population, were paying 35% or more of their gross income for housing costs.

The level of affordability of housing varies for different income levels and circumstances. Killingly's housing is generally affordable when viewed from the perspective of median household income and median family income currently within the Town. The 2000 median household income in Killingly was estimated to be $41,087. According to the standard that a house should not cost more than 2.5 times the purchaser's income, a family with this median income could afford a house costing $102,718.

Killingly is currently exempt from the state's Affordable Housing Land Use Appeals procedure as 13.23% of its housing was considered affordable in 2009 under Connecticut General Statutes section 8-30k. A minimum of 10% of a town's housing stock must meet the criteria in order to qualify for this exemption. The Planning and Zoning Commission included a density bonus for affordable housing units in its newly revised subdivision regulations in order to maintain and/or increase this percentage.

Objectives

1. Require residential development compatible with the character of the Town.

2. Maintain an adequate supply of housing at all income levels.

3. Ensure the safety and adequacy of all housing units.

4. Provide housing options for populations with special needs.

Strategies

Objective 1: **Require residential development compatible with the character of the Town.**

a. Amend the Town's zoning and subdivision regulations to ensure the protection of residential areas from incompatible uses and to promote scale and design consistent with the existing neighborhood character, as well as protection of natural resources. Specifically, the Planning and Zoning Commission should:

- Identify unique areas and utilize the provisions of the Village District Act to ensure their protection

- Modify the Town's Subdivision Regulations to include a provision allowing the applicant to propose cluster or open space approaches to subdivision and allow the Commission the option to require a cluster subdivision approach when natural resources and/or community character would be enhanced by such an approach

b. Embrace "Smart Growth" strategies including but not limited to mixed land uses, transportation choices, compact building design, walkable neighborhoods, development directed towards existing community centers, preserving community character, design and historic features, and protecting open space, farmland and critical environmental areas.

c. Foster the revitalization, preservation, and redevelopment of older neighborhoods and commercial corridors, as well as promote a variety of affordable housing development techniques for new construction.

Objective 2: **Maintain an adequate supply of housing at all income levels.**

a. The adaptation of existing non-residential buildings for residential use should be encouraged where appropriate. The Town will maintain the condition of the existing supply of affordable housing by proactively enforcing zoning and building codes.

b. Establish the creation of incentive programs to increase the supply of affordable/supportive housing. Such programs may include:

- Encouragement of mixed income development

- Establishment of a Community Land Trust which will acquire and hold land for affordable housing projects

- Implementation of a density bonus or density credit program that focuses on expanding the Town's affordable/supportive housing options

- Transit-oriented development, and planned unit developments

- Taxing policies to encourage the rehabilitation of housing for affordable housing purposes

c. Where public funds are invested in affordable housing development or redevelopment projects, the Town will put in place covenants (deed-restricted owner-occupied housing; non-profit rental housing; and publicly owned rental housing) with the purpose of ensuring the long-term or permanent affordable status of these units.

d. Encourage the production of a range of housing types for the elderly and people with disabilities, including, but not limited to, group homes, independent living, skilled nursing facilities and especially assisted living units. Housing and services to provide intermediate elderly care are most in need and strongly encouraged.

f. Utilizing Small Cities Grants, USDA Rural Homes and other State/Federal grant/finance programs, supporting Habitat for Humanity, encouraging infill development, redevelopment on vacant or under-utilized sites, as well as home ownership.

g. Research and implementation of programs that encourage an increase in owner-occupied rental properties.

h. Encourage construction of multi-family homes in appropriate areas.

Objective 3: **Ensure the safety and adequacy of all housing units.**

a. Proactively maintain a program of full code enforcement for all housing types, including identifying unfit structures that should be razed, minimum property maintenance and housing inspection codes.

b. Continue to promote the formation and use of neighborhood-watch type programs, as well as a close neighborhood relationships with local law enforcement agencies.

c. Support the expansion of existing weatherization and energy conservation activities and programs

Objective 4: **Provide housing options for populations with special needs.**

a. The Town, working through NECCOG, will work to have the burden shared regionally for emergency and special-needs housing. Coordination of the development of such housing can take place by working with social service providers and the public agencies that provide services and funding.

