



TOWN OF KILLINGLY, CT
PLANNING AND ZONING COMMISSION

MONDAY – MARCH 21, 2022
Regular Meeting – HYBRID MEETING
7:00 PM

TOWN MEETING ROOM – 2ND FLOOR
Killingly Town Hall
172 Main Street
Killingly, CT

RECEIVED
TOWN CLERK, KILLINGLY, CT
2022 MAR 18 AM 7:14
Erin S. Quinn

THE PUBLIC IS ALLOWED TO ATTEND THE MEETING IN PERSON
OR THE PUBLIC MAY VIEW THIS MEETING AS DESCRIBED BELOW

AGENDA

THE PUBLIC CAN VIEW THIS MEETING ON FACEBOOK LIVE.

GO TO www.killinglyct.gov AND CLICK ON FACEBOOK LIVE AT THE BOTTOM OF THE PAGE.

- I. CALL TO ORDER/ROLL CALL
- II. SEATING OF ALTERNATES
- III. AGENDA ADDENDUM
- IV. **CITIZENS' COMMENTS ON ITEMS NOT SUBJECT TO PUBLIC HEARING** (Individual presentations not to exceed 3 minutes; limited to an aggregate of 21 minutes unless otherwise indicated by a majority vote of the Commission)
NOTE: Public comments can be emailed to publiccomment@killinglyct.gov or mailed to the Town of Killingly, 172 Main Street, Killingly, CT 06239 on or before the meeting. All public comment must be received prior to 2:00 PM the day of the meeting. Public comment received will be posted on the Town's website www.killingct.gov.
NOTE: To participate in the CITIZENS' COMMENTS– the public may join the meeting via telephone while viewing the meeting on Facebook live.
To join by phone please dial 1-415-655-0001; and use the access code 2633 752 3248 when prompted.
- V. COMMISSION/STAFF RESPONSES TO CITIZENS' COMMENTS
- VI. **PUBLIC HEARINGS – (review / discussion / action)**
NOTE: To participate in THE PUBLIC HEARINGS – the public may join the meeting via telephone while viewing the meeting on Facebook live.
To join by phone please dial 1-415-655-0001; and use the access code 2633 752 3248 when prompted

(CONTINUED ON NEXT PAGE)

- 1) **Zone MAP Change Ap #21-1278**; Douglas Construction (Jim Vance/Landowner) & Laurel A. Horne (Applicant & Landowner); 605 Providence Pike; GIS MAP 224, LOT 14; ~177 acres, RD **AND** 613 Providence Pike; GIS MAP 224, LOT 13, ~4.6 acres, RD; request to change zoning from Rural Development to General Commercial. **(CONT. FROM 01/18/2022)**
- 2) **Special Permit Ap #22-1283**; Steven E. MacCormack (Applicant/Owner); 42 Mechanic St; GIS MAP 181; LOT 104; ~0.13 acres; **AND** 26 Oak St; GIS MAP 181; LOT 105; ~0.25 acres; both Borough General Commercial Zone; self-service storage facility in two pre-existing buildings; under Section 430, et seq (General Commercial) and Section 700 et seq (Special Permit) of the Borough of Danielson Zoning Regulations.
- 3) **Zone MAP Change Ap #22.1284**; State of CT; Aquifer Area Program Implementation Letter for Map Delineation; 360 Lake Road; GIS MAP 61; LOT 52; ~11 acres; Industrial Zone; Level "A" Mapping Approval for the Connecticut Water Company's Killingly Industrial Park Well Field.

Hearings' segment closes.
Meeting Business will continue.

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

- 1) **Zone MAP Change Ap #21-1278**; Douglas Construction (Jim Vance/Landowner) & Laurel A. Horne (Applicant & Landowner); 605 Providence Pike; GIS MAP 224, LOT 14; ~177 acres, RD **AND** 613 Providence Pike; GIS MAP 224, LOT 13, ~4.6 acres, RD; request to change zoning from Rural Development to General Commercial. **(CONT. FROM 01/18/2022)**
- 2) **Special Permit Ap #22-1283**; Steven E. MacCormack (Applicant/Owner); 42 Mechanic St; GIS MAP 181; LOT 104; ~0.13 acres; **AND** 26 Oak St; GIS MAP 181; LOT 105; ~0.25 acres; both Borough General Commercial Zone; self-service storage facility in two pre-existing buildings; under Section 430, et seq (General Commercial) and Section 700 et seq (Special Permit) of the Borough of Danielson Zoning Regulations.
- 3) **Zone MAP Change Ap #22.1284**; State of CT; Aquifer Area Program Implementation Letter for Map Delineation; 360 Lake Road; GIS MAP 61; LOT 52; ~11 acres; Industrial Zone; Level "A" Mapping Approval for the Connecticut Water Company's Killingly Industrial Park Well Field.

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

- 1) **C.G.S. Section 8-24 Review AP #22-1285** – Town of Killingly, Capital Improvement Budget for the July 1, 2022, to June 30, 2023, fiscal year. (review/discussion/action)
- 2) **Special Permit Ap # 22-1286** – American Storage Centers, LLC, (American Sports Centers, Inc./Landowner); 551 Westcott Road; GIS MAP 214; LOT 5; ~3.8 acres; General Commercial; request to construct six (6) new buildings and convert one (1) existing building to establish a self-service storage facility; under TOK Zoning Regs Section 420.2.2[q]. **Receive and schedule for public hearing. Proposed date Monday, April 18, 2022.**
- 3) **Zone TEXT Change Ap # 22-1287** – Town of Killingly, special permitted use under Business Park, General Commercial, Light Industrial, Mill Mixed Use and Mixed-Use Interchange Zones for the creation of cannabis establishments. **Receive and schedule for the workshop on Monday, March 28, 2022.**

(* Applications submitted prior to 5:00 PM on MONDAY, MARCH 14, 2022, will be on the agenda as New Business, with a "date of receipt" of MONDAY, MARCH 21, 2022, and may be scheduled for action during the next regularly scheduled meeting of **MONDAY, APRIL 18, 2022.**

(* Applications submitted by 12:00 noon on FRIDAY, MARCH 18, 2022, will be received by the Commission ("date of receipt") on MONDAY, MARCH 21, 2022. However, these applications may not be scheduled for action on MONDAY, APRIL 18, 2022, as they were submitted after the Commission's deadline. This is in accordance with Commission policy to administer Public Act 03-177, effective October 1, 2003.

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

- 1) Regular Meeting Minutes – Tuesday, February 22, 2022

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

- 1) **TRAINING** – Scheduled for **Tuesday, March 22, 2022 @ 6:00 PM** in the Town Meeting Room.
 - a. FOIA, Parliamentary Procedure, Ethics

- 2) **WORKSHOP** – Next Workshop Scheduled for **Monday, March 28, 2022 @ 6:00 PM** in the Town Meeting Room.
- a. Free standing accessory structures – to become primary use?- review, discussion, action
 - b. Five Mile River Overlay District – review, discussion, action
 - c. Cannabis Zoning Regulations – review, discussion, action
 - d. Proposed Updated Policy – Town of Killingly Policy for the sale of real estate

XI. CORRESPONDENCE

XII. DEPARTMENTAL REPORTS – (review/discussion/action)

A. Zoning Enforcement Officer’s & Zoning Board of Appeal’s Report(s)

B. Inland Wetlands and Watercourses Agent’s Report

C. Building Office Report

XIII. ECONOMIC DEVELOPMENT DIRECTOR REPORT

XIV. TOWN COUNCIL LIAISON REPORT

XV. ADJOURNMENT

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

1) **Zone MAP Change Ap #21-1278**; Douglas Construction (Jim Vance/Landowner) & Laurel A. Horne (Applicant & Landowner); 605 Providence Pike; GIS MAP 224, LOT 14; ~177 acres, RD **AND** 613 Providence Pike; GIS MAP 224, LOT 13, ~4.6 acres, RD; request to change zoning from Rural Development to General Commercial.

APPLICANT(S):	Douglas Construction Company
LANDOWNER(S):	James M. Vance and Laurel A. Horne
SUBJECT PROPERTY:	605 Providence Pike – and – 613 Providence Pike
ASSESSOR'S INFO:	GIS MAP 224, LOT 14, ~177 acres – and – GIS MAP 224, LOT 13, ~4.6 acres
ACREAGE AMOUNT:	~ 177 acres – and – ~4.6 acres
ZONING DISTRICT:	Rural Development Zone
REQUEST:	Request to change zone of both parcels from Rural Development to General Commercial.
REGULATIONS:	ARTICLE IX – Section 900

STAFF COMMENTS

- 1) This is a continuation of the hearing that was originally scheduled for January 18, 2022
 - 2) Since that time Mr. Durgarian has discussed his application to the following commissions for their comment
 - a. Killingly Conservation Commission – Staff has not received anything from this commission either for or against the proposal – yes, there is an email from Donna Bronwell against the proposal but that is her **personal opinion** and not necessarily that of the full commission. Donna's email is also dated January 18th - well before the presentation to the commission on February 16, 2022
 - b. Killingly Economic Development Commission – Though Mr. Durgarian could not attend this meeting, Ms. St. Clair presented the proposal to the commission, and they appeared receptive. Staff has received a memo from Ms. St. Clair to that effect, and it is enclosed in this packet. I also attended that meeting and showed the conceptual plans to the commission members.
 - 3) Although Mr. Durgarian was not required to send any additional notice to the abutters, on February 8, 2022, he mailed a letter to the neighbors – a copy of which is enclosed in your packets.
 - 4) Again, Mr. Durgarian was not required to re-post the hearing, however, he re-posted placards on the property and that posting was verified by the ZEO on Friday, March 11, 2022.
 - 5) Finally, the town posted legal notices as follows,
 - a. Town Clerk's Office on March 3, 2022
 - b. Town's website the same day
 - c. Norwich Bulletin – Monday 3/7/2022 and Monday 3/14/2022
-

(Continues on next page)

STAFF COMMENTS AND SUGGESTIONS

The Staff reiterates its comments and suggestions from the January report.

A copy of the January staff report is attached hereto and incorporated herein.

- 1) Staff believes this current application is self-explanatory – and that commission members should read the complete Application Narrative provided to the commission by Attorney Carey.
- 2) Reminder that zone map/district changes are not based upon a particular use – but all the allowed and special permitted uses under a particular zoning district
- 3) Reminder the parcel was used as a gravel pit for quite some length of time. There are no buildings on site; however, as explained to the commission at an earlier meeting there are one or two “scrapped” vehicles and a large piece of gravel equipment still on the site.

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

3) **Zone MAP Change Ap #21-1278**; Douglas Construction (Jim Vance/Landowner) & Laurel A. Horne (Applicant & Landowner); 605 Providence Pike; GIS MAP 224, LOT 14; ~177 acres, RD **AND** 613 Providence Pike; GIS MAP 224, LOT 13, ~4.6 acres, RD; request to change zoning from Rural Development to General Commercial.

APPLICANT(S): Douglas Construction Company
LANDOWNER(S): James M. Vance and Laurel A. Horne
SUBJECT PROPERTY: 605 Providence Pike – and – 613 Providence Pike
ASSESSOR’S INFO: GIS MAP 224, LOT 14, ~177 acres – and – GIS MAP 224, LOT 13, ~4.6 acres
ACREAGE AMOUNT: ~ 177 acres – and – ~4.6 acres
ZONING DISTRICT: Rural Development Zone
REQUEST: Request to change zone of both parcels from Rural Development to General Commercial.
REGULATIONS: ARTICLE IX – Section 900

Documents Attached

- 1) Correspondence and “Application Narrative” written by Attorney Michael P. Carey
- 2) Conceptual General Commercial Layout Map
- 3) Town of Killingly GIS MAP showing the two parcels that are the subject of this application

Also Received but not Attached

- 1) Copy of the Notice of the Hearing that was sent out to the abutters by the applicant
- 2) Receipt from the USPS showing receipt and payment for those notices to abutters
- 3) Abutters List (within 500 ft) with the address of all abutters for both parcels

NOTE: Staff found a compilation map of the area from when the parcel was approved as an earth removal operation and will be bringing copies of that map to the PZC meeting.

Legal Notices

January 18, 2022

- 1) Legal Notice (of the hearing) was posted with Town Clerk on December 29, 2021
- 2) Legal Notice was posted to the PZC webpage
- 3) Legal Notice was published in the Norwich Bulletin on Tuesday, Jan 4, 2022 & Tuesday, Jan. 11, 2022
- 4) The Memorandum with the complete wording was posted with the Town Clerk on January 3, 2022
- 5) Notices were mailed to all abutters on January 5, 2022
- 6) Placards were placed on the property by Friday, January 7, 2022; and were observed by the ZEO.

NOTE: All legal notices were done in compliance with zoning requirements.

(Continues on next page)

STAFF COMMENTS AND SUGGESTIONS

- 1) Staff believes this current application is self-explanatory – and that commission members should read the complete Application Narrative provided to the commission by Attorney Carey.
- 2) Reminder that zone map/district changes are not based upon a particular use – but all the allowed and special permitted uses under a particular zoning district
- 3) Reminder the parcel was used as a gravel pit for quite some length of time. There are no buildings on site; however, as explained to the commission at an earlier meeting there are one or two “scrapped” vehicles and a large piece of gravel equipment still on the site.

February 8th, 2022

To: 605 & 613 Providence Pike
Killingly, CT 06239
Abutter Radius Landowners

Re: 605 & 613 Providence Pike
Killingly, CT 06239
Zone Map Change Application

RECEIVED

FEB 10 2022

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

Dear Future Neighbors,

As many are aware, the January 18th, 2022, Planning and Zoning Commission Meeting agenda items carried discussion well into the evening hours, which resulted in a continuance of this item. While we appreciate that there are questions and concerns regarding this Zone Map Change, and that many are hesitant with regard to Douglas Construction and potential change in the area, Paul and I wanted to take some time to extend our thanks, not only for your participation in the process, but also for your patience. The work of the Planning and Zoning Commission, relative to the process of development within any town can be a challenging and time-consuming task, and must be approached with thoughtfulness and care. While the hearings ahead of us took time away from our ability to present, the same thoroughness demonstrated by the Commission should be viewed not as *time wasted*, but *appreciated consideration* on the part of the Commission for when this agenda item is considered in March.

When the previous application for Zone Map Change was presented before the Planning and Zoning Commission, it was determined that not enough information was provided with regard to a number of aspects for the request. In addition to the comments made by the Commission, Paul and I also took into very serious consideration ALL of the concerns presented by you during the public comment portion of the hearing. We can understand that the common "developer stereotype" can be something less than positive from the neighboring perspective. However, as part of our presentation in March, we hope that you will be able to appreciate that our approach is quite the opposite. After listening to the concerns of the Commission and the neighbors, we directed our team to create a concept that minimalizes impact to the neighborhood, keeps the development generally out-of-sight, focuses on lesser traffic producing uses, protects wetlands, increases existing buffer requirements to neighbors, as well as places a substantial amount of land into permanent town conservation – all while increasing the overall benefit to the Town of Killingly in terms of jobs, tax revenue, and maintaining competitive growth rates among and between neighboring townships.

One of the key components to any successful Douglas Construction development project has been cultivating a healthy collaboration with the Town and our neighbors. As we evaluated our approach following the conclusions of the last application, the theme has been compromise. We believe there is a path forward that is positive for the Town, acceptable to our neighbors, while still allowing for a high-quality development for Douglas Construction.

Thank You All again for your time and consideration.

Regards,



Nicholas H. Durgarian
Vice President

Douglas Construction Company

Suisman Shapiro

Attorneys-At-Law

Michael P. Carey
Direct Dial: (860) 271-2268
E-mail: mcarey@sswbgg.com



FILE COPY

January 13, 2022

Richard A. Averis
Raymond L. Baribeault Jr.
James P. Berryman
Michael A. Blanchard
Eric W. Callahan
Michael P. Carey
Richard S. Cody
John A. Collins III
Jeanette M. Dostie
Eileen C. Duggan
Bryan P. Fiengo
Theodore W. Heiser
Jeffrey W. Hill
Carolyn P. Kelly
Kristi D. Kelly
Nicholas F. Kapple
Robert B. Keville
Brian K. Miller
Samuel M. Nassetta
Laura A. Raymond
Kyle J. Zrenda

Town of Killingly, Ct. Planning and Zoning Commission
C/o Ann-Marie Aubrey, Town Planner (via email: aubrey@killinglyct.gov)
Killingly Town Hall
172 Main Street,
Killingly, CT 06239
January 13, 2022

Re: Douglas Construction's Zoning (Map) Change Application # 21-1278 (605 Providence Pike) and 613 Providence Pike

Dear Commissioners:

This office represents the applicant for Zoning (Map) Change Application # 21-1278, for which the Town of Killingly Planning and Zoning Commission (PZC or Commission) has scheduled for public hearing to be held on January 18, 2022. We are pleased to be able to provide you the attached documents, which consist of an "Application Narrative" compiled by this office with input from the Applicant and its consulting civil engineer, and its attachments. We look forward to presenting the Application to the Commission on the evening of January 18. Thank you for your consideration.

In Memoriam
Andre A. J. Brand
James F. Brennan
James J. Courtney
L. Patrick Gray, III
Michael V. Sage
Matthew Shafner
Max M. Shapiro
Charles J. Suisman
Thomas B. Wilson
Louie C. Wool

Ol Counsel
Hinda K. Kimmel
Jay B. Levin
Richard A. Schatz

Sincerely,

Michael P. Carey

RECEIVED

JAN 13 2022

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

A Tradition of Innovative Solutions

Suisman, Shapiro, Wool, Brennan, Gray & Greenberg, P.C.
2 Union Plaza, Suite 200 • P.O. Box 1591, New London, CT 06320
Phone 860-442-4416 • Fax 860-442-0495 • www.suismanshapiro.com

**APPLICATION NARRATIVE FOR APP # 21-1278
TO THE KILLINGLY PZC
AN APPLICATION BY DOUGLAS CONSTRUCTION COMPANY TO
AMEND THE KILLINGLY ZONING MAP
APPLICANT: DOUGLAS CONSTRUCTION COMPANY
DATE: JANUARY 14, 2022**

PROJECT OVERVIEW

Douglas Construction Company of Smithfield, R.I., (Douglas or Applicant) has filed an application to the Planning and Zoning Commission (PZC or Commission) to amend the Zoning Map (Map) to change from RD to GC the designation of two parcels of land, 605 Providence Pike (GIS MAP 224, LOT 14), consisting of approximately 178 contiguous acres (Parcel A), and 613 Providence Pike (GIS MAP 224, LOT 13, consisting of approximately 5 contiguous acres (Parcel B). (Copies of the assessor's cards for each parcel marked Exhibits A and B are attached.) The Commission has scheduled a public hearing on the Application to be held on January 18, 2022.

Douglas has an executed option in place to purchase Parcel A, and the owner of an Parcel B has given Douglas written authorization to include that parcel in this application (Exhibit C). Combined, the parcels contain roughly 187 contiguous acres of land (Subject Parcel). The Subject Parcel has substantial frontage on and more than adequate clear site lines for vehicular ingress and egress to and from Conn. Rte. 6.

Parcel A for more than 20 years has been and remains the site of a legally nonconforming gravel mining business. In essence, therefore, this site has been put to a commercial, indeed an industrial use, for all of that time, regardless of its RD zoning designation. In a real sense, changing the zone to GC will not introduce alien uses into a residential area. It will allow the site to be used for non-residential purposes, as it has been, but non-residential uses of a nature much more if not fully consistent with any nearby residential use. Changing the zone to GC will bring an underutilized property to its higher potential, benefitting the Town as a whole.

This Narrative is intended to provide the Commissioners an overview of the Application, and a clear, concise statement of the reasons the Applicant is convinced that the requested zone change is in the best interests of the Town of Killingly (Town) and is consistent with all statutory requirements, and with the Town's comprehensive plan, zoning regulations and Plan of Conservation and Development (POCD).

Great care has been taken to address concerns expressed during the public hearing and PZC deliberations on Douglas' application in September/October 2021 to rezone Parcel A and another adjacent piece from RD to GC (Zone Change App # 21-1271). Those concerns included that the applicant did not at that time provide conceptual drawings of uses possible in the GC

zone. This Application includes conceptual plans for four such uses (Exhibit D). Other concerns were that the proposed Map change was not supported by the Zoning Regulations or the Plan of Conservation and Development (POCD). Note also that the pending Application is not entirely for the same land as the earlier one. This one is for one parcel that *was* the subject of the previous application (Parcel A), and another parcel that *was not* (Parcel B), and does not involve another parcel, which was a part of that earlier application. For the reasons set out below, the Applicant respectfully submits that the Application is wholly consistent with the regulations and the POCD. (A copy of the 500 foot Abutters List Report marked Exhibit F is attached.)

The applicant

Douglas has over 60 years of proven performance of the highest quality. Its business includes locating properties suitable for use for particular purposes, finding potential users of the property, and constructing the site improvements and structures needed for the use. Examples of some of Douglas' projects are described in Exhibit G. Douglas has developed and constructed properties with uses mirroring those presented in the conceptual document, and has a high level of confidence that these uses, permissible within the General Commercial Zoning Ordinance, would be well adopted by tenants, local businesses and other users should the parcel be rezoned to General Commercial.

The proposal and concept plans for the site

A significant concern of the PZC and the public regarding the previous application was that the applicant did not provide conceptual plans depicting some of the uses that could be made of the site if it were zoned GC. This Application addresses that concern.

Douglas has given the Commission detailed plans for developing the site in ways allowed in the GC Zone, including for a mixed commercial use (Exhibit D). Those plans take great care to comply with all dimensional, technical and site requirements of the GC zone regulations, and to protect the natural resources of the site and the privacy of the residents of homes on relatively nearby lots. Indeed, the plans include buffering and other protections for off-site properties well in excess of the protections required by the zoning regulations. The plans incorporate desires for the site that are shared by Douglas and the Town, and takes into account the various concerns previously expressed by the public and by the PZC and its staff.

