



18 January 2022

Mr. Keith Thurlow, Chairman  
Town of Killingly – Planning & Zoning Commission  
Killingly Town Hall – 172 Main Street  
Killingly, Connecticut 06239

**RE: Douglas Construction's Zoning Map Change Application – Civil Engineering Statement**

---

Dear Chairman Thurlow:

Due to family matters beyond my control, I am unable to attend this evening's Planning and Zoning Meeting in person. As I and our client, Douglas Construction, believe the future civil engineering variables of this property to be of relevant interest to the Commission and other parties, we did not want to lack formal testimony related to this application. To that end, we have prepared an engineering statement for your consideration during tonight's hearing on the application.

Stadia Engineering Associates, Inc. has created a high level conceptual development plan that identifies four (4) potential commercial uses for this property, all of which are permitted within the General Commercial District. These uses were identified by our client, in part, and together with our commercial development experience as having limited utility requirements suitable for this location. It is our professional opinion that the utility service demands for domestic water and sanitary wastewater disposal can be adequately served by onsite sourcing, based on review of in-situ soils and gravels, state soil mapping, and known aquifer / water sourcing and storage capabilities. Considering the overall acreage of the property and proposed future impermeable surface improvements, Stormwater Management and Water Quality considerations can also be adequately managed onsite. Heating fuel requirements would be handled via onsite storage, and all commercial electrical needs would be delivered via existing public power availability on U.S. Route 6.

Existing state topographic information for the site and surrounding areas also demonstrate that the development area identified in the conceptual plan would need to be tiered substantially lower in elevation than the surrounding residential properties, which is consistent with the former gravel mining use. This is a net positive protection for the adjacent properties due to the enhanced buffering that can be achieved when meaningful elevation grade changes are added to existing screening of the wooded areas on the perimeter of the development proposed to be left in-situ for attenuation of both noise and visual sight lines. Based on the elevation analysis and together with the General Commercial ordinance height restrictions, all residential abutters to the north and east would have extremely limited, to no sight line into the development depending on the season of the year.

Traffic impacts pertinent to the ability of U.S. Route 6 to accommodate added capacity have been taken into consideration. Based on our professional experience, the current physical condition and configuration of U.S. Route 6 is more than adequate to support a commercial development of this nature. As the commercial development progresses, a full traffic study will be completed along with application to, and involvement of the Connecticut Department of Transportation – District II (CT DOT) and the Office of State Traffic Authority (OSTA) as required.

My client asked that we consider the overall site and traffic impacts, should a planned residential development be contemplated. Based on our review of the Rural Development District and the Planned Residential Development definitions, Stadia Engineering anticipates a potential site capacity of between 700 and 740 residential units. This

would likely result in the expansion of the existing public utilities, and require significantly greater disturbance to the site in terms of potable water wells and community sanitary sewer system improvements. Additionally, the buffering requirements for this type of development are significantly less than the General Commercial District, and would potentially eliminate much of the proposed conservation land. Lastly, traffic and access impacts would be substantially different than those proposed in the conceptual plan, with access on and off of U.S. Route 6, but also fully utilizing the existing frontage access points to Snake Meadow Road. Anticipated traffic counts per unit could be as high as two vehicles, twice per day, equaling as many as 2,960 total peak trips daily.

The specific direction from my client, regarding the General Commercial Conceptual Development Plan before you this evening, was to review the comments and concerns made by the commission and the public in former hearings regarding this parcel, create conservation land for the public and the town, triple the General Commercial buffer requirements, and to preserve the known wetland areas. Based on those priorities, we then worked inside of the remaining areas to establish a feasible commercial development. From an engineering perspective, based on the eventuality of this site being developed, the proposed commercial uses as illustrated allow for the least direct impact to municipal and utility services while providing the greatest harmony and protections to the abutting residential neighbors.

Respectfully Submitted,  
***Stadia Engineering Associates, Inc.***



James V. Rossman, P.L.S.  
President – Professional Land Surveyor