b. Support coordination with the Community Action Council, nonprofit housing providers, and other public and private housing interests, to ensure that low income and special needs housing are located in places that are adequately served by necessary support facilities and infrastructure.

c. Appoint a Housing Advisory Committee to develop a fair-share housing monitoring program and an Elderly Housing Needs Advisory Committee to assess the special housing needs of the handicapped and senior population. The Committee will analyze the location, size, and availability of publicly-owned lands to assess their possible utility for accommodating low-income housing opportunities throughout Killingly, as well as assisted-living facilities.

d. Encourage the Town Council to modify the Building Code to include handicapped-accessible features into building design for the future needs of the disabled and aging populations.

Economics

Goal

The Town should maximize the standards of living/economic well-being of its citizens.

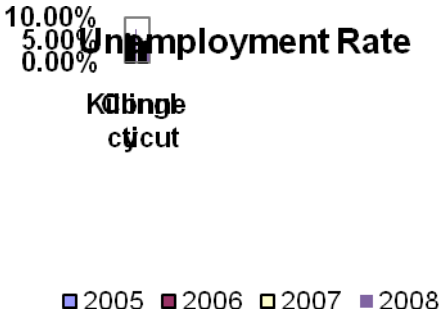
Background

A healthy and vibrant town economy is fundamental to the well-being of the community. Town services such as transportation, education, public safety, and wellness all depend in large degree on a healthy economy. Economic viability protects the character of the community, ensuring that it remains and improves as a desirable place to live, visit, and work. In short, a healthy economy equals a strong community quality of life. Growing and maintaining a healthy town economy is no easy task. The competition from other towns, states, and nations is intense. Killingly is not an island – it must compete in the global economy. How it chooses to compete – the strategies employed -- will determine its success or failure.

Business Profile, 2005

Sector	Firms	% of Total	Emp.	% of Total
Agriculture	23	3.1	71	0.8
Const. & Mining	104	13.9	550	6.3
Manufacturing	46	6.2	3,126	35.9
Trans. & Utilities	32	4.3	148	1.7
Trade	182	24.4	2,352	27.0
Finance, Ins. & Real Estate	61	8.2	269	3.1
Services	262	35.1	1,881	21.6
Government	23	5.0	319	3.7
Total	747	100%	8,716	100%

Source: DECD



The Killingly economy is diverse and growing. The Town boasts more businesses and employment than any of the other eleven towns of northeastern Connecticut. In 2005, Killingly had 747 business firms contrasted with 448 in 1995. That represents a gain of 299 businesses during the past ten years. Retail sales grew from $167,875,000 in 1995 to $464,718,324 in 2002. The Town's labor force also grew during this period by 753 persons. In 1995 the Town's labor force was 8,709 (of which 7,933 were employed and 776 unemployed) and in 2003 the labor force stood at 9,462 (8,710 employed and 752 unemployed). Interestingly, total persons unemployed actually dropped from 1995 to 2003 by 23 persons. That said, Killingly consistently has a higher unemployment rate than the State's average.

The Town has strengths that can be enhanced to foster economic opportunity. Its strategic location in southern New England is one of those key strengths. Easy access to Boston, Providence, Worcester, Hartford, New London, and New York, coupled with some of the most affordable land (some of which are still in large parcels); make Killingly

a desirable place for business placement. The Town's four exits (91-94) off of Interstate 395 and the Providence and Worcester Railroad provide strong transportation links. Quinebaug Valley Community College provides flexible high-quality post-secondary education and business-specific training. Not to be overlooked is the quality of life offered by the community. The Town's rural character, outdoor recreation options, schools, low crime rate, and relatively affordable housing costs make Killingly an attractive community in which to do business.

Poverty and underemployment are major concerns. The Town consistently leads or is near the top of the state in unemployment. However, employers find it difficult to find qualified workers for their businesses. Educational attainment, while above average at the secondary level, falls short in terms of persons receiving bachelor and more advanced degrees.