Any of the four uses would require approval of a special permit and site plan, and hence would require demonstrated compliance with all applicable dimensional and site preparation requirements for the GC zone, many of which are designed to confine the effects of any use on-site to the greatest extent possible, and thus limit off-site impacts. The Applicant believes that each plan complies with those regulations.

Exhibit D shows plans for the following potential uses, each of which is low community and municipal impact relative to traffic, onsite activity, and off-site impacts, such as noise concerns, light pollution and privacy:

1. Professional Offices

a. Locations primarily utilized for the purpose of operating a professional business, commonly local business or affiliate business that have reason to occupy office space in the geographic region.

2. Contractor Flexible Space Units

a. Mixed use units by their own right, commonly comprised of modest office space at the front of the building, with flexible clear space in the rear of the building. The rear space is often used by contractor to store their tools, equipment, materials, and supplies.

3. Self-Storage Units

a. These units offer a highly demanded and utilized service to residential areas, allowing homeowners the ability to store belongings in rented units.

4. Warehouse & Distribution

a. As the dynamic of the world has changed over the past couple of years, warehousing and distribution has become a sought-after need for many retail and commercial operations. These can be relatively larger structures primarily utilized for the processing and transferring of shipped goods from seller to end user.

The plans also show that out of an 182-acre piece, 82 acres (45%) would be used for development and 100 acres (55%) would be set aside for conservation and buffers.

1. Total Lot Area to be Rezoned is	182 Acres
2. Total Proposed Development Area is	82 Acres
3. Proposed Future Conservation Area is	76 Acres
4. Proposed Future Buffer Area is	24 Acres

Other key information provided by the plans include that:

1. The site fronts on a Major Highway

2. No Spot Zoning
3. Less than 65% Lot Coverages
4. 25 Foot Minimum Buffers
5. Proposed building coverage shown is approximately 550,000 sq ft., i.e., a 7% building coverage ratio. This ratio falls substantially below those allowable in the current and proposed zoning ordinances.

Finally, Douglas has compared the uses permitted in the RD Zone. Many of them would result in significantly greater disturbance to the site than the proposed use, and would be more intense and have a far greater impact off-site and in terms of the need for municipal services – for example: Agricultural Land Use, Golf Course, Planned Residential Developments, Collection and Recycling Facilities, and others.

Economic benefits from re-zoning the Subject Parcel to GC

The physical improvements and development of this property would also result in a compounded economic benefit to the Town of Killingly:

1. Based on the current Mill Rate for Killingly, CT, of \$25.14 per \$1,000.00, as well as the actual assessment and payment data for current general commercial properties, it could be anticipated that each square foot of developed building will generate \$1.04 of tax revenue to the Town. At 550,000 sqft, per the current concept plan, that would equal a positive return to the Town of \$572,000.00 annually.
2. In addition to real estate taxes, business owners would also be requiring varying levels of personal property, vehicles and other taxable components – many of which could generate increased cash flow to the Town.
3. By virtue of the construction of this development, the Town and local businesses will benefit from jobs and substantial investment into the Town.
4. Commercial developments also add permanent jobs and will result in increased business for other local establishments, with additional indirect-type growth and revenues to the Town and its local businesses.

Town Staff has made several key points relative to the economic development dynamics of a commercial development on this property, as well as the merits of the development based on any known demand for the uses identified:

1. Consistent and aligned requests are received weekly for the uses that have been identified, specifically Contractor Flexible Space Units, Self-Storage and Warehousing/Distribution.
 - a. This means that members of the community, as well as business owners looking into the community, are contacting the town and specifically requesting the uses that have been proposed.
2. Commercial development in neighboring towns is on the rise, and it is healthy for a town to identify opportunities where development can be added responsibly for the purpose of sustaining competitive prospects for the municipality and future growth.
 - a. As other communities focus on economic growth and commercial development, two things happen:
 - i. The sourcing pool for new developers shrinks, as developments are completed elsewhere – reducing the overall opportunity for the Town to attract positive growth.
 - ii. As assets are deployed and jobs are created elsewhere, housing limitations in those municipalities often promote new housing and residential in adjacent towns. While housing and residential is good to have, it must be balanced with commercial/revenue producing components, as the residential uses are traditionally a financial burden on the town and town services.
3. In looking at the overall picture for the Town, it was expressed by Staff that there is a need for additional General Commercial zoning for two reasons:
 - a. The majority of currently zoned General Commercial properties are developed, and that level does not support the positive inquiry levels that are received on a daily basis.
 - b. There are very limited General Commercial zoned parcels that would be candidates for redevelopment.

Conservation and wetlands

The proposed development takes into consideration the Town's desire to protect and expand conservation areas. The 605 Providence Pike parcel abuts 759 South Frontage Road, which is currently owned by the Town, and is used as conservation land. The large portion of land the

Applicant proposes to set aside for conservation abuts the Town's conservation property, creating additional and expanded conservation land.

The conservation land encompasses the majority of the Subject Parcel, which means that all abutters will benefit from additional conservation land and in essence a buffer three times larger than the minimum required by the zoning regulations. The concept plan has the added benefit of merging buffers and conservation area for the additional purpose of preserving known wetlands and waterways, and further limiting development impacts to the natural resources and neighbors.

Engineering and traffic

The concept plans take into account the following engineering components:

1. The current grading of the site, taking into consideration the mining/gravel pit use, goes from low to high, west to east, and can be used to create an enhanced natural visual buffer for eastern abutters. If that grading is continued as part of the development of the site, building structures would be substantially down gradient from the western peak up from Norton Brook. The benefit to this is that all eastern abutters would have to look over two peaks, through substantial buffer and conservation land – untouched – prior to the development opening. At that opening, the development would be situated at an elevation significantly lower than the peak heights located on the east and west of Norton Brook.
2. The grading of the site, as well as in-place soils, also allow for a substantial export of materials, which is consistent with the former use of the property.
3. The water support for the proposed uses is divided into two requirements:
 - a. Domestic – water utilized throughout the day for restrooms, cleaning, washing.
 - b. Fire Service – water utilized for fire protection requirements.
 - c. Domestic water requirements would be extremely low impact for the proposed development, and can be supplied via onsite wells.
 - d. Fire water requirements would be mandated by the municipality and state, and these would be satisfied via cistern and pumps – which is how Douglas Construction has developed similar uses in areas where municipal water is not accessible.
4. Sanitary requirements would also be of very low impact or use for the proposed development, and these would be handled onsite via septic tanks and leaching fields – similar to the residential designs of the surrounding area.
5. Stormwater management would also be engineered into the site, with no requirement for municipal drainage, and should if anything reduce and contain off-site runoff from the site.

6. Heating requirements would be handled by onsite fuel storage – traditionally propane – with no requirement or request for natural gas.
7. Electrical service would come in from Route 6, underground, and transformed onsite.
 - a. As an accessory to the electrical service, it would be possible to explore ROOFTOP SOLAR, as a supplement to municipal power. This would be performed on a net-meter basis to reduce electrical consumption. Douglas Construction appreciates that solar may be a preferred exploration within the General Commercial zone.
8. Traffic Impacts – A preliminary inquiry has been made to address whether or not Route 6, as currently developed, would be able to accommodate a development of this nature. The initial assessment was that Route 6, from an infrastructure and traffic perspective, is more than capable of servicing these uses.
 - a. The uses identified are extremely low use traffic burdens.

General zoning procedure matters

An applicant for zoning map change must show that the change:

- (1) Is in accordance with the comprehensive plan, and
- (2) Is reasonably related to the normal police power purposes in Connecticut General Statutes § 8-2?

R. Fuller, *9A Conn. Practice, Land Use Law & Practice* § 33:2 (4th ed.) A zoning commission's actions on a boundary change proposal must promote the interest of the community as a whole, but a map change is not invalid simply because it incidentally benefits certain property owners. *Dutko v. Plan. & Zoning Bd. of City of Milford*, 110 Conn. App. 228, 241–42, 954 A.2d 866, 875–76 (2008).

Finally, because a zoning commission acts in a “legislative capacity” when it is passing on an application to change zone district boundaries, the applicant need not prove a change in circumstances since the time of a previous denial. R. Fuller, *9 Conn. Practice, Land Use Law and Practice*, §§ 22:10, 22:11 (4th ed.). The new application must be judged on a clean slate.

What is the “comprehensive plan”? What is the POCD?

In reality, there is no document with the title “comprehensive plan.” Moreover, the POCD is not the “comprehensive plan. R. Fuller, *9 Conn. Practice, Land Use Law and Practice*, § 4:4 (4th ed.). The “comprehensive plan” is the zoning regulations themselves and the zoning

map, as they have evolved from the history of zoning in a town by its zoning commission. Id. The requirement of consistency with the comprehensive plan is generally satisfied when the zoning commission acts with the intention of promoting the best interests of the entire community. Id., § 4:3.

By contrast, the POCD is a planning document adopted pursuant to the PZC's authority as a planning agency under Connecticut General Statutes § 8-23. Id., § 4:4. Although zone changes *must* be in accordance with the comprehensive plan, "[t]he recommendations in the plan of conservation and development designating appropriate uses for various areas in the municipality are *merely advisory* to and do not bind the zoning commission." *Dutko v. Plan. & Zoning Bd. of City of Milford*, 110 Conn. App. 228, 242, 954 A.2d 866, 876 (2008) (Emphasis added.).

This application is in harmony with the comprehensive plan and furthers the purposes of the RD and GC zones

Section 410.1 of the zoning regulations, "Rural Development Districts," states that "[a]reas designated as rural development districts *present physical obstacles to development* such as slopes, wetlands, and *soils with only limited capability for accepting on-site sewage disposal*, and are distant from existing or planned public sewers and water lines. These physical restrictions make it necessary to limit permitted uses to low density residential development, agriculture, and other specified non-intensive uses." (Emphases added.)

These constraints do not exist at the Subject Parcel. There are no slopes or wetlands of a nature and extent that would limit uses allowed in the GC Zone, and the Connecticut soils data shows that there are good soils in place for onsite sewage disposal. Thus, the fact that public sewer and water is not now available at the site is not a limiting factor, because the site is fully capable of providing necessary sewage treatment and water on-site.

There is no reason to restrict the Subject Parcel to low density residential development, agriculture, and other specified non-intensive uses, and doing so diminishes the property's usefulness and value while producing no discernible benefit to the Town.

By contrast, the Subject Property is ideally suited for the GC District. That district was created to "house" and permit commercial establishments that generate large amounts of traffic and/or require large sites and frontage on major highways. The Applicant does not anticipate that any use it has described will generate large amounts of traffic. But the site has significant frontage on Ct. Rte. 6, a major highway maintained by the CONNDOT. That highway is expected to easily handle any traffic the site might generate.

Moreover, there can be no question that a GC zone may abut residences, or indeed a residential zone. Section 410.2 expressly provides for that contingency, requiring that when a GC district adjoins a residential district a buffer strip at least 25 feet wide and containing planted screening shall be required. The Concept Plans exceed those requirements.

This view is also supported by § 420, which creates two types of commercial districts: a Village Commercial District (§ 420.1) and the GC district (§ 420.2). The essence of Village Commercial Districts is that they “are intended to provide residential areas with a variety of retail, service, financial and other commercial establishments within walking or short distance of their home.” That is, they are to create or enhance mixed-use environments. By contrast, § 420.2, as noted above, creates the GC district to allow for commercial uses not suitable for mixed-use areas, but suitable in the areas of the Town it describes. Thus, the term “residential areas” in § 420.2 does not state or suggest that a General Commercial zone may not be created nearby residences. It merely marks the distinction between Village Commercial and General Commercial Districts. *Note the formerly residential properties located along Route 101, that were all rezoned to General Commercial with the residential property owners’ permission. Many of those properties remain as residential, while others have been resold for gain and commercial development.*

By contrast, § 420.2, as noted above, creates the General Commercial District to allow for commercial uses not suitable for mixed-use areas, but suitable in the areas of the Town it describes. Thus, the term “residential areas” in § 420.2 does not state or suggest that a General Commercial zone may not be created nearby residences. It merely marks the distinction between Village Commercial and General Commercial Districts.

Finally, nothing in the GC regulations appears to require that every parcel in the zone be accessible to public water and sewer. The reference is descriptive and not mandatory. And zoning a parcel GC does not mean that it will be able to demand public utilities. Whether utilities are extended to a site is at the discretion of the WPCA.

It is important to note that the uses contemplated by the Applicant will require no snow plowing, road maintenance, or other expensive types of municipal services. At the same time, changing the zone to GC will greatly enhance the assessor’s appraised value of the property, and allow for it to be put to a use that will benefit the entire Town and the region. Is expected to create new jobs as well as attract businesses into the Town.

Traffic impacts from a mixed commercial use will be negligible at best and will impact only state Rte. 6, no Town roads, and Rte. 6 is clearly capable of handling any traffic that might come from any commercial use allowed by the regulations at the site.

The conceptual plans given to the PZC demonstrate that the Applicant is committed to setting aside and preserving large portions of the Subject Parcel, as well as the entirety of 183 Hubbard Hill Road (*not included in this application, but an adjoining property being contemplated for purchase*), in a natural condition and to create buffers along residential areas in excess of those required by the Zoning Regulations.

Finally, even if the Map change is granted, any actual use of the property will be subject to this Commission's approval of a special permit and site plan, which can only be granted if the application complies with all current zoning regulations for the proposed use, including those for buffering adjoining properties and keeping site impacts on site.

Section 902. Criteria for zoning map amendment.

In judging any such proposed amendment, the Commission shall take into account ... various factors ... including but not limited to:

Errors in the existing zoning regulations, changes that have taken place in the rate and pattern of the Town's development and land use:

Comment: Changes in circumstance that have occurred since these parcels were zoned RD and indeed since the POCD was adopted that strongly favor the proposed amendments. For instance, supply chain disruptions that have resulted in empty store shelves in many places make the use of this site as proposed particularly suitable and timely, especially given its central location relative to major markets such as Boston, Worcester, Hartford and eastern Connecticut.

The supply of land available in the present and proposed zones.

Comment: The removal of the Subject Parcel from the inventory of land zoned RD will have no negative impact on that zone or the Town.

The physical suitability of the land for the proposed zone.

Comment: For the reasons stated above, the Subject Parcel is ideally suited for GC designation, and in reality is poorly suited for inclusion on the RD zone.

The effect of the change on the surrounding area (physical, social and economic), the purposes of zoning and the objectives of the Plan of Development.

Comment: For the reasons stated above, the Applicant submits that the uses allowed in the GC zone will have no deleterious effects on neighboring properties, and will be superior in

terms of neighborhood impacts than uses allowed in the RD zone, will be consistent with the economic development and rational development goals of the POCD.

Neighborhood acceptance weighed against community needs.

Comment: Neighbors did express concerns about the application the PZC denied in October 2021. The Application has been changed ways to take some of those concerns into account. The Applicant respectfully submits that the site development regulations that will govern any GC use of the Subject Parcel will ensure that neighboring properties will be adequately buffered and protected from off-site impacts. Balanced against the neighbors' concerns is the significant community benefit that will result from permitting GC uses on the site.

Finally, the power to amend is a critical component of the power to make zoning regulations and maps. No property owner or resident has the power of veto over any amendment. Certainly, the views of the public are to be heard and seriously considered, but they are not necessarily determinative. The procedural and substantive requirements for making and amending regulations and boundaries *are* the protections provided by law against arbitrary amendments unwarranted by conditions. In this case the Town and its taxpayers would greatly benefit by allowing the site to be put to a higher and better use than it is now being used for, or that it could be used for if the land remains in the RD zone.

The legality of the proposed amendment and whether some other method or procedure is more appropriate under the zoning regulations

Comment: The proposed changes are legal and the amendment process is the only procedure available to allow the site to be put to uses permitted in the GC zone.

The size of the area involved. Changes creating a total contiguous zone of less than 10 acres are, in general, not to be considered favorably.

Comment: The Subject Parcel is roughly 187 acres in size.

This is not spot zoning

“Spot zoning” is a zone change made for small area of land and which is out of harmony with the comprehensive plan. *Campion v. Board of Aldermen of City of New Haven*, 278 Conn. 500 (2006). Neither factor exists here: the Subject Parcel is approximately 187 acres in size and the proposed zone change conforms with the comprehensive plan.

The Application is in harmony with the POCD

The **Introduction** to the POCD states that Rte. 395 “has become an important asset for Killingly, as now the town is connected by an 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.*” (*Emphasis added.*) (Page 6/78)

Comment: The same applies to Rte. 6 traveling east and west to and from Rhode Island. The Subject Parcel is ideally located to contribute to this highly beneficial use.

Section 3.2 “Economics” gives a “Background” of economic conditions in Killingly. It notes:

- “Poverty and unemployment are major concerns. The Town is consistently above the state average in unemployment rates....” Page 15/78.

Comment: The Applicant reasonably anticipates that any of the commercial uses it has given as examples for the site will be substantial direct and indirect job generators.

- Killingly is “the competitive retail center of northeastern Connecticut.” Page 16/78.

Comment: The Applicant does not contemplate retail uses at the site, but the uses it has described would each contribute greatly to Killingly’s status as a focus of economic activity in the area, and each would enhance and benefit from its location at the crossroads of several major state highways, without disturbing the use of local roads.

Section 3.2 then identifies GOALS and states POLICIES to achieve them:

- **GOAL 1:** “Maximize the quantity, quality and diversification of Killingly’s employees and employable workforce while maintaining the advantages of Killingly’s character.” Page 18/78.

Comment: This Application meets both parts of this GOAL. The Applicant reasonably anticipates that any of the commercial uses it has given as examples for the site will be substantial direct and indirect job generators and the regulations (and site conditions) will require and result in buffering and other techniques that will ensure that the site will maintain its rural appearance and character.

- **POLICY 2 to achieve GOAL 1:** Maximize the quality and diversification of Killingly’s employers, both large and small.
 - **P-2-Action 3.** “Attract new businesses to Town that will raise the standard of living and its employees above the current average, as well as increase economic stability through the diversifications of employers.” Page 19/78.
 - **P-2-Action 4.** “Encourage complimentary businesses to locate in Killingly which will enhance existing businesses located in Town.”

Comment: Changing the Map to allow uses described by the Applicant is precisely the action called for by these Action Items.

Section 3.5, “Land Use.” This “section describes the desired location, distribution and extent of land for” all variety of uses, and its “intent ... is to guide the physical growth, use and development of Killingly...” until 2030. **Page 31/78.**

- **GOAL 1** is to develop the Town with “a systematic approach that balances the natural environment with residential housing and business/industrial development that are appropriate to the context of the community.” **Page 35/78.**

Comment: Changing the Map to allow a mixed commercial use as described by the Applicant is precisely the action called for by these Action Items.

Section 3.6, “Natural Resources.” “The management and preservation of natural resources are fundamental to the future and wellbeing of the Town....” **Page 39/78.**

- **GOALS** are to “[p]reserve protect, manage and restore the Town’s natural resources ... [and to] [b]alance development rights with natural resource protection....” **Page 45/78.**
 - **Policy 1** is to encourage development projects that involve revitalization, re-development and infill development....
 - **P-1-Action 2** is to encourage reductions in stormwater runoff and peak flow volumes through innovative practices.
- **Policy 2** is to increase percentage of protected open space. **Page 45/78.**

Comment: The Applicant’s conceptual plans will accomplish meet these goals and policies. Among other things, it will not have any development near and it will protect the brook and other natural resources on site.

Section 3.9, “Transportation.” This section describes Killingly’s transportation system as “diverse and mature,” and declares that there are no signs that there will be “gridlock” for the next ten years. It adds that “Routes 6 and 101 provide ready access to Rhode Island ... and to the greater Hartford area....”

Comment: Supports the Application.

List of Exhibits

- A. Assessor's card for Parcel A.
- B. Assessor's card for Parcel B.
- C. Set of conceptual drawings.
- D. Authorization to apply for Parcel B.
- E. Copies of PZC minutes.
- F. 500 foot Abutters List Report.
- G. Douglas projects.

The Assessor's office is responsible for the maintenance of records on the ownership of properties. Assessments are computed at 70% of the estimated market value of real property at the time of the last revaluation which was 2018.



Information on the Property Records for the Municipality of Killingly was last updated on 1/12/2022.



Property Summary Information

Parcel Data And Values

Parcel Information

Location:	605 PROVIDENCE PIKE	Property Use:	Vacant Land	Primary Use:	PA490
Unique ID:	5359	Map Block	224-14	Acres:	177.69
490 Acres:	118.00	Lot:		Zone:	RD
Developers		Census:	9041-4040	Volume /	0350/0138
Map / Lot:				Page:	

Value Information

	Appraised Value	Assessed Value
Land	102,640	71,020
Buildings	0	0

	Appraised Value	Assessed Value
Detached Outbuildings	0	0
Total	102,640	71,020

Owner's Information

Owner's Data

VANCE JAMES M
220 SNAKE MEADOW RD
KILLINGLY, CT 06239-0404

[Back To Search \(JavaScript:window.history.back\(1\);\)](#)

[Print View \(PrintPage.aspx?towncode=069&uniqueid=5359\)](#)

Information Published With Permission From The Assessor

The Assessor's office is responsible for the maintenance of records on the ownership of properties. Assessments are computed at 70% of the estimated market value of real property at the time of the last revaluation which was 2018.



Information on the Property Records for the Municipality of Killingly was last updated on 1/12/2022.