Economic development in Killingly is overseen by the Town's Economic Development Commission. The Town's Economic Development Office conducts the day-to-day economic development work. In 1997, the Town established the position of Economic Development Coordinator, securing the Town's commitment to economic development. This office actively solicits and responds to business inquiries and markets the Town's assets. The office works closely with the Northeast Connecticut Chamber of Commerce, Northeast Economic Alliance (which has the ability to lend funds), USDA Rural Development, Quinebaug Valley Community College, Quinebaug Shetucket Rivers National Heritage Corridor, Eastern Connecticut Tourism District, Connecticut Department of Economic and Community Development, Main Street Inc., and other entities.

Income Change

Items		1979	1989	1999
Per Capita Income	Killingly	6,297	13,438	19,779
	Connecticut	8,511	20,189	28,766
Median Household	Killingly	16,192	32,032	41,087
Income	Connecticut	20,077	41,721	53,935

Source: US Census

The Killingly Industrial Park has been a success in terms of jobs created and revenues gained for the Town. The Park has more than 3,200 employees, occupying a total of 2,100,000 square feet of space. The park has expansion possibilities and the Town is actively exploring those options. The Municipal Development Plan for a 72 acre expansion area adjacent to the existing fully developed park was approved in January 2008 along with a build-out potential for 390,000 sf of manufacturing space.

The site of the former Anchor Glass industrial facility is one of Killingly's newest development projects: Killingly Commons. This project involves more than 500,000 square feet of retail space. An estimated 300 jobs and $800,000 annually in direct tax revenues are expected from this project. This Brownfield site has been remediated and the majority of new construction is completed, making Killingly the competitive retail center of northeastern Connecticut.

Unemployment and Labor Force, 2006, 2007 and 2008

Year	Labor Force	Employed	Unemployed
2006	9,325	8,805	520
2007	8,331	7,842	489
2008	9,574	8,853	721

Source: CT Dept. of Labor

The Main Street (Route 12) area of Danielson, the Town's historic retail center, while still a significant economic area, has diminished over the past fifteen years. Retail development along Route 6 in Brooklyn, Route 12 south of the Borough and largely the development north on Route 12 in Dayville, have cut into the economic base of Danielson. The Danielson Main Street, Inc., non-profit merchants' group, actively promotes shopping locally by hosting community events and through the use of joint advertising. Located within the Downtown Danielson National Historic District, they focus on providing personalized customer service and diversity of products and amenities.

Killingly is a member and participant in the Eastern Connecticut Enterprise Corridor (ECEC). The ECEC was legislatively authorized in 1995 as a rural version of the long-standing enterprise zone concept in place in many urban areas. The ECEC includes parcels in 8 towns along Interstate 395 from Thompson to Griswold. The program provides various incentives for eligible "manufacturing" businesses to locate or expand on qualified sites. Most notable is an 80 percent property tax abatement for the first five years for a qualifying company. Killingly has numerous properties qualified under this program and has assisted many business, locations and expansions since the program began.

Developable land is available at 3 interchanges along I-395, notably the Mixed-Use Interchange at Exit 94, General Commercial land at Exit 93 and the Business Park district at Exit 92.

The Town adopted in 2004 the Mill Mixed-Use Development District (MMUDD) regulations, the purpose of which is to provide the opportunity to fully utilize former mill structures and related properties that are part of the Town's landscape, character and history.

Economic Development Office

The Economic Development Office promotes the preservation and development of the Town's economic base by assisting in the retention and expansion of existing businesses, encouraging new businesses to locate in Killingly, and coordinating resources to expand the tax base.

Killingly is also a member of the Northeastern Connecticut Economic Partnership. The Partnership is a confederation of 21 towns from northeastern Connecticut that have developed a Comprehensive Economic Development Strategy (CEDS) in accordance with guidelines from the Economic Development Administration (EDA). The CEDS plan, which was created in 2002, and which is regularly updated, is a prerequisite for federal economic development funding from EDA.

Objectives

1. Promote "Killingly" as the town's one recognized identity in as many ways as possible, and market that identity as widely and positively as possible.

2. Maximize the quality and diversification of Killingly's employers, both large and small.

3. Maximize the quality, quantity and diversification of Killingly's labor force.

4. Continue to grow the Grand List from responsible business development.

Strategies

Objective 1: **Promote "Killingly" as the town's one recognized identity in as many ways as possible, and market that identity as widely and positively as possible.**

a. Work with the Postal Service, and all other appropriate parties, to achieve a single zip code or at least a single town name on postal addresses by 2010.

b. Enhance the Town web site as an effective marketing tool for building a positive perception of Killingly, both within and outside of our borders.

c. Work with the public and private sector to gain recognition as "Killingly" in as many ways (labor area, phone directory, maps, etc….) as possible.

d. Create 'brand awareness' (internally and externally) by developing and implementing a marketing plan that promotes Killingly as a distinct, vital, attractive, and interesting community.

Objective 2: **Maximize the quality and diversification of Killingly's employers, both large and small.**

a. Proactively work, through its Economic Development Office, to match a skilled workforce that meets the needs of Killingly employers. In doing this, the Town will coordinate with the Northeast Connecticut Chamber of Commerce, State Department of Labor, Quinebaug Valley Community College, and Eastern Workforce Investment Board.

b. Assist in the retention of current employers and promote their expansions to occur within Killingly. Town officials, by regularly interacting with current employers to learn what their ever-changing needs are, shall then act on those needs whenever possible.

c. Educate employers as to the availability of business incentives, including the Eastern Connecticut Enterprise Corridor.

d. Attract new businesses to Town that will raise the standard of living of its employees above the current average, as well as increase economic stability through diversification of employers.

e. Develop a comprehensive strategic plan for economic development as a guide for development activities, including a tourism-marketing plan.

f. Promote the concentration/clustering of employers in certain industries that have been identified in which Killingly has a comparative economic advantage over most other locations. Encourage complimentary businesses to locate in Killingly which will enhance existing businesses located in Town.

g. Inventory the Town's economic resources, through the Economic Development Commission, including all businesses, available land, facilities for commercial, industrial, and office development.

h. The Economic Development Office will continue to update and improve the Killingly Local Business Directory and distribute it upon request

i. Priority will be given to appropriate redevelopment and infilling projects. Mill reuse (as defined in our Mill Mixed-Use Development District regulations), with maximum business uses, is especially high on our priority list, due to the rapidly declining physical structures, as well as the mills' central role in downtown and village center revitalization. One potential project involves the creation of an ecological/educational park, in conjunction with the redevelopment of one mill property.

j. Actively support and promote agribusiness ventures and technologies.

k. Update, through an annual review process (more often if warranted), land-use and permitting procedures to assure that regulatory processes are understandable, predictable, and timely.

l. Encourage home-based occupations.

m. Explore creation of a regional industrial park in conjunction with the Northeastern Connecticut Council of Governments and municipal neighbors.

Objective 3: **Maximize the quality, quantity and diversification of Killingly's labor force.**

a. Proactively support programs that promote work-study experiences for high school students.

b. Actively promote vocational training, adult education, and higher educational opportunities to increase the level of skills to match the needs of local employers. Support specialized training programs at Quinebaug Valley Community College, Ellis Regional Vocational Technical School and other educational and business services offered to businesses and the workforce. Facilitate communication and coordination to influence the improvement of a qualified workforce.

c. Continue, through the Economic Development Department and/or Commission, to provide Town officials with current estimates of the unemployment statistics.

d. Support the quality of the public education system from pre-K onward, as a means to foster economic prosperity.

e. Promote the quality-of-life advantages of Killingly's location.

f. Support the expansion of quality child care.

Objective 4: **Continue to grow the Grand List from responsible development of Commercial and Industrial properties.**

a. As a best practice, the Town, prior to endorsing a project or providing any benefits controlled by the Town, should assess the overall short- and long-term fiscal impact of the development project.

b. Actively encourage telecommunications and high-speed internet access network infrastructure, in order to be technologically more competitive.

c. Strongly encourage the private sector, and require of all new and modifications to public buildings, the use of alternative energy, energy conservation, and green building techniques.

d. Conduct a detailed analysis of infrastructure and make recommendations to support current and projected needs.

e. Improve the attractiveness of Killingly's business areas by employing the following:

- Sign regulations with a uniform theme and size consistent with the Town's goals and objectives
- Improved landscape regulations that enhance the visual experience and complement the natural landscape
- Ensure that public street lighting is adequate and conveys a sense of safety for visitors and residents

f. Support the investigation of industrial areas for truck parking to correlate with the needs of industrial businesses.

g. Promote and encourage development of Business Park, Mixed-Use Interchange and General Commercial areas as well as the Central Business District (Danielson). Encourage redevelopment of blighted mill properties as incubator space.