Property Summary Information

Parcel Data And Values Building ▾ Outbuildings Sales Permits

Parcel Information

Location:	613 PROVIDENCE PIKE	Property Use:	Residential	Primary Use:	Residential
Unique ID:	5361	Map Block Lot:	224-13	Acres:	4.65
490 Acres:	0.00	Zone:	RD	Volume / Page:	1241/0001
Developers Map / Lot:		Census:	9041-4040		

Value Information

	Appraised Value	Assessed Value
Land	50,750	35,560
Buildings	285,900	200,140

	Appraised Value	Assessed Value
Detached Outbuildings	69,280	48,500
Total	405,930	284,200

Owner's Information

Owner's Data

HORNE LAUREL A
613 PROVIDENCE PIKE
KILLINGLY, CT 06239

[Back To Search \(JavaScript:window.history.back\(1\);\)](#)

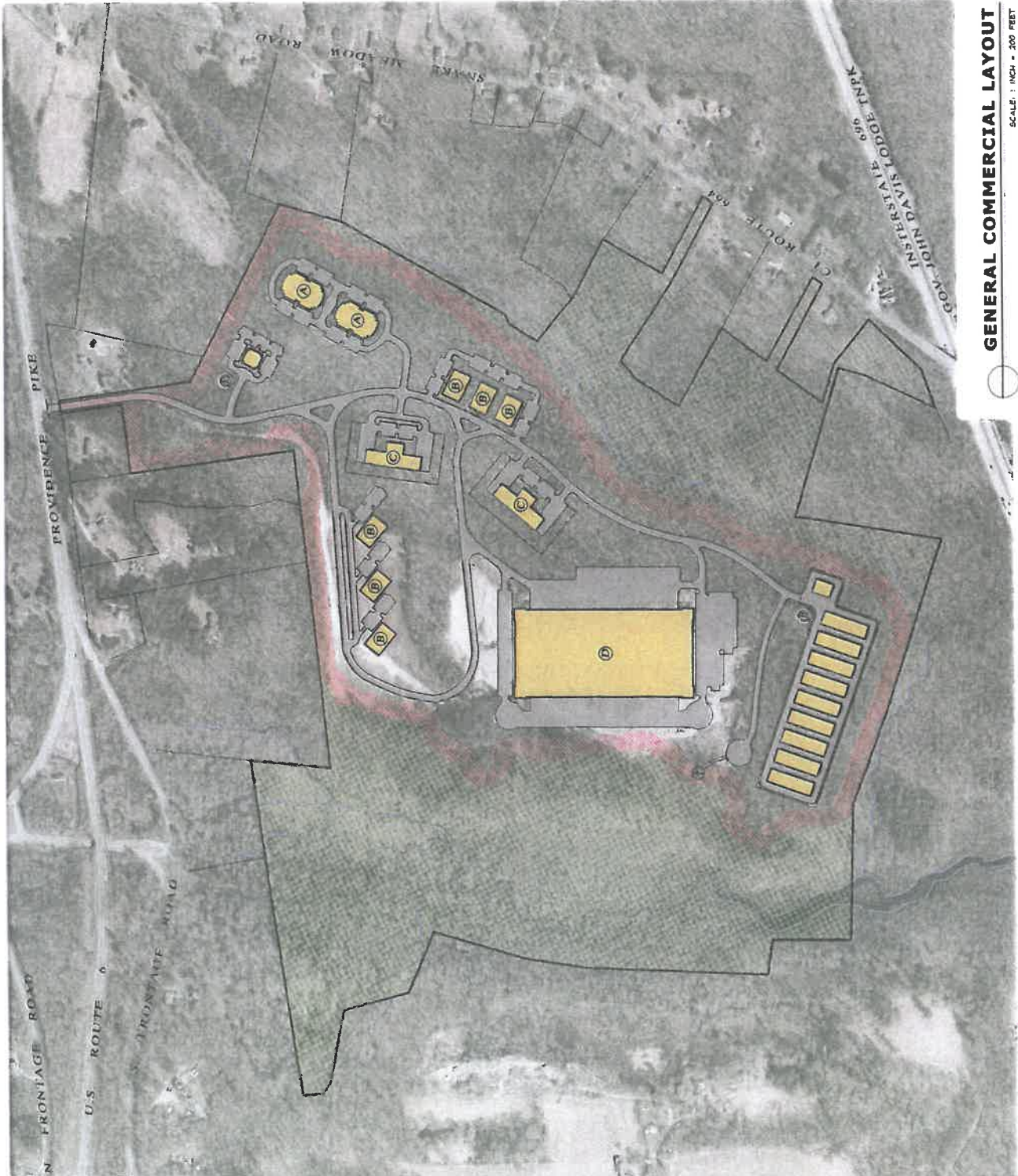
[Print View \(PrintPage.aspx?towncode=069&uniqueid=5361\)](#)

Information Published With Permission From The Assessor

DEVELOPMENT DATA TOTALS	
TYPE "A"	PROFESSIONAL OFFICE SPACE 44,876 SF
TYPE "B"	SERVICE TRUCK OFFICES 57,400 SF
TYPE "C"	CONSTRUCTION RETAIL 34,974 SF
TYPE "D"	CONSTRUCTION WAREHOUSE 300,000 SF
TYPE "E"	SELF STORAGE FACILITIES 102,000 SF
TOTAL PARCEL AREA	177,491 AC
OPEN SPACE / CONSERVATION EASEMENT	74,479 AC

INDEX KEY

-  75 FT DEVELOPMENT BUFFER
-  POTENTIAL OPEN SPACE / CONSERVATION EASEMENT



GENERAL COMMERCIAL LAYOUT

SCALE: 1" = 200 FEET

STADIA ENGINEERING, INC.
 ENGINEERS - ENVIRONMENTAL PLANNERS - SURVEYORS
 1100 West 10th Street, Suite 100
 Lincoln, Nebraska 68502
 Phone: (402) 441-1111
 Fax: (402) 441-1112
 www.stadiaeng.com

SCALE: 1" = 200'
 GRAPHIC SCALE IN FEET
 0 100 200 300 400

FOR DISCUSSION ONLY

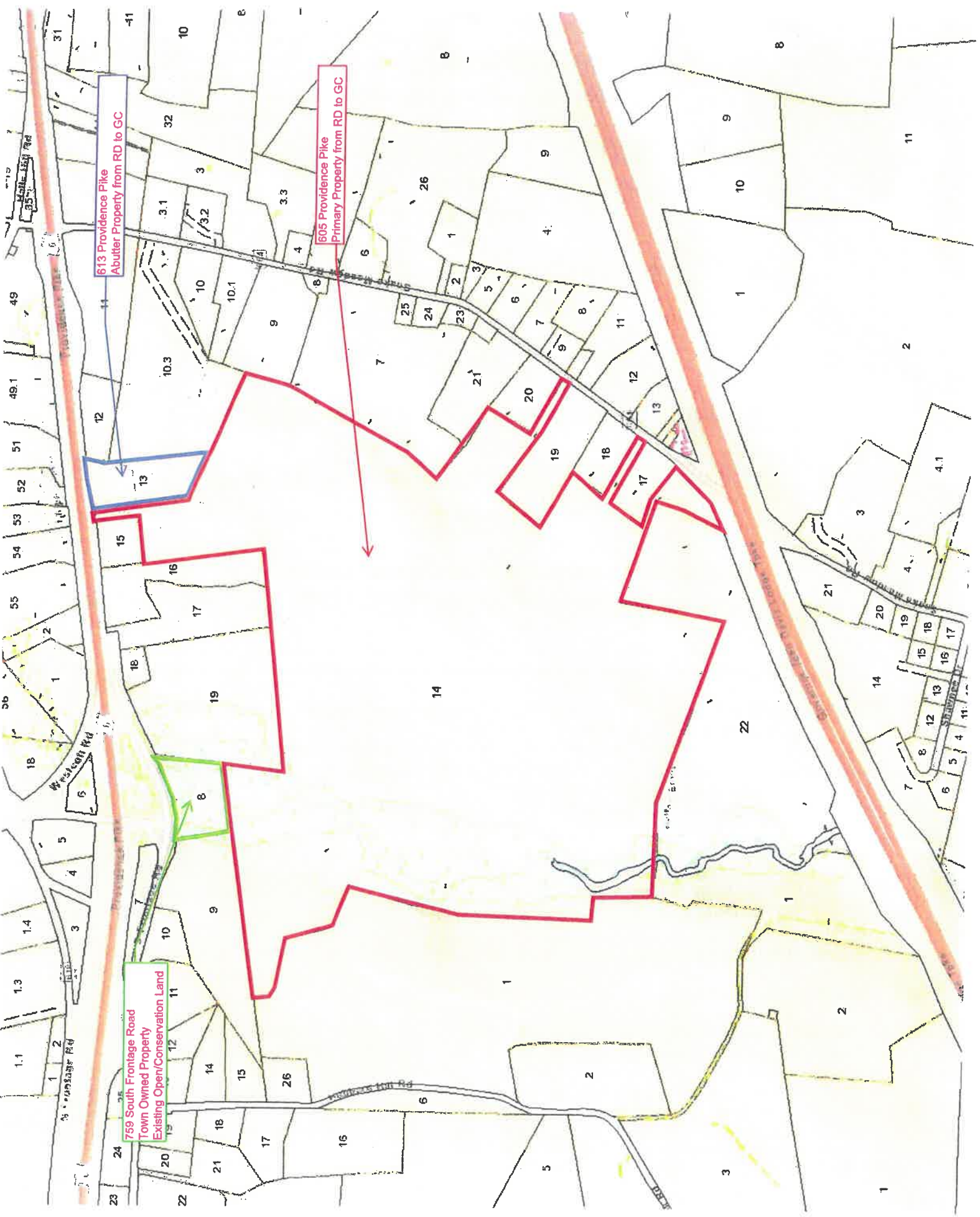
DOUGLAS CONSTRUCTION COMPANY

SOUTH KILLINGLY DEVELOPMENT
 US Route 6 & Snake Meadow Road
 Killlin Cohn

CONCEPTUAL LAYOUT

REVISIONS	
NO.	DESCRIPTION

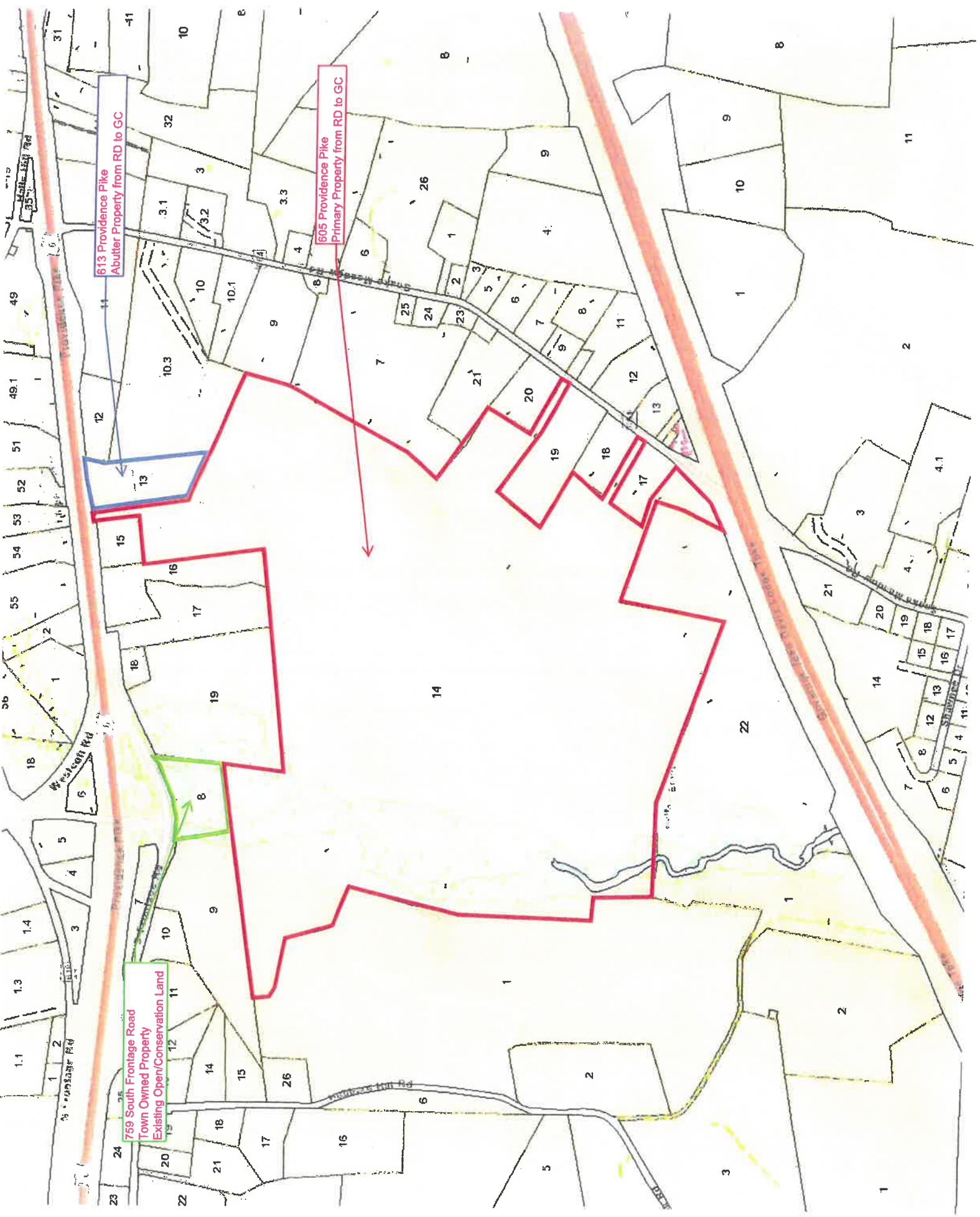
Project No.	P21-022
Prep. Date	DECEMBER 2021
Rev. Date	10 DECEMBER 2021
Prep. By	A. ROEMER
Checked By	J. ROEMER
Drawn By	D-418



613 Providence Pike
Abutter Property from RD to GC

605 Providence Pike
Primary Property from RD to GC

759 South Frontage Road
Town Owned Property
Existing Open/Conservation Land





TOWN OF KILLINGLY, CT
PLANNING AND ZONING COMMISSION

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SEP 20 11 34 AM

MONDAY – SEPTEMBER 20, 2021

Regular Meeting – HYBRID MEETING

7:00 PM

TOWN MEETING ROOM – 2ND FLOOR

Killingly Town Hall

172 Main Street

Killingly, CT

THE PUBLIC IS ALLOWED TO ATTEND THE MEETING IN PERSON

OR

THE PUBLIC MAY VIEW THIS MEETING AS DESCRIBED BELOW

MINUTES

THE PUBLIC CAN VIEW THIS MEETING ON FACEBOOK LIVE.

GO TO www.killinglyct.gov AND CLICK ON FACEBOOK LIVE AT THE BOTTOM OF THE PAGE.

- I. **CALL TO ORDER** – Acting Chair, Virge Lorents, called the meeting to order at 7:03 p.m.

ROLL CALL – Brian Card, Virge Lorents, John Sarantopoulos and Keith Thurlow (all were present in person).
Matthew Wendorf was absent.

Staff Present – Ann-Marie Aubrey, Director of Planning & Development; Jonathan Blake, Planner I/ZEO; Ken Slater, Town Attorney (all were present in person).
Allison Brady, Asst. Planner/Natural Resource Officer (present via Webex).

Also Present – Joseph Hammer, Attorney for Frito-Lay; Nicholas Durgarian, Paul Serabian, and Jim Rossman, Douglas Construction, Jim Vance (all were present in person in the audience).
David Kode, Haskell; Roger Gieseke, Frito-Lay; Syl Quenga, Frito-Lay (all were present via Webex).
J.S. Perreault, Recording Secretary (joined the meeting @ 7:05 p.m. via Webex).
- II. **SEATING OF ALTERNATES** – None.
- III. **AGENDA ADDENDUM** – None.
- IV. **CITIZENS' COMMENTS ON ITEMS NOT SUBJECT TO PUBLIC HEARING** (Individual presentations not to exceed 3 minutes; limited to an aggregate of 21 minutes unless otherwise indicated by a majority vote of the Commission)

NOTE: Pursuant to Governor's Executive Order, all public comments can be emailed to publiccomment@killinglyct.gov or mailed to the Town of Killingly, 172 Main Street, Killingly, CT 06239 on or before the meeting. All public comment must be received prior to 2:00 PM the day of the meeting. Public comment received will be posted on the Town's website www.killingct.gov.

NOTE: To participate in the CITIZENS' COMMENTS– the public may join the meeting via telephone while viewing the meeting on Facebook live.

To join by phone please dial 1-415-655-0001; and use the access code 2634-499-9721 when prompted.

Ann-Marie Aubrey explained the above and stated that a letter had been received via e-mail earlier in the day that would be discussed during the public hearing.

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

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

NOTE: To participate in THE PUBLIC HEARINGS – the public may join the meeting via telephone while viewing the meeting on Facebook live.

To join by phone please dial 1-415-655-0001; and use the access code 2634-499-3921 when prompted

Ann-Marie Aubrey read the above information aloud.

1) **Special Permit Ap #21-1273** – David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for portion of proposed building addition that will exceed the maximum height of 50 ft for said zone, with a proposed height of 86 ft, 8.5 inches. **APPLICANT HAS REQUESTED THAT THE START OF THE HEARING BE DELAYED UNTIL MONDAY, OCTOBER 18, 2021, TO ADDRESS NEIGHBORS' CONCERNS – SEE ATTACHED LETTER.**

Ann-Marie Aubrey explained that the Applicant requested that the start of the public hearing be delayed until Monday, November 15, 2021, per letter dated September 20, 2021 (copies were provided to Commission Members). The Applicant also requested that the review of the Site Plan Application be delayed until November 15, 2021, as well. She noted that Attorney Joseph Hammer was present (in person) and that others, representing Frito-Lay, were present via Webex.

Attorney Joseph Hammer, with Day Pitney, represented Frito Lay. He offered to answer any questions from the Commission.

There was discussion regarding timeline. Attorney Hammer explained that an extension may be necessary for the Site Plan Application if the hearing continues beyond November 15, 2021.

There were no objections voiced by Commission Members to delaying the start of the public hearing to November 15, 2021.

2) **Zone Text Change Ap #21-1264**; Town of Killingly; Special Permitted Use; Add Section 420.2.2. General Commercial Zone; Special Permitted Use; Self-Service Storage Facilities.

Ann-Marie Aubrey explained that the final, edited version with the Commission's comments incorporated. Brian Card clarified that this is the final, edited version that the Commission has reviewed and agreed that it to go to public hearing. There were no questions or comments from the public.

Motion was made by Virge Lorents to close the public hearing for **Zone Text Change Application #21-1264**; Town of Killingly; Special Permitted Use; Add Section 420.2.2. General Commercial Zone; Special Permitted Use; Self-Service Storage Facilities.

Second by John Sarantopoulos. No discussion.

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

Motion carried unanimously (4-0-0).

3) **Zone Map Change Ap # 21-1271** – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.

Nicholas Durgarian, Paul Serabian, and Jim Rossman, owners of Douglas Construction, were present in person. Mr. Durgarian explained that they are looking to change the zone from RD to General Commercial on both parcels.

Maps/plans were displayed as discussed.

Ann-Marie Aubrey stated the following for the record: 605 Providence Pike, GIS Map 224, Lot 14 is approximately 177 acres; 200 Hubbard Hill Road, GIS Map 245, Lot 001 is approximately 12 acres. Total of 189 acres.

QUESTIONS/COMMENTS FROM THE COMMISSION:

Brian Card asked about the following: current use of the property; historic uses; how long it has been a gravel pit; access; how they feel it is appropriate to be zoned General Commercial based on the POCD, if they felt that sewer would be necessary (the property is in the sewer avoidance area),

- Mr. Durgarian explained that they have other property under contract in Killingly which is what perpetuated the zone text change (not affiliated with this project now). They are a civil contractor, and this property was attractive to them due to it being used a gravel pit. It has been used for gravel mining for the last 20 plus years by Joly. They did a physical inspection of the property and found it to be fairly, well remediated. The grades show that there is still material there which is attractive to them. They are aware that there is a cemetery in the southwest corner of the larger lot. They are waiting for their surveyor to go out and he stated there are also other due diligence procedures that will be taking place.

Ms. Aubrey commented that she received a letter from Mr. Joly earlier in the day stating that they have shut down operations and have remediated (will be before the Commission next month). Staff will have to do a final inspection to verify that it has been done in accordance with their prior approval.

- Mr. Durgarian stated that the access that they utilize is off Route 6 and it is 50-foot wide.
- Mr. Durgarian stated that they have reviewed the POCD and by speaking with Staff and by doing their own research, they felt that it was worth coming in to see if they could get the zone change to GC.
- Mr. Durgarian stated that he did not know because they do not have a planned development of the lot. He explained that they do General Contractor work and 2 out of 5 projects that they have done, all sanitary was on site (no public utility was required for sanitary purposes).

Keith Thurlow asked if there were wetlands on the site, if there are any structures on the site, if the graveyard is identified

- Mr. Durgarian stated that there are wetlands on site.
Jonathan Blake referred to the map and explained about the wetlands. He stated that the maps and data that they have are related to the gravel operation and any further development on the property would require a full A-2 survey with wetland identification.
- There are no other structures on the site other than the graveyard. Mr. Blake indicated the location of the graveyard on the map and stated that he would research to get the name.

Virge Lorents asked whether this is the original Joly Sand & Gravel from the 1950's.

- Ms. Aubrey and Mr. Thurlow explained that it is not. Mr. Blake indicated the location of hydric soils/wetlands.