Land Use

Goal

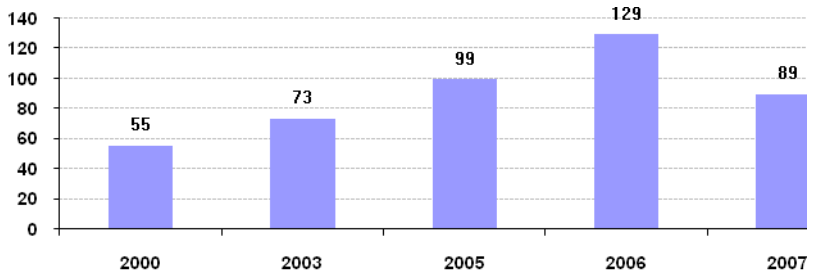
Plan and implement responsible development and redevelopment, which is consistent with the current scale and historic character of the community. Encourage a balanced pattern of land use; allow for the efficient provision of utilities, public services, recreation and facilities; concentrate business activity within the designated commercial and industrial areas; preserve residential neighborhoods; and protect natural and cultural resources.

Background

The Land Use section describes the desired location, distribution, and extent of land for such uses as agriculture, housing, business, open space and natural resources, recreation, public facilities, education, and more. The intent of this chapter is to guide the physical growth, use, and development of Killingly through the year 2020.

The Future Land Use Plan shows graphically how the Town's land use policies apply to the land area of the Town of Killingly and where growth should and should not be accommodated over the next decade. The Future Land Use Plan is not a zoning map.

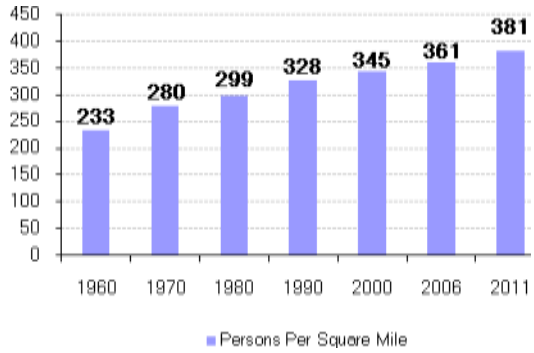
Single Family Housing Building Permits



It is intended to show, in a general sense, the desired pattern of future land use and development. The intention is that this Future Land Use Plan will guide revisions to the Town's zoning ordinance and maps to assure that those land use regulations are consistent with the policies set forth in this Comprehensive Plan. The boundaries shown on the Future Land Use Plan are general. The allowed uses and development standards set out for each land use designation should serve as guidelines as the zoning ordinance is reviewed and revised. The updated Future Land Use Plan builds on the Town's current land use regulations and policy directions, as set forth in the Plan of Conservation and Development.

Land use patterns in Killingly have remained constant for most of its settled history. Most of the residential and commercial development lies along the lowlands of the Quinebaug and Five Mile River valleys. The steeper and rocky lands east of I-395 and Route 12 remain rural and reflect a low population density. The change has occurred in the relative density of activities and the rise of certain commercial and industrial uses. Danielson maintains the largest concentration of population – with more than one-quarter of the Town's total population. Dayville has evolved into the retail/commercial center of the Town – which was amplified when the former Anchor Glass property was transformed into a retail complex, Killingly Commons. The advent of the industrial park in the late 1970's has turned the northwest corner of the Town into the industrial center of the region. New residential growth has occurred primarily outside of the former village centers in the form of subdivisions and single-family units. Within the former village centers single-family homes have, more and more, been split into multi-family homes.

Persons Per Square Mile



Approved New Housing (2003 -07)

Type of Housing		*Units*
Condo/Rental Units		
	Ballouville Mills	82
	Whetstone Brook	200
	Green Hollow Road	24
Elderly Housing		
	Briarwood	142
	Upper Maple Street	34
	Cardinal Drive	32
Single Family Homes		
	101 and Bear Hill	40
	River Road	15
	Green Hollow/Red Oak Drive	15
	Cardinal and 101	41
	Valley Road	55
	Total	**680**

Since 1985, according to the University of Connecticut Center for Land Use Education and Research (CLEAR), 868 acres of previously undeveloped lands have been developed – a 21.7 percent change. Of note in the work done by CLEAR, are the loss of forested lands (1,605 acres), an increase in grassed areas (462 acres), and a significant increase in lands classified as "barren" (348 acres). Each may be an indication of even greater development (most likely housing), and loss of habitat, than is indicated by simply reading the developed line of the table.

The Town's land use regulations are the Town's primary tool in addressing and responding to development/change. These regulations include zoning, subdivision, and wetlands. Each is important in the implementation and maintenance of many of the policies described in this plan. The Town's geographic Information system (GIS) is new and contains needed information for land use decisions and other operational aspects of Town government.

Land Use Land Cover Change

Item	1985		1990		1995		2002		Change	
	acres	% of town	acres	% of town	acres	% of town	acres	% of town	acres	% change*
Developed	3993	12.5%	4431	13.9%	4613	14.4%	4861	15.2%	868	21.7%
Turf & Grass	565	1.8%	556	1.7%	567	1.8%	566	1.8%	1	0.2%
Other Grasses & Agriculture	2449	7.7%	2652	8.3%	2800	8.8%	2911	9.1%	462	18.9%
Deciduous Forest	17860	55.8%	17204	53.8%	16848	52.7%	16494	51.6%	-1366	-7.6%
Coniferous Forest	3941	12.3%	3853	12%	3795	11.9%	3702	11.6%	-239	-6.1%
Water	1411	4.4%	1410	4.4%	1355	4.2%	1371	4.3%	-40	-2.8%
Non-forested Wetland	199	0.6%	253	0.8%	259	0.8%	290	0.9%	91	45.7%
Forested Wetland	1386	4.3%	1330	4.2%	1279	4%	1264	4%	-122	-8.8%
Barren	131	0.4%	131	0.8%	420	1.3%	479	1.5%	348	265.6%
Utility Right-of-Way	52	0.2%	52	0.2%	50	0.2%	49	0.2%	-3	-5.8%

* as a percentage of the 1985 land cover area

Source: Center for Land Use Education and Research

The Town has recently updated, in a comprehensive fashion, the Town's subdivision regulations. The approach taken in this new version is to allow for flexible development that protects water resources and reduces the cost of infrastructure. The regulations are flexible in that they allow for development designed in a cluster, or in a conventional manner, or in a combination of the two. Density bonuses are provided for additional protected open space, affordable housing, and energy efficient housing. The regulations require the use of Low Impact Development techniques for roads and other infrastructure.

The Town's zoning regulations are a mix of dated material and some updated sections. The Mixed Use Interchange (MUI) and the Mill Mixed Use Development District (MMUDD) are representative of some of the newer regulations in place. As demonstrated in the accompanying zoning map, a multitude of districts has evolved over time. This situation is more confusing than clarifying. A simplification of the current zones into one reflective of the future land use locational guide would correct this situation.

The Connecticut Plan of Conservation and Development, in addition to spelling out a range of policies, includes a locational guide map. This map is used by the State in making decisions as to future conservation. For purposes of this plan, and as a means to demonstrate consistency or inconsistency between the plans, the same nomenclature is used in the Town's Locational Guide Map. Consistency with the State plan, while not required, is one of the charges made to local commissions in

> It is hereby declared (a) that **it is in the public interest to encourage the preservation of farm land, forest land and open space land** in order to maintain a readily available source of food and farm products close to the metropolitan areas of the state, to conserve the state's natural resources and to provide for the welfare and happiness of the inhabitants of the state, (b) that it is in the public interest to prevent the forced conversion of farm land, forest land and open space land to more intensive uses as the result of economic pressures caused by the assessment thereof for purposes of property taxation at values incompatible with their preservation as such farm land, forest land and open space land, ….
>
> Connecticut General Statute Sec. 12-107a. Declaration of Policy.

the update of their Plan. Statute requires that the local commission note any inconsistencies between the plans.