Keith Thurlow referred to Section 900.2.3 of the Regulations

- Town Attorney, Ken Slater explained that for any zoning text or district change, the Commission acts in its legislative capacity. In Section 900, the Commission has adopted a policy to see information, including a site plan. So, he explained that it would be within the PZC's discretion to adhere to Section 900. He noted that, since this regulation has been in play, there have been instances where the PZC has made text/district changes and has not always followed it. Attorney Slater stated that it would probably be upheld, but he could not say for sure. As a default, he suggested that, in ordinary circumstances, the information in Section 900 should be requested or required. But, he said, in some circumstances, the Commission may not think it is necessary.
- Attorney Slater explained that it could be more of a conceptual site plan. He said that the purpose of Section 900 is to gauge what is envisioned for the site.

Mr. Thurlow asked if the Applicant would be continuing with gravel operation after the zone change, and a general idea of what percentage of the area would be built on.

- Mr. Durgarian stated that they do not have a development plan for the site. He said that they are aware of the GC Zone because they are the ones that submitted the text change which is for a different property on Hartford Pike (behind Aldi's). He explained that what attracted them to the site from the aerial view is that it is a gravel operation on a large site. They are a civil contractor, and they move earth for a living, and they have projects in Connecticut. So, any development that they do, part of the plan would most likely be to re-grade that site, take the

steep cliff hills down (that have been created as part of the existing operation), and then, potentially, could develop the site with any of the potential uses in Village or GC.

- Regarding lot coverage, Mr. Durgarian explained that, based on their application for zone change to GC, they have not considered building on anything greater than the lot coverage percentages allowed within the zone.
- Mr. Durgarian stated that, if he had to guess (looking at the grades), mostly likely there would be an export on the site. He explained that, to acquire this property, they went through their due diligence process, and they see it as most valuable to them (with the most level of flexibility for development down the road) within the Village and GC Zone.

John Sarantopoulos asked how long the driveway is leading into the property, what would be allowed under GC.

- Mr. Blake stated the driveway is 1300 feet. Mr. Thurlow stated that it is an existing roadway that is paved up to the hill. It is a private road. The area is surrounded by residential.
- Ms. Aubrey and Mr. Blake explained about what uses would be allowed under GC (but not limited to 5,000 feet). If special permit use, it would have to go before the PZC. Any use that is in Village Commercial can be adopted in GC.

Mr. Sarantopoulos commented that he feels that some sort of conceptual plan would be in order, in fairness to abutting property owners, and he noted that the number of people in the audience shows that there is concern.

- Attorney Slater explained that the PZC can require what the zone change is for (a general idea of what they have in mind), and he referred to the Regulations for Zoning Map change. The default, under the Regulations, would be to show a conceptual plan.
- Ms. Aubrey asked if the Commission would want to allow the Applicant time to come up with a conceptual plan if the Applicant is willing. Mr. Thurlow stated that he preferred to hear from the public before deciding on that.
- Mr. Blake added that, in terms of potential development, the GC Zone allows for 65 percent lot coverage and under special permit you can go up to 75 percent. Certain special permitted uses provide further direction.
- Mr. Durgarian explained that he would not be able to speak tonight about any potential developments because they do not have any potential development ideas for the property at this time.
- Mr. Sarantopoulos suggested that the Applicant could purchase the property and then apply for a zone change when they determine that the use does not fall within the parameters of the current zone.

QUESTIONS/COMMENTS FROM THE PUBLIC:

William Jones, 597 Providence Pike, stated that the right-of-way is on the side of his property. He voiced concern about his property value being affected and potential increase in traffic. He suggested that equitable settlement would possibly be entertained.

Gill Simmons, 129 Snake Meadow Road, commented that he feels that the Commission should be able to have a straight answer regarding what will be on the property.

Melissa Phillips, 635 Providence Pike, commented that the unknown makes her concerned about what is going on that piece of property. She needs to know more before she can decide if she is for or against it. She is also concerned about property values as she may be looking to sell in a few years.

Linda Lamoureux, 175 Snake Meadow Road, is concerned that it may be a distribution center with trucks all night and lots of traffic. She said there are three access points. Her objections regarding a change to commercial zoning are: They live in the Last Green Valley/Quite Corner for a reason; negative effect on her property value and quality of life; she bought her property because of the property behind her being zoned residential; she would be surrounded by commercial because there is a 50-foot right-of-way on the side of her driveway, on the other side is a triangle-shaped piece of land that will be commercial, and all in the back of her property will be commercial. She voiced frustration as she feels that this is a done deal, and she feels that the Commission needs to get a better idea of what is going to be there and advocate for the property owners. She asked that, if the Application is approved, at another stage in the game, the Commission put measures in place (e.g., 600-foot perimeter around the place, walking trail, preserve some of the green space) to protect the property owners.

Eleanor Skumrow, 175 Snake Meadow Road, stated that she wonders about the transparency and care of Douglas Construction. She asked about the yellow sign that was supposed to be posted. She said that she checked for the sign as she travels along Route 6 all the time, but never saw a yellow sign. She said she had to drive into the driveway to see it because

it was not visible from Route 6. She said that when the quarry fence was open during the daytime, it could not be seen at all. She said that the first time they heard about this was when they received a letter from Douglas Construction, and she feel that maybe more people would have come if they knew this was going to happen in their backyard. There are so many questions left and Town officials should protect the property owners and their values. There is a reason why people want to come to this part of the State.

Edith Cote, 586 Providence Pike, voiced concern for wildlife, traffic, accidents. She asked why they just found out about this. She would like to know what is going to be there.

Russ Levigne, 171 Hubbard Hill Road, who abuts the property on the southwest side on the other side of the river, stated that he agrees with most of the others who spoke. He said that, without knowing what is really going in there, it is difficult. He stated that as an abutting property owner and a contractor himself, he likes the idea that it could be changed to commercial, but he would like to know what is going to go in there.

Christopher Perry, 575 Providence Pike, said they he moved there to get away from commercial and he would like to keep the peace and quiet.

Jim Vance, Landowner, who lives at 220 Snake Meadow Road, explained that he has owned the property for 30 years and he feels badly that he is going to sell it after all the work that his neighbors have done to help him with it. He stated that the Application that is before the Commission is for a change in zone to GC and he explained that Douglas Construction would not be able to put anything in that area that is not allowed in General Commercial. He explained about special permit and that the Commission would review the plans. He said that the questions that should be asked tonight is: How much GC property is in the Town of Killingly; and how much of it is available for someone like the Applicant to come in and put in a business. If there is enough GC already, then maybe you should frown upon this Application. If the Town needs GC, then it's a benefit for the whole Town and maybe a little discomfort for the neighbors. He said that we need to look at the bigger picture. Regarding real estate values, Mr. Vance stated that he believes that any GC piece is worth more money than any residential piece. He said that if a zoning application comes in and if any of these neighbors want to sell their property and change it to GC, they won't be getting less for their property, they will be getting more. He said that the PZC needs to decide for the Town whether we need more GC or not, it's that simple.

Mr. Thurlow asked the Commission Members which direction they would like to take.

Mr. Sarantopoulos stated that he would not object if the sale went through under the present zoning, but he would like to see a conceptual plan to consider a zone change.

Mr. Card clarified, for the record, that the PZC does not have anything to do with approving the sale or not. The PZC is only reviewing the Zone Map Change. He stated that he has no further questions or comments for the Applicant if they have no further information to provide. He stated that he is fine with the information on the record at this point.

Ms. Lorents commented that she does not recall focusing on that part of Town for the POCD. She suggested looking at the POCD to see what was decided for the vision for that part of Town.

Ann-Marie Aubrey read aloud an abbreviated version of a letter submitted by Paul Terwilliger, 63 Snake Meadow Road (full version was provided to Commission Members and is available on the website). Mr. Terwilliger stated that, on the surface, the subject property would seem appropriate for the GC Zone, however, he stated that some properties are better suited for certain uses than others and he included a list of items/questions for the Commission to consider. He stated that the property may only be suitable for a single use and thought that it may be considered spot zoning. Mr. Terwilliger stated that properly zoned property should be able to support whatever use would be allowed and should benefit the community in the future as well as the individual at present. Mr. Terwilliger's opinion is that it may not meet those criteria.

Mr. Card stated that he had reviewed the POCD prior to coming to this meeting. He commented that he would've expected the Applicant to come in and explain why they feel it is appropriate for the Town, why this area is suitable for GC, what potential impacts it may or may not have. Mr. Card stated that he feels that this is lacking in this Application, and he feels that this information is vital for the Commission to make an appropriate decision on this potential Zone Map Change Application. He recommended that if the Applicant can gather more information, that they do so and bring it before the Commission. He, again, stated that if what has been put on the record is what the Applicant wants on the record, he is okay with that.

Ms. Lorents suggested putting it on hold as she would like to visit the site. Mr. Card stated that that could be done when the time comes, and he stated that he feels there is enough information on the record.

Motion was made by Brian Card to close the public hearing for Zone Map Change Application # 21-1271 – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.

Motion failed as there was no second.

Mr. Sarantopoulos commented regarding access to Route 695. Ms. Aubrey clarified that Route 695 was just used as a reference point in the letter.

Ms. Aubrey explained the following:

- While looking through the Dimensional Regulations they found that the access strip would not count toward the total acreage of the property. So, it would not be a road or a street and would not require people to move their houses back 75 feet from the access strip.
- Regarding infrastructure (water/sewer/gas) – Lack of utilities could limit the potential uses. But Ms. Aubrey explained that it would either be allowed, or it would be a special permitted use through Village Commercial or GC. In either case, they would have to come back before the PZC.
- Regarding buffers, the Dimensional Regulations require that only a certain portion of the property can be built or become impervious surface. The Regulations do not allow anyone to build up to a property line.

Mr. Thurlow clarified that the 50-foot right-of-way could potentially allow them to put a road in.

Mr. Durgarian responded to comments:

- He explained that their goal is not to be deceptive. He said that they provided the information that they were asked to provide. He said that the placards' locations were collaborated on and were inspected and put up by the date that they were told that they needed to be.
- Regarding why GC, he explained that they found it on an aerial view and found out that it is, presently, and had been for many years, utilized as an active gravel pit. Regardless of what the zone definitions are, anyone would look at an active mining operation as something that would be considered commercial. Therefore, they felt that the lot may be applicable for the GC Zone because of its existing use.
- In response to some of the public's comments, Mr. Durgarian stated that he would like to convey that he understands that words like general commercial, industrial and development can be scary words to the rural public, and they are not here to ruin anybody's backyard or diminish property values. He said that they were genuine in their approach in writing the letter. He said that they are not proposing to create a concrete jungle in the middle of the woods of Killingly. He explained that as part of their due diligence process, before approaching Mr. Vance, they looked at what the soils look like, where are the wetlands, what would potential limitations be. Norton Brook and the wetland to the west were indicated on the map and Mr. Durgarian stated that, at no time, did they conceptualize accessing this property and going through wetlands to do it. He explained that one of the reasons why they figured Mr. Joly had been mining in that location is because it is a little bit "wet-locked" by wetlands. There are hydraulic soils in that area. He stated that they would not consider developing up against property lines and there is no ability for them to do that.

Regarding wildlife, he explained that the wildlife has already been affected and that they looked at it because it is a disturbed site, it is not a green-fields site.

Regarding Mr. Vance's comments, he said that there is a process that we must go through before we can get to the point where we can put a shovel in the ground. He said that this is one of the steps in their acquisition process. He explained that for Douglas Construction to fully entertain the purchase of the site, knowing that they would have the ability to have the options within the GC Zone would enable them to move forward on that acquisition. He stated that there are multiple steps in the process where the public would have the ability to comment.

Mr. Durgarian requested that the Commission table the Application to the next meeting to allow Douglas Construction and their engineers to generate a loose conceptual plan to pictorially identify what area could be affected and what area would be able to adopt a GC use within the lot in question. Although they don't know what the use will be, he feels that anyone who has a concern would at least be able to identify the extents of where that concern could lie on the property.

Motion was made by John Sarantopoulos to continue the public hearing for **Zone Map Change Application # 21-1271** – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels to the next regularly scheduled meeting of the Planning and Zoning Commission on Monday, October 18, 2021, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.

Second by Virge Lorents.

Discussion: Virge Lorents would like to know that the Applicant understands about the Town's dark-sky initiative and about what kind of refrigeration units might be going all night.

Roll Call Vote: John Sarantopoulos – yes; Brian Card – no; Virge Lorents – yes; Keith Thurlow – yes.

Motion carried (3-1-0).

There was discussion regarding whether the Commission would like to do a site walk. Mr. Sarantopoulos was in favor. Ms. Aubrey will post the site walk.

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

1) **Special Permit Ap #21-1273** – David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for portion of proposed building addition that will exceed the maximum height of 50 ft for said zone, with a proposed height of 86 ft, 8.5 inches. **APPLICANT HAS REQUESTED THAT THE START OF THE HEARING BE DELAYED UNTIL MONDAY, OCTOBER 18, 2021, TO ADDRESS NEIGHBORS' CONCERNS – SEE ATTACHED LETTER.**

The start of the hearing for this Application was delayed until Monday, November 15, 2021.

2) **Zone Text Change Ap #21-1264**; Town of Killingly; Special Permitted Use; Add Section 420.2.2. General Commercial Zone; Special Permitted Use; Self-Service Storage Facilities.

Motion was made by Brian Card to approve **Zone Text Change Application #21-1264**; Town of Killingly; Special Permitted Use; Add Section 420.2.2. General Commercial Zone; Special Permitted Use; Self-Service Storage Facilities, with an effective date of October 18, 2021, at 12:01 a.m.

Second by Virge Lorents. No discussion.

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

Motion carried unanimously (4-0-0).

3) **Zone Map Change Ap # 21-1271** – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.

Continued to Monday, October 18, 2021.

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

1) **Zone MAP Change Ap#21-1274**; Weld, LLC (CGCT Killingly LLC/Landowner); 543 Wauregan Road: GIS MAP 262, LOT 20: General Commercial Zone; application seeks to change the zone of the subject real estate from General Commercial Zone to Light Industrial Zone. **Receive, and if the application is complete, schedule for a public hearing on Monday, October 18, 2021 @ 7:00 PM.**

Ann-Marie Aubrey stated that the Application is complete.

Motion was made by Virge Lorents to receive and schedule a public hearing for **Zone MAP Change Ap#21-1274**; Weld, LLC (CGCT Killingly LLC/Landowner); 543 Wauregan Road: GIS MAP 262, LOT 20: General Commercial Zone; application seeks to change the zone of the subject real estate from General Commercial Zone to Light Industrial Zone, for the next regularly scheduled meeting of the Planning and Zoning Commission on Monday, October 18, 2021, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.

Second by John Sarantopoulos. No discussion.

Motion carried unanimously by voice vote (4-0-0).

IX. ADOPTION OF MINUTES – (review/discussion/action)
1) Regular Meeting Minutes – AUGUST 16, 2021.

Motion was made by Virge Lorents to approve the Minutes of the Regular Meeting of August 16, 2021.

Second by John Sarantopoulos. No discussion.

Motion failed by Voice Vote as Brian Card and Keith Thurlow abstained because they had not attended the meeting.

Ann-Marie Aubrey stated that this will be put on the agenda for the next meeting. Attorney Slater stated that, in a case where the Commission was in a bind over approving minutes, the Members that were not present could watch the video (or listen to the audio) of the meeting and could, then, participate in the vote.

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

1) **WORKSHOP – Discussion** – should the zoning regulations allow for an accessory structure to be constructed on a vacant parcel of real estate without the primary structure being in place?

Jonathan Blake explained that Staff had discussed how this could be implemented and they concluded that it would have to be implemented as its own use in the Residential Zone. For example, a garage or a shed would be a permitted use or maybe a special permitted use in a Residential Zone. For a text change application, Staff suggests defining language in terms of limit on size, limit it to residential use, etc.

There was discussion and Ms. Aubrey explained that this is a Right-To-Farm Community and that it is currently permitted under the Agricultural Regulations for an agricultural use, but not for a private use. Ms. Aubrey explained that the Commission would need to define what would be considered a private use and that they would need to consult with Attorney Slater. Attorney Slater stated agreement with Staff and explained that there should be language to limit it so that it would not become commercial.

Mr. Sarantopoulos expressed concern for enforcement. Mr. Blake explained that they would want clarifying language for enforcement purposes. Discussion continued. Mr. Thurlow stated agreement that it should be defined and include language regarding enforcement. Mr. Sarantopoulos suggested that the purpose for it cannot violate any existing zoning (e.g., vehicles). Mr. Thurlow stated agreement.

There was a consensus to move forward. Ms. Aubrey stated that Staff will have draft language prepared for the November meeting.

2) **WORKSHOP – Discussion** – Five Mile River Overlay District

Mr. Thurlow asked the Commission if they would like Staff to draft language.

Mr. Sarantopoulos stated that he looked at Inland Wetlands and then consulted with Mr. Blake and found that there isn't anything in the overlay that isn't in the Wetlands. He asked, why do we even have the overlay since Inland Wetlands controls the whole River and not just the small section in the overlay? Ms. Aubrey explained that someone had owned property where they could see the river from the residence and when they could no longer see the river, they thinned out the trees and some people thought it was a clear-cutting. Clear-cutting, as defined by the State, is very difficult to enforce because it is not very well defined. It is not clear why the Overlay goes along certain portions. She referred to it is a possible snob zoning situation.

The map was displayed, and Mr. Blake explained the hundred-year flood area as defined in the 1985 FEMA maps. New maps are due to come out shortly. He stated that they haven't changed much as this area still stays as a Zone A flood hazard which means there is no defined elevation. He indicated the boundary of the Five-Mile River Overlay which is not the entirety of the Five-Mile River which runs through about half of the Town. It follows the road in some areas, in other areas it does not. It does not appear to follow a longitude or latitude, or a contour line and it does not follow the hundred-year flood plain and it does not follow the 200-foot upland review area that we have with the wetlands. It was put into the record in 2001. Neither he nor Ms. Aubrey now its origin as they were not employed by the Town at that time.

Mr. Thurlow asked if a Wetland's permit would be required to cut trees in the area. Mr. Blake stated that, if you are inside of the wetlands, there are jurisdictional rulings under the Wetland's Regulations. You would have to go before the IWWC,

and they will let you know if it is as a right. Typically, if you are not disturbing the soils (filling or dredging) then it is as a right. You can clear-cut inside of a wetland under the Regulations, but you cannot remove the stumps without the proper permits. There was discussion regarding stump removal.

Mr. Thurlow asked about docks. He said there are residents on Stone Road who were never allowed to have access to the river. He asked if they could apply under Wetlands to put in a dock. Mr. Blake explained that they can, but there may be some things to consider such as deed restrictions.

Discussion continued regarding certain uses that are not allowed. Mr. Blake stated that there are some historical preservation areas and critical habitat (as defined by DEEP), and these things would need to be addressed if there were a special permit application for a gravel operation.

Ms. Aubrey spoke of options:

- They could make layer upon layer of maps and make an outline taking all those things into consideration. Then you would see what kind of configuration around the river those maps would create to determine what would be within the Five-Mile River Overlay that would need to be protected.
- It would make more sense to go along the whole length of the river rather than about 1/3 of the river.
- Mr. Blake stated that it could be looked at as an overlay, or a re-zone, or as an addition to the POCD.

Mr. Thurlow stated that you have to make it enforceable. He asked if we are duplicating what already exists. Ms. Aubrey explained that it is another way to educate the people of the critical areas around the river. It would give a total overview.

Mr. Card stated that he would like to get rid of it because he feels that it is duplicative. But, if we are going to use it and we want people to address something, he suggests that we put a district in that has some sort of criteria that makes sense and then say, if you're in this district, for whatever application you bring before the PZC, you must address the protection of whatever you are trying to protect.

Attorney Slater spoke about clear-cutting. He suggests going through the list of uses and getting rid of the stuff that doesn't seem to have anything to do with the protection of a sensitive area. Ms. Aubrey suggested labeling the different sensitive areas throughout the Town which she feels will help with enforcement because of all the research that has been done.

Ms. Aubrey stated that they can develop the different layers of maps to determine what it is that we are trying to protect and preserve in the area thinking of the residents there now and in the future.

Mr. Blake stated that, generally speaking, removable docks (plastic or metal) are an allowed use. State regulations will need to be checked. Ms. Aubrey stated that they will need to do a lot of research on this.

Mr. Sarantopoulos voiced his opinion to eliminate it because he feels it is redundant.

Mr. Blake spoke of the various tools that they utilize in terms of overlay. He displayed a portion of the Five-Mile River and explained/orientated the area along the river.

Mr. Thurlow asked the Commission Members what they want to do.

- Mr. Sarantopoulos stated that the PZC should select a few things to focus on to make a contribution. He is in favor of creating the layers of maps. He feels that the Five Mile River Overlay District should be eliminated.
- Mr. Card referenced the POCD and all the surveys from people who want to protect the environment/natural resources. He likes the idea of combining the maps to use as a reference tool. He is okay with excluding a few things but use it as a point of reference for people to address the environmental protection in the area.
- Ms. Lorents stated agreement.

Ms. Aubrey stated that to remove it from the Regulations, we need to have a public hearing. She feels that they need to create the map before the public hearing and replace the Overlay Zone with a protective corridor. It would be enforceable because it would be based upon State information. Discussion continued. Staff will start working on it.

Ms. Aubrey introduced Allison Brady to the Commission. Ms. Brady will also be working on this project.

- XI. **CORRESPONDENCE – None.**
- XII. **DEPARTMENTAL REPORTS – (review/discussion/action)**
 - A. **Zoning Enforcement Officer’s & Zoning Board of Appeal’s Report(s) – None.**
 - B. **Inland Wetlands and Watercourses Agent’s Report – None.**
 - C. **Building Office Report – None.**
- XIII. **ECONOMIC DEVELOPMENT DIRECTOR REPORT – No representation.**
- XIV. **TOWN COUNCIL LIAISON REPORT - No representation.**
- XV. **ADJOURNMENT**

Motion was made by John Sarantopoulos to adjourn @ 9:15 p.m.
Second by Virge Lorents. No discussion.
Motion carried unanimously by voice vote (4-0-0).

Respectfully submitted,

J.S. Perreault
Recording Clerk



TOWN OF KILLINGLY, CT
PLANNING AND ZONING COMMISSION

MONDAY – OCTOBER 18, 2021

Regular Meeting – HYBRID MEETING

7:00 PM

TOWN MEETING ROOM – 2ND FLOOR

Killingly Town Hall

172 Main Street

Killingly, CT

TOWN CLERK KILLINGLY, CT

2021 OCT 26 AM 9:44

Elizabeth M. Gaudin

THE PUBLIC IS ALLOWED TO ATTEND THE MEETING IN PERSON

OR

THE PUBLIC MAY VIEW THIS MEETING AS DESCRIBED BELOW

MINUTES

THE PUBLIC CAN VIEW THIS MEETING ON FACEBOOK LIVE.

GO TO www.killinglyct.gov AND CLICK ON FACEBOOK LIVE AT THE BOTTOM OF THE PAGE.

I. CALL TO ORDER – Chair, Keith Thurlow, called the meeting to order at 7:01 p.m.

**ROLL CALL – Brian Card, Virge Lorents, John Sarantopoulos and Keith Thurlow (all were present in person).
Matthew Wendorf was absent.**

**Staff Present – Ann-Marie Aubrey, Director of Planning & Development; Jonathan Blake, Planner I/ZEO; Richard Roberts, Town Attorney (all were present in person).
Jill St. Clair, Director of Economic Development (present via Webex).**

**Also Present – Nicholas Durgarian, Douglas Construction; Attorney Timothy D. Bleasdale, Waller, Smith & Palmer, P.C.; Brian Caya, President of Melting Point Welding & Fabrication, LLC; Joanna Burgess, Vice President of Melting Point Welding & Fabrication, LLC; Patti Larrow, Town Council Liaison (all were present in person).
J.S. Perreault, Recording Secretary (present via Webex).**

Citizens Comments Participants (all were present in person): Bruce Aiken, 785 South Frontage Road; Jason Anderson, 125 Lake Road; Linda Lamoreux, 175 Snake Meadow Road; Randall Simmons, 107 Snake Meadow Road; Steve Sevarino, 84 Snake Meadow Road; Rob Cortoia, 137 Snake Meadow Road, Leo Simmons, Snake Meadow Road; Peter Deary, 17 Lucienne Avenue; Barbara Laliberte, 31 Carol Avenue.

II. SEATING OF ALTERNATES – None.

III. AGENDA ADDENDUM – None.

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

NOTE: Public comments can be emailed to publiccomment@killinglyct.gov or mailed to the Town of Killingly, 172 Main Street, Killingly, CT 06239 on or before the meeting. All public comment must be received prior to 2:00 PM the day of the meeting. Public comment received will be posted on the Town's website www.killinglyct.gov.

NOTE: To participate in the CITIZENS' COMMENTS– the public may join the meeting via telephone while viewing the meeting on Facebook live.

To join by phone please dial 1-415-655-0001; and use the access code 2631-202-8049 when prompted.

There were no comments from the public.

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

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

NOTE: To participate in THE PUBLIC HEARINGS – the public may join the meeting via telephone while viewing the meeting on Facebook live.

To join by phone please dial 1-415-655-0001; and use the access code 2631-202-8049 when prompted

Ann-Marie Aubrey stated that no public comments had been received as of 4:15 p.m. today. She read the above call-in information above for those who may wish to participate.

1) Zone Map Change Ap # 21-1271 – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.

Nicholas Durgarian, Douglas Construction, represented the Applicant and summarized their responses, addressing concerns from the Commission and from the public during the previous meeting which are outlined in a letter dated October 14, 2021 (packet information, including the referenced letter and maps, is available on the Killingly PZC website). Maps were displayed as discussed.

At 7:35 p.m., Mr. Thurlow asked to speak privately with Town Attorney Roberts and called a recess. They returned to the table approximately one minute later and the meeting resumed.

QUESTIONS/COMMENTS FROM THE COMMISSION and STAFF:

John Sarantopoulos asked if Staff had inspected this site regarding remediation.

Mr. Thurlow asked for Attorney Roberts' opinion as this subject comes up later on the agenda.

Attorney Roberts explained that it would be more relevant to ask what the conditions of the site is.

Ms. Aubrey explained that the property is still owned by Mr. Vance and that the remediation has to be done no matter who owns it. She doesn't believe one involves the other.

Attorney Roberts explained that the bond stays in place until it is released regardless of how it is zoned and what it is used for or who owns it.

Mr. Durgarian explained about their Purchase and Sale Agreement.

Mr. Sarantopoulos commented that the Applicant has identified that they would continue mining as long as there is material there.

Mr. Durgarian explained the he expects that there would be exported material.

There were no further questions.

PUBLIC COMMENTS:

Bruce Aiken, 785 South Frontage Road, asked about setbacks for the properties to the rear and adjacent to the north. Mr. Durgarian said that it is 404 feet to the nearest structure on Mr. Aiken's property and about 100 feet to the property line.

Mr. Aiken stated that the western side is like a lake after a significant rain. Mr. Durgarian explained how wetlands are classified in Connecticut and he said that setbacks for GC would be followed.

Mr. Thurlow explained that there are standards for buffers within the zones.

Jason Anderson, 125 Lake Road, commented about Mr. Durgarian's statement regarding that commercial properties increase property values of the surrounding properties and that industrial properties decrease the surrounding property values. Mr. Anderson said that NTE had made a statement that industrial properties do not decrease surrounding property values which conflicts with Mr. Durgarian's statement. NTE had put forth a property value guarantee agreement for property owners within 1500 feet of the facility and Mr. Anderson asked if Douglas Construction would offer a property value guarantee to the abutting property owners.

Mr. Durgarian explained that he could not comment at this point and he explained his statement regarding property values.

Linda Lamoreux, 175 Snake Meadow Road, expected that specifics would be presented tonight about what they would do with the site. She said that it is being mined now, so it doesn't need a zone change for that. She referred to the POCD: Policy 2; Policy 3; Policy 4; Questions of the Survey; Zoning Map shows South Killingly zoned as Rural with no commercial development planned there. She has concern about a distribution center being in her backyard and referred to Section 420.2.1 of the Regulations.

Mr. Durgarian responded and explained that they cannot specify, at this time, what they plan to put on the property because they do not have a specific plan yet.

Randall Simmons, 107 Snake Meadow Road, commented that the reason they live in South Killingly is because it is a rural area and they want to keep it that way. He voiced concern about traffic safety.

Steve Sevarino, 84 Snake Meadow Road, voiced concern regarding traffic safety and possible truck traffic on Snake Meadow Road which is 18 feet wide in front of this house.

Mr. Durgarian's response was inaudible.

Mr. Thurlow asked Jill St. Clair, Director of Economic Development if the EDC had comments regarding this Application.

Ms. St. Clair stated that, she cannot speak on behalf of the EDC, but she explained that stakeholders are running out of space for places to fill and having diversification in our zoning is always a positive thing. The EDC has not discussed this Application.

QUESTIONS/COMMENTS FROM THE COMMISSION and STAFF:

John Sarantopoulos commented that he agrees with Mr. Anderson's statement regarding NTE's agreement with surrounding property owners. Mr. Sarantopoulos referred to a statement that had been made in the past by former PZC Member, Milburn Stone, regarding that the PZC creates the Zoning Regulations and the POCD and then does the opposite. He said that he looked at both Sections for RD and GC and he referred to the opening statement in Section 590 and stated that a special permit had to have been granted for this property, within this rural area, in the past. He referred to Sections 410 and 420 and said that if you're not on a major highway, you don't have public utilities, and it's in a residential area, you shouldn't stick something like this in the middle of it. He said that Planning & Zoning has tried to limit the size of those areas, allowing them to remain, but not allow them to expand and here we are, looking to put something different in a residential area. Mr. Sarantopoulos suggested that Douglas Construction could continue under the existing zoning to mine the gravel and when they decide what they want to do with the property, they can apply for a special permit. He feels this is fair to the people who property in the area.

Ann-Marie Aubrey stated that Mr. Sarantopoulos was referring to GC Section 420.2. She read, "Commercial establishments which generate large amounts of traffic and/or require large sites and frontage on major highways are not suited in location in residential areas."

PUBLIC COMMENTS:

Rob Cortoia, 137 Snake Meadow Road, voiced concern regarding boundary buffers. He said it is a big "what if" and it is changing people's way of life.

Mr. Sarantopoulos referred to GC and that it states that there is to be a 25-foot buffer zone to the boundary line. He compared that Route 101 and Route 6 are like night and day.

Mr. Durgarian's response was inaudible.

Leo Simmons, Snake Meadow Road, commented about transparency and that there is no signage on Route 6 to make people aware of this Application. He said you have to trespass onto the property to see the sign. He said that nobody is saying that they are definitely not going to use the three accesses on Snake Meadow Road. He said that the people on Snake Meadow Road want to "keep it country."

Patti George, 156 Country Club Road, Town Council, commented that we have zoning for a reason and we have development areas for commercial, but when you start changing zoning to accommodate businesses that you don't even know what business would be coming in, that's not fair. She stated agreement with Mr. Sarantopoulos that they can mine under the current zone and when they have a specific plan, come back before the Commission to apply for a special permit.

There were no further comments.

Motion was made by Virge Lorents to close the public hearing for Zone Map Change Ap # 21-1271 – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.

Second by Brian Card. No discussion.

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

Motion carried unanimously (4-0-0).

2) Zone MAP Change Ap#21-1274; Weld, LLC (CGCT Killingly LLC/Landowner); 543 Wauregan Road: GIS MAP 262, LOT 20: General Commercial Zone; application seeks to change the zone of the subject real estate from General Commercial Zone to Light Industrial Zone.

Attorney Timothy Bleasdale, Waller, Smith & Palmer, P.C., represented the Applicant. He stated that Brian Caya (President of Melting Point Welding & Fabrication, LLC) and Joanna Burgess (Vice President of Melting Point Welding & Fabrication, LLC) were present in the audience. Attorney Bleasdale gave an overview following the contents of his letter to the PZC dated September 13, 2021 (maps were displayed as discussed):

- He explained about the acreage (approximately 2.1 acres) proposed to be added to the LI Zone (making a total of approximately 11.47 acres) which would bring the LI Zone into compliance with the goal set in Section 902.3 of the Zoning Regulations.
- He explained that, in that area, there are interwoven pockets of residential, GC and Light Industrial zones.
- The purpose of this Application is to allow a welding and metal fabrication company to relocate to Killingly.
- He spoke of how the site is fully developed.
- He spoke of the grassy strips along Wauregan Road and Lucienne Avenue which don't provide screening and how future industrial use of this property would result in improved screening for neighboring properties due to special permit requirements for vegetative buffering in the Industrial Zone.

Keith Thurlow asked if Lot 22 is part of the same parcel that the former Benny's is on.

Attorney Bleasdale stated that it is not and he referred to the last Map that had been provided to Commission Members which shows the addresses of abutting properties and the names of the property owners. He explained that it is a heavily forested lot and its primary use appears to be a driveway that services the building owned by Deary Bros II, LLC.

Mr. Thurlow asked if there is a reason why it was not being included as Light Industrial as well, so as not to isolate a portion of a GC lot.

Ms. Aubrey explained that the right-of-way was owned by a different party and it was recently purchased by Deary Bros. a few years ago because they did not want to lose the right-of-way.

Brian Card noted that this Application would be creating two isolated GC lots (one to the left and one across the street). He said that while solving one problem, it would be creating two problems inconsistent with the POCD and our plans.

Attorney Bleasdale spoke about the property across the street (a former auto repair shop under tax sale). He said there wasn't time to coordinate the re-zoning and that the Commission would have the discretion to re-zone the two lots in the future. He said that it is beyond the scope of what they are trying to do with this Application.

Mr. Card explained that other applicants have contacted their neighbors to ask if they would like to be part of the re-zoning so that it would be a consistent re-zoning.

Attorney Bleasdale explained that, while they could have taken that approach, they had to move quickly and they feel that they would be helping to improve the LI Zone.

Mr. Card stated that, when working on the POCD, they had tried to minimize light industrial and expand general commercial in that area. This would be opposite of that and he, again, stated that he is concerned about the creating of the isolated lots because they had cleaned up a lot of that.

Ms. Aubrey explained that the Town Attorney is being consulted about that because, on the first map, it looks like the zones go to the middle of the road.

Attorney Roberts stated that usually in the beginning of the Regulations, it talks about whether you treat the zoning as going to the middle of the road or just up to the edge of the right-of-way.

Mr. Thurlow stated that, in his years on the Commission, this will be the first time that he can remember, discussion taking place of one of the zones being delineated by the middle of the road.

Ms. Lorents agreed.

Mr. Card stated that the zone would be contiguous because the road brings it there, but they would no longer be contiguous lots.

Attorney Bleasdale continued with his presentation:

- He spoke about Criteria (Sections 902.1, 902.2 and 902.3):
 - It is in keeping with what is already happening in this area.
 - Well suited for LI use.
 - Fully developed, underutilized site that has been vacant for a while. They are looking to revitalize it and put it back into use.
 - It has a large parking lot.
 - It is adjacent to other Light Industrial.
 - Due to the size of the building, when they come back, it would be for a special permit.
 - They do not feel that there will be any problems with traffic, noise or odors. But, if there were concerns, it could be addressed through the special permit process.
 - They feel that impact to the surround area will be minimal based on the type of they business. Business will be inside, so there will not be a lot of noise. There are protections for neighbors built into the regulations regarding hazardous, objectionable elements such as noise, odor, dust, smoke, etc. He said that they would not be producing those things.
 - They feel that it would have a positive impact on the area as it is a redevelopment opportunity helping to revitalize and bring new life to the area.
 - Currently, the property is highly visible from Lucienne Avenue and Wauregan Road. Special permit under LI would require vegetative buffers which would be a benefit to neighbors.
 - He referred to Map 5 of 8 and stated that he had measured the grassy strip area (about 15 feet on average) and he said that the minimum 25-foot setback requirement would cause a reduction in imperious surface since some of the parking lot would need to be pulled out.
- Attorney Bleasdale summarized five letters of support to be entered into the Record. The letters were included in packets to Commission Members).
- Attorney Bleasdale addressed concerns regarding traffic, noise and odors from two people that Ms. Aubrey informed him that had called in:
 - The property is currently zoned GC, therefore, any big retail would generate far more traffic than the use that they would eventually be proposing.

- This office would not be open to the public.
- Their hours are typically from 6 a.m. to about 2:30 p.m. Monday through Friday.
- They have thirteen employees.
- A salesperson comes in about once per month.
- A steel delivery once per week and other consumables come in on a separate truck also once per week.
- Weekend work is limited to office work and routine maintenance-type activities on the equipment.
- He does not expect that there would be a great deal of noise being generated as activities are indoors. Most of what will be heard would be from a limited number of vehicles and loading and unloading.
- Odors are not a concern since welding does not generate any kind of noxious odors.
- Attorney Bleasdale stated that Section 902.1 which requires that the POCD be addressed. He stated that one way that this proposal furthers the goal of the POCD is that they are not seeking to expand industrial or commercial activity into rural areas. They are taking an abandoned lot and redeveloping/revitalizing it and putting it back into use which benefits the Town in general.
- POCD
 - Section 3.2 Economic Issues – He said that they are trying to increase the quantity, quality and diversity of employers in Town.
 - Section 3.5 Land Use Issues – This Application speaks for itself regarding encouraging redevelopment/revitalization.
 - Section 3.6 Natural Resources – They feel that they are making an important contribution to the goals by redeveloping an abandoned site rather than seeking out a fresh piece of land to build a building on.
- Attorney Bleasdale addressed Criteria Section 902.2 which requires that the Commission consider the legality of the proposed change:
 - This proposal is in line with the Regulations.
- Attorney Bleasdale addressed Criteria Section 902.3 which requires that the Commission consider the size of the property and the resulting whole contiguous zone.
 - By adding 2.1 acres to the Light Industrial Zone, would make the LI Zone conforming to the Regulations as it will consist of just shy of eleven acres.

QUESTIONS/COMMENTS FROM THE COMMISSION and STAFF:

Virge Lorents asked for a brief description of how the welding business would operate (materials used and what would need to be disposed of carefully).

Attorney Bleasdale referred Ms. Lorents to Exhibit 2 attached to his letter dated September 13, 2021.

Brian Card gave a reminder that, as part of this Application for Zone Change, all uses in LI need to be considered, not just this particular use.

Ann-Marie Aubrey brought up the earlier question regarding the Zoning Map (under Section 460.1.1 of the Zoning Regulations) "Boundaries indicated as approximately following lot lines, the center lines of right-of-way, Town limits, shore lines or stream center lines, shall be construed as following such lines or limits." There was discussion. Mr. Card stated that center line to center line would still be creating two isolated lots because there is residential on both sides of this lot.

Brian Card gave his opinion that they presented a very good case for changing to the LI zone and he feels that this area is applicable for that. He does not feel that the Commission should be creating two isolated lots that they would have to go back and fix later. He suggested that the other property owners be contacted to see if they would be willing to be included in the zone change.

PUBLIC COMMENTS:

Peter Deary, 17 Lucienne Avenue, owner of Deary's Gymnastics and Deary Bros. II, LLC, has three abutting properties (two GC and one LI) and he is in favor of the zone change. He said that they had applied for the same change and it has helped their business tremendously. He feels that it would improve the area and it would be nice to see that property used. He feels they will be great neighbors. He said that he would not be averse to speaking with them about changing their two GC parcels.

Barbara Laliberte, 31 Carol Avenue, spoke in favor. She said it would not be much different than what went on at the body shop. She said that she would love to see the property use because, right now, it is used by people who do donuts in the parking lot at all hours of the night.

Keith Thurlow asked the Town Attorney to comment on concerns of the Commission regarding the Regulations and creating two isolated lots.

Attorney Bleasdale commented that it is kind of like trading off one 10 acres for another. If the other Deary lot on Lucienne Avenue were changed, then you would have a more contiguous block of Light Industrial then you would only have one outlier rather than two outliers of Industrial. He said that you probably have flexibility to go in either direction. It depends on what your preference is and what the Regulations specifically say, because you're either creating a new block of ten or creating a new block of less than ten. At the end of the day, it comes back more to what your vision is of this immediate area and what the appropriate zoning is. If the other GC property is an auto body shop and it fits into the LI, then, even if the zoning is not changed right now, it probably fits more appropriately in LI than GC. It is up to the Commission to decide which is more appropriate and more consistent with the POCD and which might lead to more viable uses of the properties.

Brian Card noted that the lot to the west is a vacant lot, so even though it is zoned GC, it is not currently used as GC. So, if this Application were approved, and created an isolated lot there, it wouldn't be so much of an issue because it is unused at the moment. The auto body shop across the street is the only one that would be isolated and could go back to the same use, from a GC point of view.

Ann-Marie Aubrey suggested that the public hearing be continued to next month to allow Mr. Deary and Attorney Bleasdale to discuss the possibility of including Mr. Deary's property in the zone change and to also give time for Attorney Bleasdale to contact the auto body shop.

Attorney Bleasdale stated that they are happy to do that and he explained that the auto body property may take some investigation and will make every effort that he can.

There were no further comments.

Motion was made by Virge Lorents to continue the public hearing for Zone MAP Change Ap#21-1274; Weld, LLC (CGCT Killingly LLC/Landowner); 543 Wauregan Road; GIS MAP 262, LOT 20: General Commercial Zone; application seeks to change the zone of the subject real estate from General Commercial Zone to Light Industrial Zone, to Monday, November 15, 2021, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.

Second by John Sarantopoulos. No discussion.

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

Motion carried unanimously (4-0-0).

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

1) Zone Map Change Ap # 21-1271 – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.

Motion was made by Brian Card to deny Zone Map Change Ap # 21-1271 – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.

Second by John Sarantopoulos.

Discussion:

Brian Card stated, for the record, that he does not feel that enough was put forth in front of the PZC to convince him that this zone change is consistent with the POCD and in trying to revitalize areas and changing/reusing commercial areas that we have in place in Town already. This is an area that the Commission had discussed a lot while reviewing the POCD and it is not consistent with what we are trying to do in that particular area, at this time (trying to keep development isolated to a certain strip in Town).

John Sarantopoulos stated that there is language in the beginning of both Rural Development and Commercial that states that you should have access to public utilities, adequate transportation and, furthermore, you would be putting it in an area that is residential. Obviously, the people in that area don't want it.

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

Motion carried unanimously (4-0-0).

2) Zone MAP Change Ap#21-1274; Weld, LLC (CGCT Killingly LLC/Landowner); 543 Wauregan Road; GIS MAP 262, LOT 20; General Commercial Zone; application seeks to change the zone of the subject real estate from General Commercial Zone to Light Industrial Zone. Continued to November 15, 2021.

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

1) Site Plan Application #21-1275; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for the proposed building additions that will be under the allowed height. Review, and if application is complete, schedule for commission review on November 15, 2021.

Ann-Marie Aubrey stated that the Application is complete and she explained that this is to separate their special permitted buildings (height) away from those buildings that do not need the additional height. If they need to redesign, they would like to have the opportunity to start building the regular buildings first.

Motion was made by Virge Lorents to receive and schedule for Commission review Site Plan Application #21-1275; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for the proposed building additions that will be under the allowed height for Monday, November 15, 2021, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.

Second by Brian Card.

Discussion:

Brian Card asked if the Commission would be able to request to see the entire site development plan.