Objectives

1. Outlying areas of the community, mostly east of Interstate 395, and in specific areas west of the Interstate, where it is more difficult to provide public services, that lack public utilities such as sewer and water, that have significant natural resource and habitat value, should continue to be considered rural areas.

    - Within these areas, development should be discouraged and the rural character retained.

    - A minimal number of the new residential units built in Killingly should be located in this area.

    - The development that does occur should maintain the character of the area, while preserving significant natural resources.

    - While the overall density of new development should be low, development should be clustered to minimize the impact on natural resources and habitat.

2. The region of Town, mostly west of Interstate 395, currently has denser residential development, as well as commercial and industrial areas, which are served by public utilities such as sewer and water lines. In order to promote efficient usage of public utilities and minimize sprawl, the majority of new residential development and all non-residential development (except natural resource-based activities and local uses intended to serve the vicinity) should be encouraged to take place within the growth areas of the community.

3. The identity and livability of Killingly's established neighborhoods should be enhanced. Residential, recreational and very limited non-residential development should be accommodated within these neighborhoods, but should be of an appropriate scale and design to minimize impacts on the existing neighborhood.

4. Commercial and industrial uses and development should be carefully managed. The Route 12/Route 101 area should accommodate large-scale retail businesses that cater primarily to a regional market. Downtown Danielson should accommodate smaller-scale retail and service businesses that primarily serve the local market. Other sections of Route 12 should accommodate a mix of retail businesses that

serve both the regional and local market. Neighborhood-scale businesses should be accommodated in areas where they can serve residential areas.

5. Office, research and institutional uses should be encouraged to locate in appropriately zoned areas.

Strategies

Objective One: **Outlying areas of the community, mostly east of Interstate 395, and in specific areas west of the Interstate, where it is more difficult to provide public services, that lack public utilities such as sewer and water, that have significant natural resource and habitat value, should continue to be considered rural areas.**

- **Within these areas, development should be discouraged and the rural character retained.**
- **A minimal number of the new residential units built in Killingly should be located in this area.**
- **The development that does occur should maintain the character of the area, while preserving significant natural resources.**
- **While the overall density of new development should be low, development should be clustered to minimize the impact on natural resources and habitat.**

a. Guidelines for the Open Space Land Acquisition Fund shall be included in this Plan, and efforts shall be made to increase funding through a variety of methods, such as a line item in the Town budget, private donations, matching funds and grants, etc. The goal is to have funds ready when a desirable property becomes available for the acquisition of land (or any interest in land) for open space, natural resource protection, recreational or agricultural purposes.

b. Promote the designation of more open space through a variety of mechanisms, including, but not limited to, conservation easements, purchase of development rights, fee simple ownership by the Town, estate planning, gifts to land trusts, transfer of development rights. Encourage and support voluntary land conservation.

c. Establish overlay districts to preserve environmentally sensitive areas, as well as culturally and historically significant places, including, but are not limited to, the Upper Whetstone watershed, the Quanduck watershed, the western Five Mile River waterway, and the Davis Park/Broad Street neighborhood (which should include preservation language to protect historic features of the properties).

d. Significant natural resources, agricultural land, and open space should be protected and an unfragmented, interconnected network of “public” open space developed where feasible, in order to accommodate wildlife movement, agriculture and sustain ecosystems and biodiversity.

e. The Killingly Conservation Commission’s ongoing mission is to inventory areas of significant natural resources and to prioritize these areas for protection. Examples of priorities for protected areas

include, but are not limited to, threatened species, wetlands and watercourses, and land resources, areas adjacent to existing parks and open space.

f. Extension of public sewerage should not be allowed into rural areas east of Interstate 395, except in specific areas which have been included in the Sewer Avoidance Map.