Ms. Aubrey stated that the Commission will have the site development plan, but they are not requesting the height variance with this Application.

Attorney Roberts explained that some parts of it don't require the special permit approval. So, they would look to get the site plan approval on those things and do them while they figure out whether to reapply for the special permit if it is denied or just reconfigure it in some other way.

Mr. Card said that he would request that they word it that way when they present it, so the Commission can have a bigger picture/idea. Ms. Aubrey stated that the hearing for the special permit is scheduled for the same night (site plan will be first).

Motion carried unanimously by voice vote (4-0-0).

2) Special Permit Application #09-961; Request to extent the special permit for an additional 3 years; Tilcon Connecticut / Tilcon Inc.; 548 Wauregan Road, Killingly, GIS MAP 263, Lot 22; ~112 acres; rural development; last extension granted September 2018. Review/discussion/action.

Bruce Woodis, KWP Associates, represented the Applicant. Mr. Woodis stated that the original permit was granted in 1975 and has been renewed every three years since 2009. There has been no activity on the site for the last three renewals and there is none planned for the near future. They just want to keep their options open by renewing every three years. In 2018, he said that they presented the original maps and topographic plans and he said that nothing had changed since 2009.

Motion was made by Brian Card to renew Special Permit Application #09-961; Request to extend the special permit for an additional 3 years; Tilcon Connecticut / Tilcon Inc.; 548 Wauregan Road, Killingly, GIS MAP 263, Lot 22; ~112 acres; rural development; last extension granted September 2018.

Second by Virge Lorents. No discussion.

Motion carried unanimously by voice vote (4-0-0).

3) **Special Permit Application #05-868**; Request for Release of Bond; Ernest Joly & Son, Inc.; for 605 Providence Pike, Killingly, GIS MAP 224; Lot 14; `170 acres; Rural Development Zone; all phases of work completed.
Review/discussion/action.

Ann-Marie Aubrey read aloud from a letter from Ernest Joly & Sons dated September 14, 2021 (included in packets to Commission Members). She said that, due to understaffing issues, they have not been unable to verify this at the site. They will try to get out there this week with the Town Engineer and the land owner. Ms. Aubrey suggested two options: continue; or once the site has been seen. There was discussion.

Motion was made by Brian Card to continue **Special Permit Application #05-868**; Request for Release of Bond; Ernest Joly & Son, Inc.; for 605 Providence Pike, Killingly, GIS MAP 224; Lot 14; `170 acres; Rural Development Zone; all phases of work completed, to Monday, November 15, 2021, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.
Second by John Sarantopoulos. No discussion.
Motion carried unanimously by voice vote (4-0-0).

4) **Special Permit Application #13-1068 & Site Plan Application #13-1069**; Request from Enfield Builders to lower Surety Bond to \$18,356.00 as the Women's Institute never came in with the \$18,356.00 cash bond approved by PZC on December 21, 2020. Review/discussion/action.

Ann-Marie Aubrey explained that the request for a bond reduction to a cash bond of \$18,356 that had been approved in December 2020, was supposed to have been paid by the Women's Institute which is now defunct. The people who took over for the Women's Institute are in the process of doing what is supposed to be done. Enfield Builders would like to lower their Surety Bond from \$60,000 to \$18,356, or the Commission could request another cash bond from Enfield Builders. There was discussion. The bonding is for landscaping on the hillside. The other items have been addressed. Ms. Aubrey stated that the request came via e-mail.

Motion was made by Brian Card to approve **Special Permit Application #13-1068 & Site Plan Application #13-1069**; Request from Enfield Builders to lower Surety Bond to \$18,356.00 as the Women's Institute never came in with the \$18,356.00 cash bond approved by PZC on December 21, 2020.
Second by Virge Lorents. No discussion.
Roll Call Vote: Brian Card – yes; Virge Lorents – yes; John Sarantopoulos – yes; Keith Thurlow – yes.
Motion carried unanimously (4-0-0).

IX. **ADOPTION OF MINUTES – (review/discussion/action)**
1) Regular Meeting Minutes – SEPTEMBER 20, 2021.

Motion was made by John Sarantopoulos to approve the Minutes of the Regular Meeting of September 20, 2021.
Second by Virge Lorents. No discussion.
Motion carried unanimously by voice vote (4-0-0).

The Minutes of the Regular Meeting of August 16, 2021, will be on the November agenda for review/discussion/action.

Keith Thurlow commented about information that Matthew Wendorf had provided via e-mail regarding Low-Impact Development Standards. There was discussion. Ms. Aubrey will provide this information to those who did not receive it.

X. **OTHER / MISCELLANEOUS – (review / discussion / action)**
1) **WORKSHOP – Discussion** – should the zoning regulations allow for an accessory structure to be constructed on a vacant parcel of real estate without the primary structure being in place? Discussion continued to Nov. 15, 2021.
2) **WORKSHOP – Discussion** – Five Mile River Overlay District. Discussion continued to Nov. 15, 2021

XI. **CORRESPONDENCE – None.**

XII. DEPARTMENTAL REPORTS – (review/discussion/action)

A. Zoning Enforcement Officer's & Zoning Board of Appeal's Report(s)

Jon Blake reported that the ZBA did not meet this month (no applications).

B. Inland Wetlands and Watercourses Agent's Report

Jon Blake reported that the IWWC is having a special meeting tonight.

C. Building Office Report – None.

XIII. ECONOMIC DEVELOPMENT DIRECTOR REPORT

Jill St. Clair reported on the recent activities of the EDC.

Mr. Thurlow commented that he feels that it is important to have input from the EDC, as in the past, for text changes/zone changes to be able to take into consideration how the EDC feels in these matters.

Brian Card suggested that EDC Members get a packet for PZC meetings that have an item on the agenda that would have an economic impact to the Town (positive or negative). They could choose to weigh in on it. There was discussion.

XIV. TOWN COUNCIL LIAISON REPORT

Patti Larrow reported on the recent actions of the Town Council.

XV. ADJOURNMENT

Motion was made by John Sarantopoulos to adjourn @ 9:30 p.m.

Second by Virge Lorents. No discussion.

Motion carried unanimously by voice vote (4-0-0).

Respectfully submitted,

J.S. Perreault
Recording Clerk

KILLINGLY PLANNING & ZONING COMMISSION
REGULAR MEETING (HYBRID) OF MONDAY, OCTOBER 18, 2021

...
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 ...
 ...

ROLL CALL VOTES:

Board Members:	Attendance	1	2	3	4	5
Brian Card	√	+	+	+	+	+
Virge Lorents	√	+	+	+	+	+
Matthew Wendorf	Absent					
John Sarantopoulos	√	+	+	+	+	+
Keith Thurlow	√	+	+	+	+	+
Vacant - Alternate						
Vacant - Alternate						
Vacant - Alternate						

Motion 1 Motion was made by Virge Lorents to close the public hearing for **Zone Map Change Ap # 21-1271** – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.
 Second by Brian Card. No discussion.
 Roll Call Vote: Brian Card – yes; Virge Lorents – yes; John Sarantopoulos – yes; Keith Thurlow – yes.
 Motion carried unanimously (4-0-0).

Motion 2 Motion was made by Virge Lorents to continue the public hearing for **Zone MAP Change Ap#21-1274**; Weld, LLC (CGCT Killingly LLC/Landowner); 543 Wauregan Road: GIS MAP 262, LOT 20: General Commercial Zone; application seeks to change the zone of the subject real estate from General Commercial Zone to Light Industrial Zone, to Monday, November 15, 2021, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.
 Second by John Sarantopoulos. No discussion.
 Roll Call Vote: Virge Lorents – yes; John Sarantopoulos – yes; Brian Card – yes; Keith Thurlow – yes.
 Motion carried unanimously (4-0-0).

Motion 3 Motion was made by Brian Card to deny **Zone Map Change Ap # 21-1271** – Douglas Const Co (J. Vance/Landowner); 605 Providence Pike & 200 Hubbard Hill Rd; GIS MAP 224, LOT 14; & GIS MAP 245, Lot 001; RD; change zone from RD to General Commercial on both parcels.
 Second by John Sarantopoulos. There was discussion.
 Roll Call Vote: John Sarantopoulos – yes; Brian Card – yes; Virge Lorents – yes; Keith Thurlow – yes.
 Motion carried unanimously (4-0-0).

Motion 4 Motion was made by Virge Lorents to receive and schedule for Commission review **Site Plan Application #21-1275**; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for the proposed building additions that will be under the allowed height for Monday, November 15, 2021, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.
 Second by Brian Card. There was discussion.
 Motion carried unanimously by voice vote (4-0-0).

Motion 5 Motion was made by Brian Card to renew **Special Permit Application #09-961**; Request to extend the special permit for an additional 3 years; Tilcon Connecticut / Tilcon Inc.; 548 Wauregan Road, Killingly, GIS MAP 263, Lot 22; ~112 acres; rural development; last extension granted September 2018.
 Second by Virge Lorents. No discussion.
 Motion carried unanimously by voice vote (4-0-0).

KILLINGLY PLANNING & ZONING COMMISSION
REGULAR MEETING (HYBRID) OF MONDAY, OCTOBER 18, 2021

ROLL CALL VOTES:

Board Members:	Attendance	6	7	8	9
Brian Card	√	+	+	+	+
Virge Lorents	√	+	+	+	+
Matthew Wendorf	Absent				
John Sarantopoulos	√	+	+	+	+
Keith Thurlow	√	+	+	+	+
Vacant - Alternate					
Vacant - Alternate					
Vacant - Alternate					

Motion 6 Motion was made by Brian Card to continue **Special Permit Application #05-868**; Request for Release of Bond; Ernest Joly & Son, Inc.; for 605 Providence Pike, Killingly, GIS MAP 224; Lot 14; 170 acres; Rural Development Zone; all phases of work completed, to Monday, November 15, 2021, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.

Second by John Sarantopoulos. No discussion.

Motion carried unanimously by voice vote (4-0-0).

Motion 7 Motion was made by Brian Card to approve **Special Permit Application #13-1068 & Site Plan Application #13-1069**; Request from Enfield Builders to lower Surety Bond to \$18,356.00 as the Women's Institute never came in with the \$18,356.00 cash bond approved by PZC on December 21, 2020.

Second by Virge Lorents. No discussion.

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

Motion carried unanimously (4-0-0).

Motion 8 Motion was made by John Sarantopoulos to approve the Minutes of the Regular Meeting of September 20, 2021.

Second by Virge Lorents. No discussion.

Motion carried unanimously by voice vote (4-0-0).

Motion 9 Motion was made by John Sarantopoulos to adjourn @ 9:30 p.m.

Second by Virge Lorents. No discussion.

Motion carried unanimously by voice vote (4-0-0).



500 foot Abutters List Report

Killingly, CT
December 30, 2021



FILE COPY



Subject Property:

Parcel Number: 224-014-000
CAMA Number: 224-014-000-000 5359
Property Address: 605 PROVIDENCE PIKE

Mailing Address: VANCE JAMES M
220 SNAKE MEADOW RD
KILLINGLY, CT 062390404

Abutters:

Parcel Number: 213-049-001
CAMA Number: 213-049-001-000 9918
Property Address: 131 HALLS HILL RD

Mailing Address: WILSON JOSHUA & JENNIFER
131 HALLS HILL RD
KILLINGLY, CT 06239

Parcel Number: 213-051-000
CAMA Number: 213-051-000-000 2482
Property Address: 105 HALLS HILL RD

Mailing Address: CRAFTS LAURIE T & GLENN R
PO BOX 909
CHEPACHET, RI 02814

Parcel Number: 213-052-000
CAMA Number: 213-052-000-000 2428
Property Address: 99 HALLS HILL RD

Mailing Address: HENDRICKS GAIL A
99 HALLS HILL RD
KILLINGLY, CT 06239

Parcel Number: 213-053-000
CAMA Number: 213-053-000-000 8965
Property Address: 87 HALLS HILL RD

Mailing Address: GUASTINI MICHAEL R
87 HALLS HILL RD
KILLINGLY, CT 06239

Parcel Number: 213-054-000
CAMA Number: 213-054-000-000 5357
Property Address: 81 HALLS HILL RD

Mailing Address: LEMLEY CHRISTOPHER R & KIMBERLY
A
81 HALLS HILL RD
KILLINGLY, CT 062393315

Parcel Number: 213-055-000
CAMA Number: 213-055-000-000 1284
Property Address: 71 HALLS HILL RD

Mailing Address: WALLIS BRAXTON
71 HALLS HILL RD
KILLINGLY, CT 06239

Parcel Number: 223-007-000
CAMA Number: 223-007-000-000 2947
Property Address: 730 SO FRONTAGE RD

Mailing Address: KRANC SARAH
PH 105 1131 STEELES AVE WEST
TORONTO ONT,
CANADA M2R3WH,

Parcel Number: 223-008-000
CAMA Number: 223-008-000-000 5797
Property Address: 759 SO FRONTAGE RD

Mailing Address: KILLINGLY TOWN OF-092
172 MAIN ST
KILLINGLY, CT 06239

Parcel Number: 223-009-000
CAMA Number: 223-009-000-000 2948
Property Address: 753 SO FRONTAGE RD

Mailing Address: KRANC SARAH
PH 105 1131 STEELES AVE WEST
TORONTO ONT,
CANADA M2R3WH,

Parcel Number: 223-010-000
CAMA Number: 223-010-000-000 2179
Property Address: 725 SO FRONTAGE RD

Mailing Address: GOLLSNEIDER JOHN D & NORMA M
725 SO FRONTAGE RD
KILLINGLY, CT 062390000



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12/30/2021

Page 1 of 5



500 foot Abutters List Report

Killingly, CT
December 30, 2021

Parcel Number: 223-011-000 CAMA Number: 223-011-000-000 1444 Property Address: 709 SO FRONTAGE RD	Mailing Address: DEAN TODD 709 SO FRONTAGE RD KILLINGLY, CT 06239
Parcel Number: 223-012-000 CAMA Number: 223-012-000-000 2450 Property Address: 695 SO FRONTAGE RD	Mailing Address: HERRICK PATRICK F & TAMMY J 695 SO FRONTAGE RD KILLINGLY, CT 06239
Parcel Number: 223-014-000 CAMA Number: 223-014-000-000 2902 Property Address: 18 HUBBARD HILL RD	Mailing Address: KLINGENSMITH ROBERT C & CLAUDIA F TR 18 HUBBARD HILL RD KILLINGLY, CT 06239
Parcel Number: 223-015-000 CAMA Number: 223-015-000-000 2137 Property Address: 28 HUBBARD HILL RD	Mailing Address: DUFF STEPHEN 28 HUBBARD HILL RD KILLINGLY, CT 06239
Parcel Number: 223-026-000 CAMA Number: 223-026-000 9704 Property Address: 38 HUBBARD HILL RD	Mailing Address: LOVELY EDWARD T & RUTH 38 HUBBARD HILL RD KILLINGLY, CT 06239
Parcel Number: 224-002-000 CAMA Number: 224-002-000-000 8837 Property Address: 578 PROVIDENCE PIKE	Mailing Address: LABER KEVIN L & KATHLEEN M 578 PROVIDENCE PIKE KILLINGLY, CT 06239
Parcel Number: 224-007-000 CAMA Number: 224-007-000-000 5660 Property Address: 85 SNAKE MEADOW RD	Mailing Address: ALLSWORTH KEVIN & JULIANN 85 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 224-009-000 CAMA Number: 224-009-000-000 5179 Property Address: 63 SNAKE MEADOW RD	Mailing Address: TERWILLIGER PAUL A & AIMEE B 63 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 224-010-000 CAMA Number: 224-010-000-000 5139 Property Address: 35 SNAKE MEADOW RD	Mailing Address: KELLEHER RYAN C & CHARLES R & STACEY W & LEAH 35 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 224-010-001 CAMA Number: 224-010-001-000 7358 Property Address: 45 SNAKE MEADOW RD	Mailing Address: COSTA WILLIAM & CHRISTINE 45 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 224-010-003 CAMA Number: 224-010-003-000 7357 Property Address: 25 SNAKE MEADOW RD	Mailing Address: DEANGELIS SETH M & JAELAH 25 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 224-012-000 CAMA Number: 224-012-000-000 4258 Property Address: 635 PROVIDENCE PIKE	Mailing Address: PHILLIPS MELISSA V 635 PROVIDENCE PIKE KILLINGLY, CT 062390155



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500 foot Abutters List Report

Killingly, CT
December 30, 2021

Parcel Number: 224-013-000
CAMA Number: 224-013-000-000 5361
Property Address: 613 PROVIDENCE PIKE

Mailing Address: HORNE LAUREL A
613 PROVIDENCE PIKE
KILLINGLY, CT 06239

Parcel Number: 224-015-000
CAMA Number: 224-015-000-000 5362
Property Address: 597 PROVIDENCE PIKE

Mailing Address: JONES WILLIAM A & JUDI A
PO BOX 273
KILLINGLY, CT 062390273

Parcel Number: 224-016-000
CAMA Number: 224-016-000-000 4907
Property Address: 583 PROVIDENCE PIKE

Mailing Address: COTE GERALD & EDITH A
583 PROVIDENCE PIKE
KILLINGLY, CT 06239

Parcel Number: 224-017-000
CAMA Number: 224-017-000-000 2128
Property Address: 575 PROVIDENCE PIKE

Mailing Address: PERRY KRISTOPHER M & SNAY ASHLEY
M
575 PROVIDENCE PIKE
KILLINGLY, CT 06239

Parcel Number: 224-019-000
CAMA Number: 224-019-000-000 5066
Property Address: 785 SO FRONTAGE RD

Mailing Address: PETREY SILVIA & AIKEN BRUCE
785 SO FRONTAGE RD
KILLINGLY, CT 062390000

Parcel Number: 233-006-000
CAMA Number: 233-006-000-000 4878
Property Address: 120 SNAKE MEADOW RD

Mailing Address: ARLIA GINO B
120 SNAKE MEADOW RD
KILLINGLY, CT 06239

Parcel Number: 233-007-000
CAMA Number: 233-007-000-000 3797
Property Address: 128 SNAKE MEADOW RD

Mailing Address: LOISELLE NICOLE
128 SNAKE MEADOW RD
KILLINGLY, CT 062390000

Parcel Number: 233-008-000
CAMA Number: 233-008-000-000 3798
Property Address: 134 SNAKE MEADOW RD

Mailing Address: MORIN KENNETH J & LYNN M
134 SNAKE MEADOW RD
KILLINGLY, CT 062390000

Parcel Number: 233-009-000
CAMA Number: 233-009-000-000 3804
Property Address: 138 SNAKE MEADOW RD

Mailing Address: REIS JOHN C JR
138 SNAKE MEADOW RD
KILLINGLY, CT 06239

Parcel Number: 233-010-000
CAMA Number: 233-010-000-000 1704
Property Address: 144 SNAKE MEADOW RD

Mailing Address: PREST VAIL B & SUSAN
144 SNAKE MEADOW RD
KILLINGLY, CT 06239

Parcel Number: 233-011-000
CAMA Number: 233-011-000-000 3526
Property Address: 148 SNAKE MEADOW RD

Mailing Address: FORTIN MATTHEW & SHERRY
148 SNAKE MEADOW RD
KILLINGLY, CT 06239

Parcel Number: 233-012-000
CAMA Number: 233-012-000-000 2230
Property Address: 156 SNAKE MEADOW RD

Mailing Address: GRASSL JOSEPH & MARGARET I
156 SNAKE MEADOW RD
KILLINGLY, CT 062390000



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500 foot Abutters List Report

Killingly, CT
December 30, 2021

Parcel Number: 233-013-000
CAMA Number: 233-013-000-000 3179
Property Address: 168 SNAKE MEADOW RD

Mailing Address: PERKINS FRANCES R & MARK D
168 SNAKE MEADOW RD
KILLINGLY, CT 06239

Parcel Number: 233-014-000
CAMA Number: 233-014-000-000 3399
Property Address: 172 SNAKE MEADOW RD

Mailing Address: MALAVE JOSE A
172 SNAKE MEADOW RD
KILLINGLY, CT 06239

Parcel Number: 233-015-000
CAMA Number: 233-015-000-000 3104
Property Address: 174 SNAKE MEADOW RD

Mailing Address: MALAVE JOSE A
172 SNAKE MEADOW RD
KILLINGLY, CT 06239

Parcel Number: 233-016-000
CAMA Number: 233-016-000-000 1203
Property Address: 178 SNAKE MEADOW RD

Mailing Address: NORTHEAST TRUST SERVICES LLC
TRUSTEE
PO BOX 379
PUTNAM, CT 062600379

Parcel Number: 233-016-000
CAMA Number: 233-016-001 490
Property Address: 1 SNAKE MEADOW PK

Mailing Address: PROVENCAL FLAME A
1 SNAKE MEADOW PARK
KILLINGLY, CT 062390000

Parcel Number: 233-016-000
CAMA Number: 233-016-002 4992
Property Address: 2 SNAKE MEADOW PK

Mailing Address: MCDONALD BETTY J & TERRY LYNN &
ALIANO DUSTIN L
2 SNAKE MEADOW PK
KILLINGLY, CT 06239

Parcel Number: 233-016-000
CAMA Number: 233-016-003 4987
Property Address: 3 SNAKE MEADOW PK

Mailing Address: NORTHEAST TRUST SERVICES LLC
TRUSTEE
PO BOX 379
PUTNAM, CT 06260

Parcel Number: 233-016-000
CAMA Number: 233-016-004 3648
Property Address: 4 SNAKE MEADOW PK

Mailing Address: NORTHEAST TRUST SERVICES LLC
TRUSTEE
PO BOX 379
PUTNAM, CT 06260

Parcel Number: 233-016-000
CAMA Number: 233-016-005 2776
Property Address: 5 SNAKE MEADOW PK