g. The Town should secure the "right of first refusal" on "490"-designated property, as well other prioritized properties, so when a sale is considered, the town could consider purchase or other forms of permanent protection. Public Act 490 has been codified into the Connecticut General Statutes beginning at Section 12-107a. Property owners must file an application with the Town's assessor in order to determine qualification. (1) The term "farm land" means any tract or tracts of land, including woodland and wasteland, constituting a farm unit; (2) The term "forest land" means any tract or tracts of land aggregating twenty-five acres or more in areas bearing tree growth that conforms to the forest stocking, distribution and condition standards established by the State Forester pursuant to subsection (a) of section 12-107d, and consisting of (A) one tract of land of twenty-five or more contiguous acres, which acres may be in contiguous municipalities, (B) two or more tracts of land aggregating twenty-five acres or more in which no single component tract shall consist of less than ten acres, or (C) any tract of land which is contiguous to a tract owned by the same owner and has been classified as forest land pursuant to this section; (3) The term "open space land" means any area of land, including forest land, land designated as wetland under section 22a-30 and not excluding farm land, the preservation or restriction of the use of which would (A) maintain and enhance the conservation of natural or scenic resources, (B) protect natural streams or water supply, (C) promote conservation of soils, wetlands, beaches or tidal marshes, (D) enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries or other open spaces, (E) enhance public recreation opportunities, (F) preserve historic sites, or (G) promote orderly urban or suburban development;

h. Complete the River Trail and develop other trail systems for public use. Promote recreational use of the Quinebaug and Five Mile Rivers.

i. Provide additional areas for passive and active recreation.

Objective Two: **The region of Town, mostly west of Interstate 395, currently has denser residential development, as well as commercial and industrial areas, which are served by public utilities such as sewer and water lines. In order to promote efficient usage of public utilities and minimize sprawl, the majority of new residential development and all non-residential development (except natural resource-based activities and local uses intended to serve the vicinity) should be encouraged to take place within the growth areas of the community.**

a. Provision and extension of public sewerage and water should be contained within the designated growth areas of the community.

b. Re-examine the Village Commercial zone and eliminate it or combine it into the General Commercial zone as appropriate. Consolidate and simplify the current list of zoning designations.

c. Provide flexibility in design standards.

Objective Three: **The identity and livability of Killingly's established neighborhoods should be enhanced. Residential, recreational and very limited non-residential development should be accommodated within**

these neighborhoods, but should be of an appropriate scale and design to minimize impacts on the existing neighborhood.

a. Support Minimum Housing Standard Code

b. Adopt Borough of Danielson zoning regulations into the Town zoning regulations.

Objective Four: **Commercial and industrial uses and development should be carefully managed. The Route 12/Route 101 area should accommodate large-scale retail businesses that cater primarily to a regional market. Downtown Danielson should accommodate smaller-scale retail and service businesses that primarily serve the local market. Other sections of Route 12 should accommodate a mix of retail businesses that serve both the regional and local market. Neighborhood-scale businesses should be accommodated in areas where they can serve residential areas.**

Objective Five: **Office, research and institutional uses should be encouraged to locate in appropriately zoned areas.**

Development Area Policies (In order of priority)

Regional Centers – Redevelop and revitalize the economic, social, and physical environment of the state's traditional centers of industry and commerce.

Neighborhood Conservation Areas – Promote infill development and redevelopment in areas that are at least 80% built up and have existing water, sewer, and transportation infrastructure to support such development.

Growth Areas – Support staged urban-scale expansion in areas suitable for long-term economic growth that are currently less than 80% built up, but have existing or planned infrastructure to support future growth in the region.

Conservation Area Policies (In order of priority)

Existing Preserved Open Space – Support the permanent protection of public and quasi-public land dedicated for open space purposes.

Preservation Areas – Protect significant resource, heritage, recreation, and hazard-prone areas by avoiding structural development, except as directly consistent with the preservation value.

Conservation Areas – Plan for the long-term management of lands that contribute to the state's need for food, water and other resources and environmental quality by ensuring that any changes in use are compatible with the identified conservation value.

Rural Lands – Protect the rural character of these areas by avoiding development forms and intensities that exceed on-site carrying capacity for water supply and sewage disposal, except where necessary to resolve localized public health concerns

Adopted by action of the Killingly Planning and Zoning Commission on March 30, 2010

Effective date: May 19, 2010 at 12:01 AM

Killingly

Plan of Conservation and Development 2010-2020