Mailing Address: NORTHEAST TRUST SERVICES LLC
TRUSTEE
PO BOX 379
PUTNAM, CT 062600000

Parcel Number: 233-016-000
CAMA Number: 233-016-006 4311
Property Address: 6 SNAKE MEADOW PK

Mailing Address: NORTHEAST TRUST SERVICES LLC
TRUSTEE
PO BOX 379
PUTNAM, CT 06260

Parcel Number: 233-017-000
CAMA Number: 233-017-000-000 147
Property Address: 175 SNAKE MEADOW RD

Mailing Address: SKOMRO E A & LAMOUREUX L
175 SNAKE MEADOW RD
KILLINGLY, CT 06239

Parcel Number: 233-018-000
CAMA Number: 233-018-000-000 5360
Property Address: 163 SNAKE MEADOW RD

Mailing Address: LABELLE CARRIE
163 SNAKE MEADOW RD
KILLINGLY, CT 06239



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500 foot Abutters List Report

Killingly, CT
December 30, 2021

Parcel Number: 233-019-000 CAMA Number: 233-019-000-000 451 Property Address: 147 SNAKE MEADOW RD	Mailing Address: VADENAIS BRIAN D & CARRINGTON MALLORY A 147 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 233-020-000 CAMA Number: 233-020-000-000 5052 Property Address: 137 SNAKE MEADOW RD	Mailing Address: MULLEN KYLE 137 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 233-021-000 CAMA Number: 233-021-000-000 5051 Property Address: 129 SNAKE MEADOW RD	Mailing Address: SIMMONS GILBERT F & LOUISE V LU SIMMONS GILBERT C 129 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 233-022-000 CAMA Number: 233-022-000-000 443 Property Address: 115 SNAKE MEADOW RD	Mailing Address: SIMMONS GILBERT C PO BOX 682 CLINTON, CT 06413
Parcel Number: 233-023-000 CAMA Number: 233-023-000-000 1072 Property Address: 107 SNAKE MEADOW RD	Mailing Address: SIMMONS RANDALL P & VANESSA 107 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 234-001-000 CAMA Number: 234-001-000-000 4015 Property Address: 94 HUBBARD HILL RD	Mailing Address: VIVEIROS GEORGE M 24 KLOCEK RD KILLINGLY, CT 06239
Parcel Number: 245-001-000 CAMA Number: 245-001-000-000 4490 Property Address: 200 HUBBARD HILL RD	Mailing Address: VANCE JAMES M 220 SNAKE MEADOW RD KILLINGLY, CT 062390404
Parcel Number: 246-002-000 CAMA Number: 246-002-000-000 9627 Property Address: 210 SNAKE MEADOW RD	Mailing Address: AMERICAN RETAINING WALL LLC 686 UPPER MAPLE UNIT A KILLINGLY, CT 06239
Parcel Number: 246-003-000 CAMA Number: 246-003-000-000 5363 Property Address: 220 SNAKE MEADOW RD	Mailing Address: VANCE LISA A 220 SNAKE MEADOW RD KILLINGLY, CT 06239
Parcel Number: 246-014-000 CAMA Number: 246-014-000-000 1485 Property Address: 16 SHAWNEE DR	Mailing Address: KREIMES ZACHARY S & PULVER MEGAN S 16 SHAWNEE DR KILLINGLY, CT 06239
Parcel Number: 246-021-000 CAMA Number: 246-021-000-000 4062 Property Address: 225 SNAKE MEADOW RD	Mailing Address: DUVAL EMILE J & MARCIA L 225 SNAKE MEADOW RD KILLINGLY, CT 062390000
Parcel Number: 246-022-000 CAMA Number: 246-022-000-000 6875 Property Address: 191 SNAKE MEADOW RD	Mailing Address: CONN STATE OF-101 VACANT LAND 450 CAPITOL AV MS#54FOR HARTFORD, CT 061061308



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500 foot Abutters List Report

Killingly, CT
December 30, 2021

FILE COPY

Subject Property:

Parcel Number: 224-013-000
CAMA Number: 224-013-000-000 5361
Property Address: 613 PROVIDENCE PIKE

Mailing Address: HORNE LAUREL A
613 PROVIDENCE PIKE
KILLINGLY, CT 06239

Abutters:

Parcel Number: 213-049-001
CAMA Number: 213-049-001-000 9918
Property Address: 131 HALLS HILL RD

Mailing Address: WILSON JOSHUA & JENNIFER
131 HALLS HILL RD
KILLINGLY, CT 06239

Parcel Number: 213-051-000
CAMA Number: 213-051-000-000 2482
Property Address: 105 HALLS HILL RD

Mailing Address: CRAFTS LAURIE T & GLENN R
PO BOX 909
CHEPACHET, RI 02814

Parcel Number: 213-052-000
CAMA Number: 213-052-000-000 2428
Property Address: 99 HALLS HILL RD

Mailing Address: HENDRICKS GAIL A
99 HALLS HILL RD
KILLINGLY, CT 06239

Parcel Number: 213-053-000
CAMA Number: 213-053-000-000 8965
Property Address: 87 HALLS HILL RD

Mailing Address: GUASTINI MICHAEL R
87 HALLS HILL RD
KILLINGLY, CT 06239

Parcel Number: 213-054-000
CAMA Number: 213-054-000-000 5357
Property Address: 81 HALLS HILL RD

Mailing Address: LEMLEY CHRISTOPHER R & KIMBERLY
A
81 HALLS HILL RD
KILLINGLY, CT 062393315

Parcel Number: 213-055-000
CAMA Number: 213-055-000-000 1284
Property Address: 71 HALLS HILL RD

Mailing Address: WALLIS BRAXTON
71 HALLS HILL RD
KILLINGLY, CT 06239

Parcel Number: 224-010-003
CAMA Number: 224-010-003-000 7357
Property Address: 25 SNAKE MEADOW RD

Mailing Address: DEANGELIS SETH M & JAELAH
25 SNAKE MEADOW RD
KILLINGLY, CT 06239

(ADD) 2nd P.

Parcel Number: 224-011-000
CAMA Number: 224-011-000-000 517
Property Address: 3 SNAKE MEADOW RD

Mailing Address: PHILLIPS PETER R
3 SNAKE MEADOW RD
KILLINGLY, CT 06239

(ADD)

Parcel Number: 224-012-000
CAMA Number: 224-012-000-000 4258
Property Address: 635 PROVIDENCE PIKE

Mailing Address: PHILLIPS MELISSA V
635 PROVIDENCE PIKE
KILLINGLY, CT 062390155

Parcel Number: 224-014-000
CAMA Number: 224-014-000-000 5359
Property Address: 605 PROVIDENCE PIKE

Mailing Address: VANSE JAMES M
220 SNAKE MEADOW RD
KILLINGLY, CT 062390404

(OWNER)



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Killingly, CT
December 30, 2021

Parcel Number: 224-015-000
CAMA Number: 224-015-000-000 5362
Property Address: 597 PROVIDENCE PIKE

Mailing Address: JONES WILLIAM A & JUDI A
PO BOX 273
KILLINGLY, CT 062390273

Parcel Number: 224-016-000
CAMA Number: 224-016-000-000 4907
Property Address: 583 PROVIDENCE PIKE

Mailing Address: COTE GERALD & EDITH A
583 PROVIDENCE PIKE
KILLINGLY, CT 06239

Parcel Number: 224-017-000
CAMA Number: 224-017-000-000 2128
Property Address: 575 PROVIDENCE PIKE

Mailing Address: PERRY KRISTOPHER M & SNAY ASHLEY
M
575 PROVIDENCE PIKE
KILLINGLY, CT 06239



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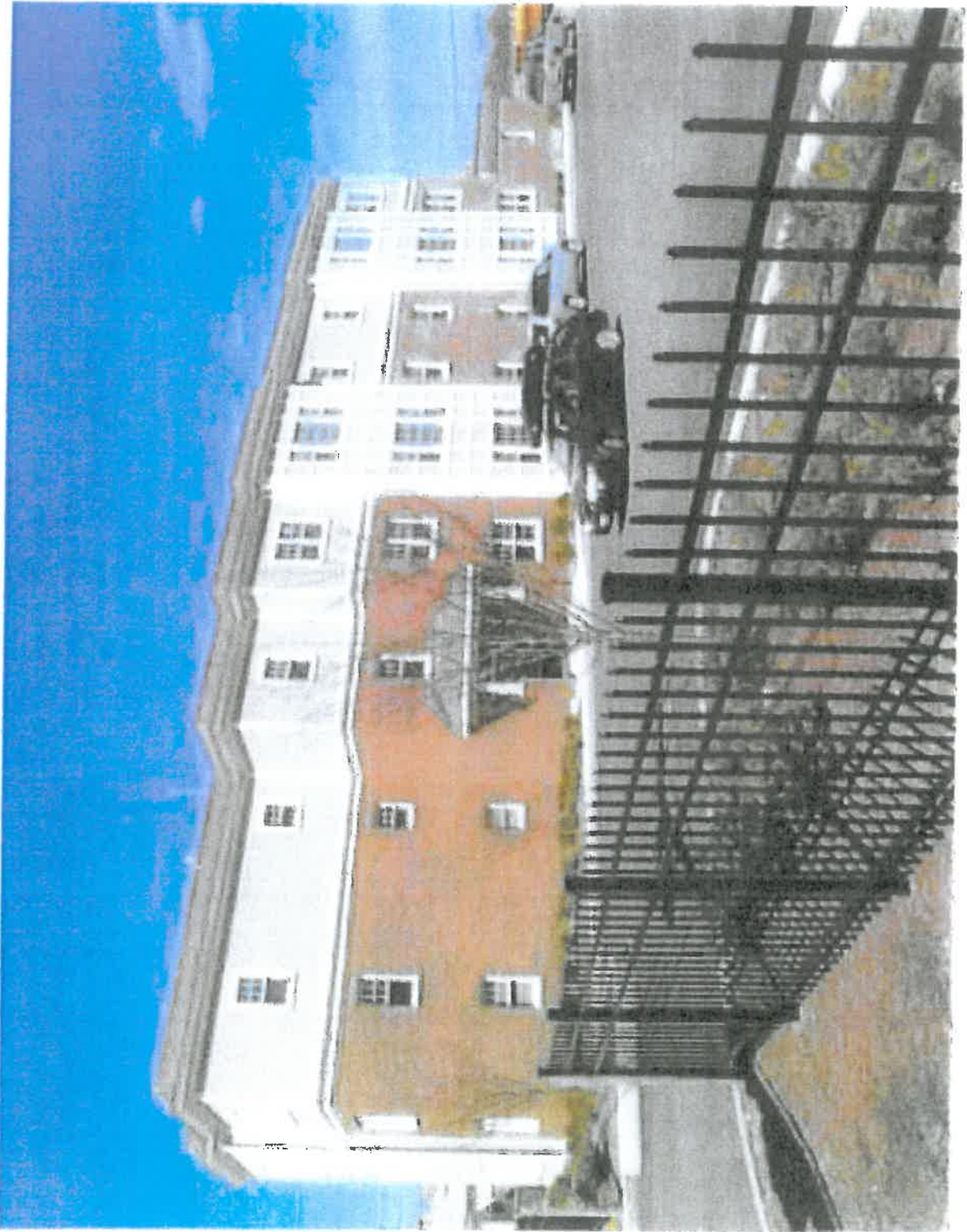
Page 2 of 2



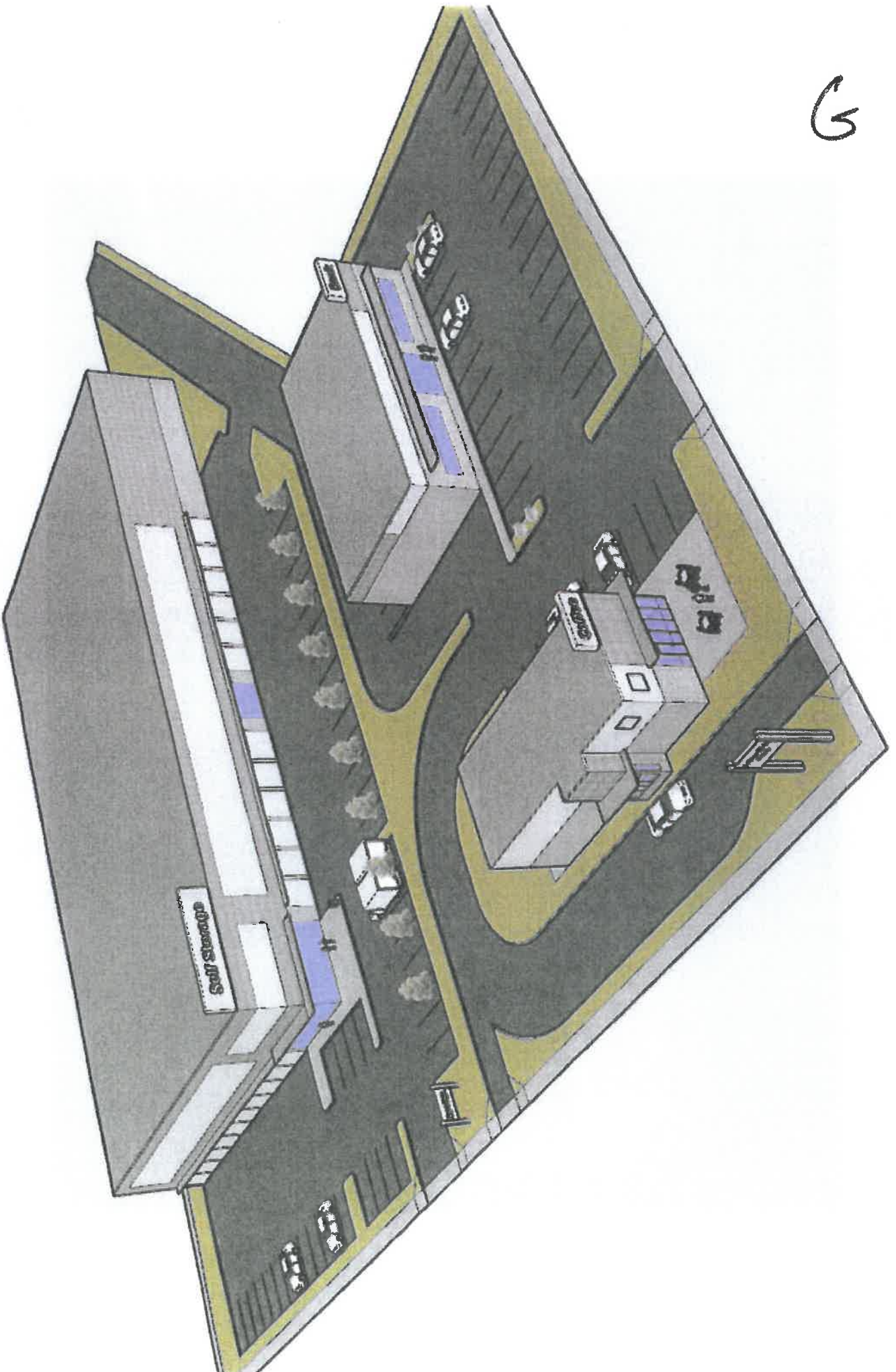


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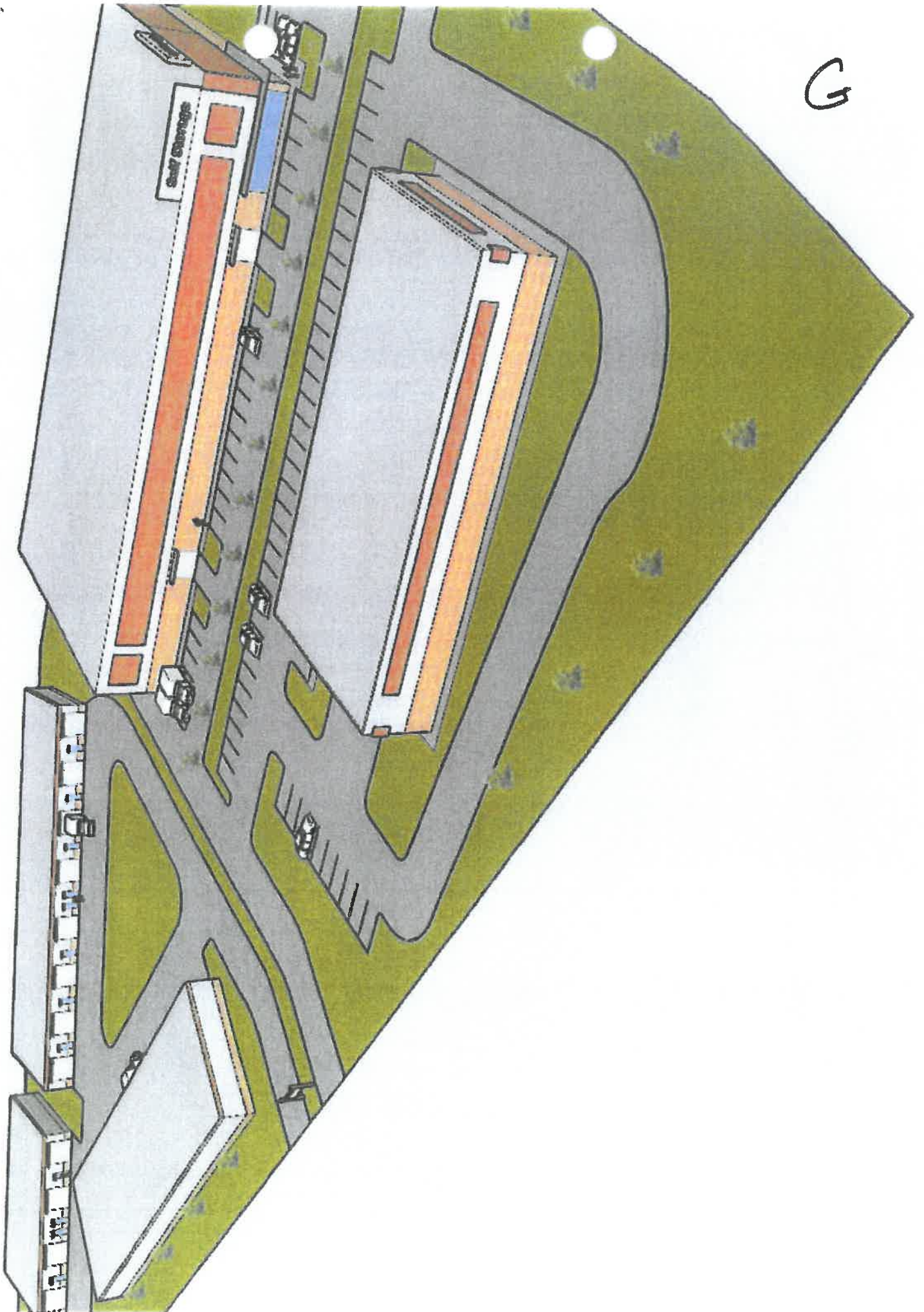
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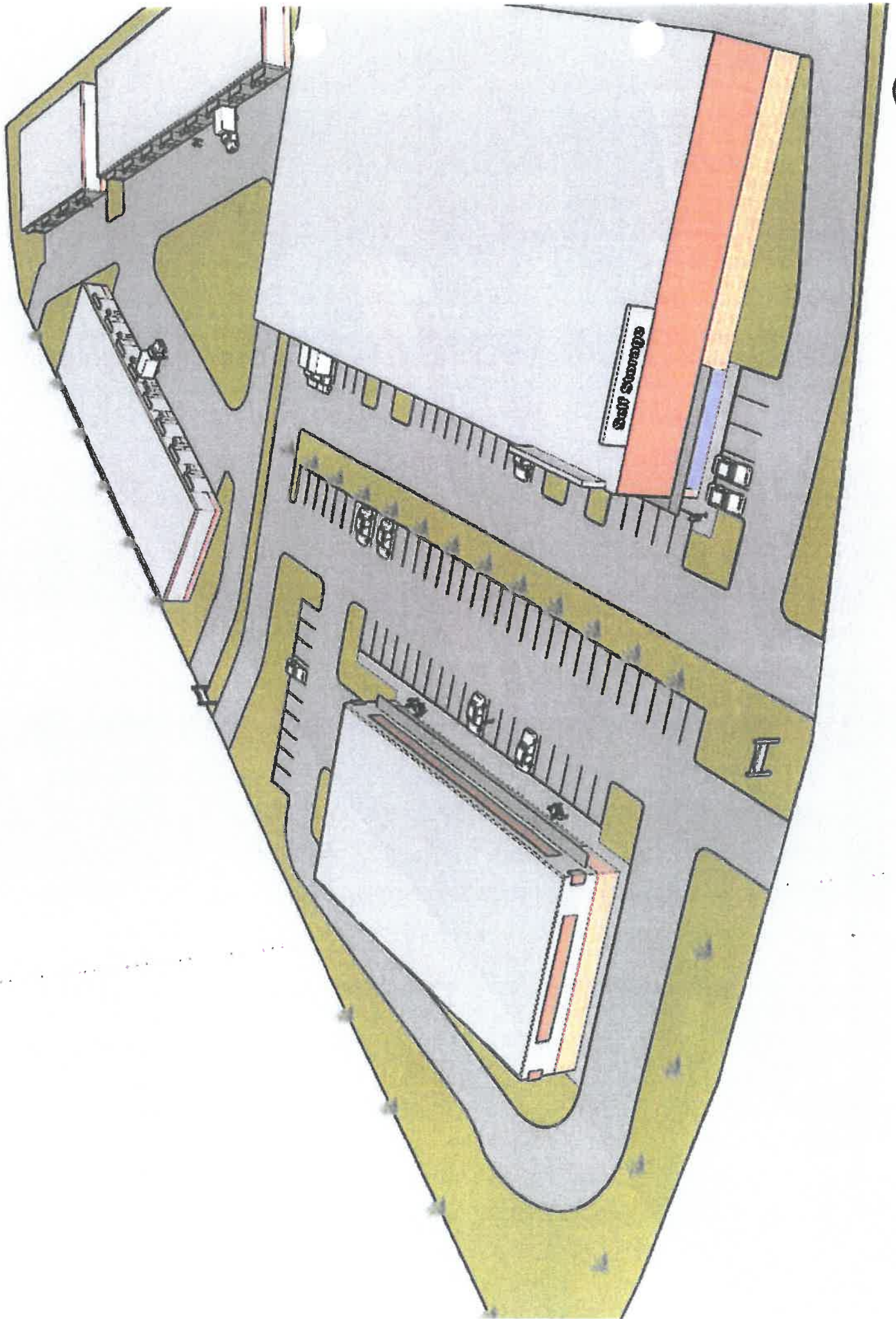


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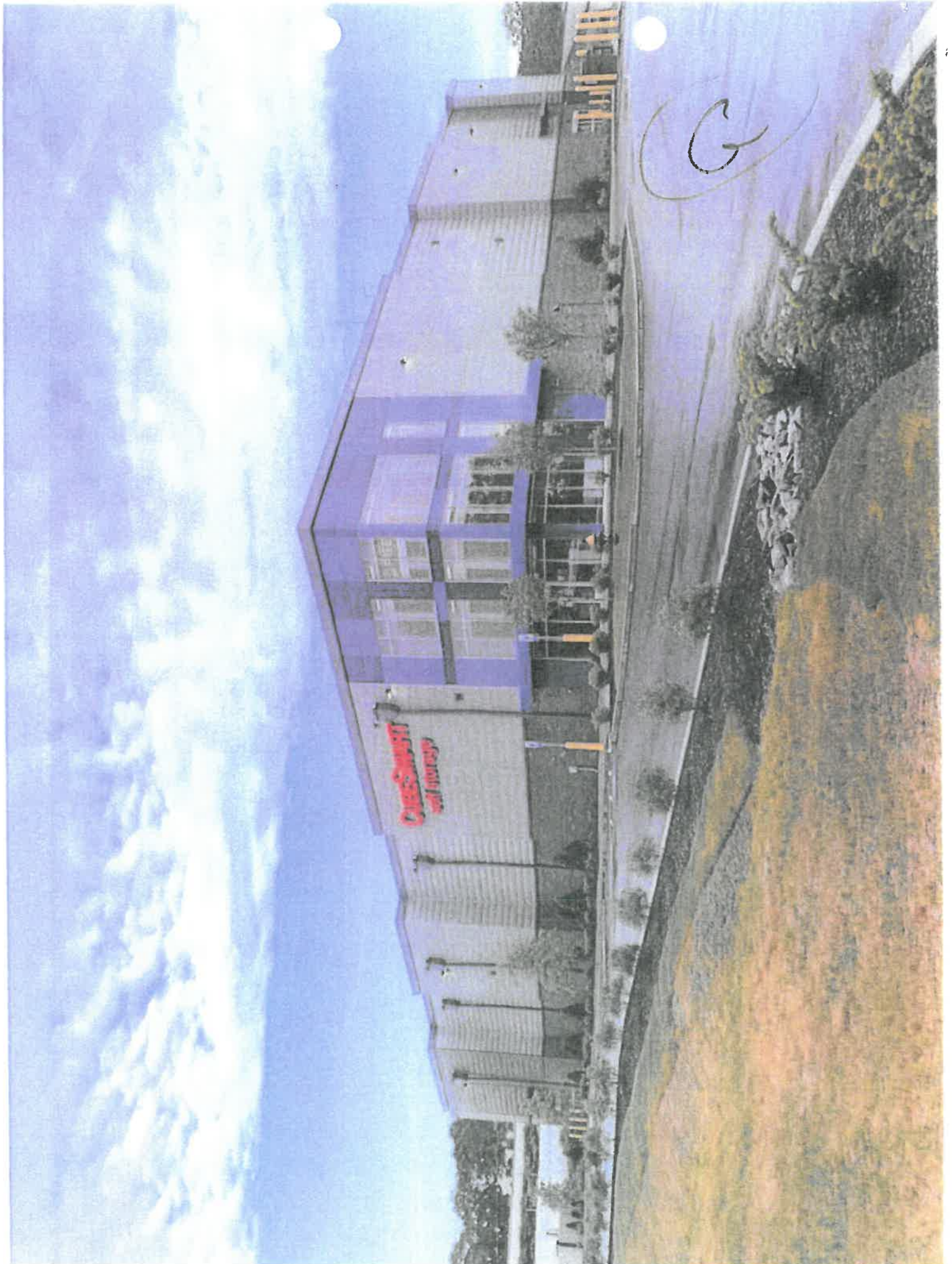
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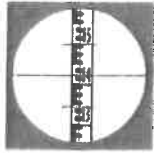
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CG





**STADIA
ENGINEERING
ASSOCIATES, INC**

RECEIVED

JAN 18 2022

18 January 2022

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

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

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

ENGINEERS | ENVIRONMENTAL PLANNERS | SURVEYORS

516 Vauxhall Street – Suite 103 ▪ New London, Connecticut 06320

www.stadiaeng.com ▪ (860) 237-4773

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





January 14, 2022

To: Killingly Planning & Zoning Commission

From: Ron Lyman – Broker/Owner Lyman Commercial Real Estate

RE: Commercial Broker Market Perspective for Eastern Connecticut

My name is Ron Lyman and I am a commercial broker with over 40 years of experience in the Eastern Connecticut real estate market. At the request of Douglas Construction, I have prepared this Broker Market Perspective for Eastern Connecticut to give insight to what I, as a real estate professional, am seeing in the market today, as it pertains to commercial real estate client needs.

In the last two years, I have seen a large increase in demand for commercial space along the I-395 corridor. As commercial opportunities in neighboring Rhode Island, Massachusetts, and Connecticut, west of Windham, have dwindled, there has been a shift to the I-395 corridor.

I have been seeing demands for warehouse/distribution, self-storage, and contractor units. The current inventory of available commercial properties is limited and obsolete and does not address the needs of expanding businesses. Today's businesses are looking for energy efficient buildings, clear height above 20 feet, clear span (no columns), state of the art loading/unloading infrastructure, and high-speed internet with direct access to major transportation routes. To retrofit current inventory is cost prohibitive.

In real estate, I look for the highest and best use for a property based on the location, property attributes, and the market demand. As it relates to 605 Providence Pike and 200 Hubbard Hill Rd, the I-395/Route 6 interchange is strategically located, connecting New York, Boston, Providence, and Hartford. It is my professional opinion, that these two properties are best suited for commercial development.

In our monthly NE CID meetings, the Economic Development Directors from the towns located along the I-395 corridor, continually express the need for more development opportunities, looking to us as commercial real estate professionals, to partner with them to find those opportunities to attract businesses to the area. Commercial development of these two parcels would bring increased revenue to the town of Killingly as well increased investment in the town's infrastructure.

Kind Regards,

A handwritten signature in black ink that reads "Ron Lyman". The signature is written in a cursive, flowing style.

Ron Lyman
Broker/Owner Lyman Real Estate

Ron Lyman

Lyman Real Estate Brokerage & Development

Office: 1160 Boston Post Road, Westbrook, CT • Mailing: 73 Second Avenue, Westbrook, CT 06498

Ron Lyman: Work: 860-887-5000 • Cell: 860-884-4666 • RonL@lymanre.com

www.LymanRE.com



TOWN OF KILLINGLY

ECONOMIC DEVELOPMENT OFFICE

172 Main Street, Killingly, CT 06239

Tel: 860-779-5350 Fax: 860-779-5367

TO: Killingly Planning and Zoning Commission

FROM: Jill St. Clair, Economic Development Director

DATE: March 15, 2022

RE: Recommendation for Rezone Amendment of 605 & 613 Providence Pike


At a regular meeting of the Economic Development Commission (EDC) on March 2, 2022, a recommendation of approval to support the rezone of the parcels known as 605 & 613 Providence Pike from RD to GC was made.

The commission discussed the project and concluded that this proposed rezone change is appropriate due to the preexisting commercial use of the 182-acre parcel for over two decades. The site is off a state highway and is suitable for GC activity, the adjacent parcel known as 613 Providence Pike would further enhance site line capacity for ingress and egress activity.

There was unanimous consensus in favor of the rezone recommendation. No abstentions.

Your review and consideration are appreciated.

Respectfully,


Jill St. Clair

JAN. 18, 2022

Kristie Wallis

71 Halls Hill Road

Danielson, Connecticut 06239

10 January 2022

Town of Killingly: Planning & Development Office

172 Main Street

Danielson, Connecticut 06239

To Whom It May Concern:

I am a landowner with real estate located within the affected vicinity of 605 and 613 Providence Pike in Danielson, Connecticut, that Douglas Construction is seeking to acquire and change the zoning in from a Rural Development to General Commercial. I am writing you in ***strong opposition*** to the proposal of this change as a resident of the affected area.

The area that Douglas Construction is seeking to change zoning in an area that is a Rural Development. This area is classified as Rural Zone for a reason; it's many farms and agricultural operations, private homes and properties, natural ecosystems, and waterways & wetlands all contribute to what the area is known and loved for. A change in zoning will take away from that, potentially impacting the Last Green Valley's mission and impact on local tourism, agriculture and economy.

As a concerned landowner with real estate, the proposition of this zone change greatly upsets me for a multitude of personal reasons. I moved to this quiet, beautiful, rural area to start my farm, which is my hobby, supplemental income and my passion. We farm purebred, registered dairy goats and partake in national competitions alongside supporting our community with educational opportunities. We make soap and other products from the goat's milk that we proudly sell at our roadside stand. We also farm chickens for eggs and meat, turkey, flowers, fruits, and other vegetables that ***sit alongside our creek that touches Providence Pike, your proposed site for the zoning change.*** If a General Commercial operation came to this area, this would make my animals stressed out with the excess noise and potentially pose environmental hazards to my crops, ***therefore impacting and potentially causing loss*** to the operations of my farm and small business.

Another concern that I have for this potential change in zoning and land acquisition relates to the environmental hazards in relation to my property. We run on well water since we are in a Rural Zone, and we are not connected to city water. ***Will there be run-off of chemicals to the ground that will enter my drinking water? Will there be fumes that travel to my farm, causing long-***

Janice Rockwood

From: lcrafts@cox.net
Sent: Sunday, January 16, 2022 5:05 PM
To: Public Comment
Cc: lcrafts@cox.net
Subject: Zone Map Change AP# 21-1278

Importance: High

RECEIVED

JAN 18 2022

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

Dear Sirs,

I am writing on behalf of my husband Glenn R Crafts and myself Laurie T Crafts to make it know at we are **opposed** to the zone change application: Zone Map Change AP# 21-1278. As the property owner of 105 Halls Hill Road, Danielson, CT **we do not support any zoning change.**

Sincerely,

Laurie T. Crafts 401/932-9111

Glenn R. Crafts 401/808-4186

Ann-Marie Aubrey

From: Donna M Bronwell <bronwelldonnam@gmail.com>
Sent: Tuesday, January 18, 2022 6:15 PM
To: Keith Thurlow; Ann-Marie Aubrey; Donna M Bronwell; michiron100@gmail.com; egrandelski@gmail.com; Jonathan Blake; Allison Brady
Subject: Proposed zone change on 605 Providence Pike - P&Z Hearing tonight

Please read my comments into the public hearing portion of the Planning & Zoning meeting tonight Tuesday, Jan. 18, 2022:

Donna Bronwell, 699 Bailey Hill Road, East Killingly.

I offer my comments as a concerned citizen, not representing the Killingly Conservation Commission, as I just found out about this zone change proposal this morning.

I am against rezoning any 200 acre parcel from rural development. It is important to continue to protect Killingly's rural character and healthy air. By rezoning and probably removing forested areas, we degrade the air quality -- we need the oxygen for healthy citizens.

I am disappointed that Jim Vance, who was a founder of the Conservation Commission in town, is selling out for commercial development.

Additionally, as a Killingly Conservation Commission Chair for 20 years, I ask that KCC be notified of rezoning efforts for large parcels of land. In the past, Conservation Commission has reviewed development and rezoning plans for the opportunity for advisory input.

Let's work as a team for the quality of life for Killingly community. Thank you for considering my concerns.

RECEIVED

JAN 18 2022

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

VI. PUBLIC HEARINGS & VII. UNFINISHED BUSINESS– (review / discussion / action)

2) **Special Permit Ap #22-1283**; Steven E. MacCormack (Applicant/Owner); 42 Mechanic St; GIS MAP 181; LOT 104; ~0.13 acres; **AND** 26 Oak St; GIS MAP 181; LOT 105; ~0.25 acres; both Borough General Commercial Zone; self-service storage facility in two pre-existing buildings; under Section 430, et seq (General Commercial) and Section 700 et seq (Special Permit) of the Borough of Danielson Zoning Regulations.

APPLICANT(S):	Steven E. MacCormack
LANDOWNER(S):	Steven E. MacCormack
SUBJECT PROPERTY:	42 Mechanic Street & 26 Oak Street
ASSESSOR'S INFO:	GIS MAP 181, LOT 104 & GIS MAP 181, LOT 105
ACREAGE:	0.13 ACRES & 0.25 ACRES
ZONING DISTRICT:	Borough Commercial
REQUEST:	Request to be allowed to run a self-service storage facility at these two properties.
Zoning Regulations:	Borough of Danielson Section 430 et seq – General Commercial Use Section 430.2(J) – Self-Service Storage Facilities (w/restrictions) Section 700 – Special Permit

Documents Submitted with Application:

- 1) Map from Town of Killingly GIS – shows the location of the two parcels of land, the structures thereon, and the proposed parking spaces
 - 2) Internal Proposed Floor Plans for both buildings located on the site
 - 3) Photographs of the buildings on site and the proposed signage
- =====

Legal Notices

- 1) Legal Notice was posted in the Town Clerk's Office on Thursday, March 3, 2022
 - 2) Legal Notice was posted to the Town's Website the same day
 - 3) Legal Notice was published in the Norwich Bulletin on Monday 3/7/2022 & Monday 3/14/2022
 - 4) Two Placards were posted at the site and were observed by the ZEO on Friday 3/11/2022
- =====

Other Required Approvals

- 1) No other approvals were needed for this site
- =====

Staff Comments

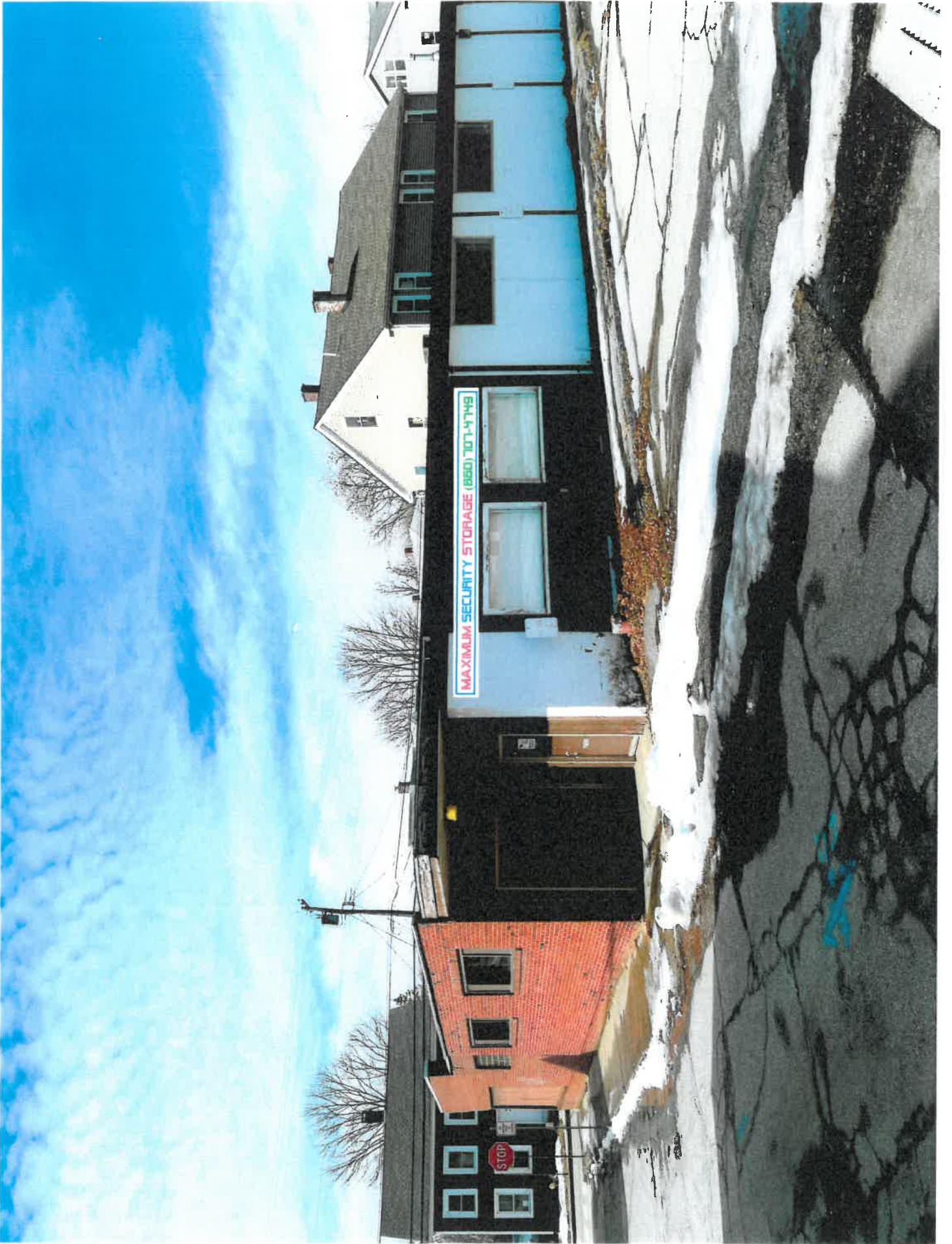
(continued on next page)

Staff Comments

- 1) The subject property of this application is located within the Borough of Danielson and therefore is governed by the Borough of Danielson Zoning Regulations (see beginning of report for list of regulations)
 - 2) Should be noted that the buildings are pre-existing, and are currently vacant, they are what they are – both buildings were constructed around 1920
 - 3) This goes along with the town's goal of in-fill bringing vacant buildings back to use
 - 4) To give the Commission members a general location, this site is approximately two blocks away from Town Hall
 - 5) Prior uses of the building included – a grocery store, gym complex, and warehouse (distribution)
 - 6) Staff does not have any issues with the request
-











MAXIMUM SECURITY STORAGE (860) 707-4749

SECTION 430 Central Business District

- (a) anticipated traffic generation as a result of the proposed project prepared by a certified traffic engineer.
- (b) the effect the proposed operation will have on the traffic flow.
- (c) a detailed parking plan.

G. Automatic coin launders. provided:

- 1 At the discretion of the Commission, a traffic/ safety plan will be required detailing the following information:

- (a) anticipated traffic generation as a result of the proposed project prepared by a certified traffic engineer.
- (b) the effect the proposed operation will have on traffic flow,
- (c) a detailed parking plan,

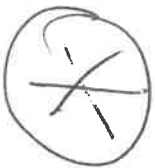
H. Clinics and general hospitals licensed by the State of Connecticut.

I. Public services corporation or municipal land use, provided:

- 1 The location of such use in this zone shall be necessary for the health, safety, or general welfare of residents of the Borough of Danielson.
- 2 Any such use which in the opinion of the Commission is hazardous in nature shall be fenced and/or screened so as to avoid creation of a nuisance attractive to children. When required by the Commission, outdoor storage areas shall be fenced and/or screened (See Article III, Definitions, "planted screening".)

SECTION 430.2(J)

J. Self-service Storage Facilities provided the following activities " are prohibited:



- 1 Auctions, commercial, wholesale, or retail sales, or miscellaneous or garage sales, except for periodic auctions or sales conducted by the facility owner or operator to dispose of unclaimed storage contents.
- 2 Outside storage.
- 3 Operation of power tools, spray-painting equipment, table saw, lathes, compressors, welding equipment, kilns, refrigerators, freezers, or other similar equipment or appliances.
- 4 Any use that is noxious or offensive because of odors, dust, noise, fumes, or vibrations.
- 5 Animals or pets.
- 6 Sleeping in or on the leased premises.

- 7 Any material or thing considered "hazardous" or "extra hazardous" by any governmental agency or responsible insurance company.

Adopted May 12, 1999, Effective June 7, 1999

K. Nursery schools and day care centers located in the main building or building accessory thereto, or on a lot by themselves, provided:

- 1 The facility shall comply with all applicable requirements of the Health Code of the State of Connecticut.
- 2 That there shall be a minimum lot area of twenty thousand (20,000) square feet, or three hundred (300) square feet per child based on enrollment capacity, whichever is greater. This lot area must be dedicated exclusively for the daycare center or nursery school use.
- 3 That buffer strips a minimum of 8 feet wide not to exceed 25' containing planted screening shall be required adjacent to abutting residential property owners.
- 4 That off-street parking shall be provided and an area for loading and unloading of children from a vehicle shall be provided on the property.
- 5 That stipulations may be set by the Planning and Zoning Commission when considering the application to ensure the safety and welfare of the children.

Adopted April 10, 2000, Effective Date: 12:01 ~ Monday, May 1, 2000

L. Cluster Developments.

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

3) **Zone MAP Change Ap #22.1284**; State of CT; Aquifer Area Program Implementation Letter for Map Delineation; 360 Lake Road; GIS MAP 61; LOT 52; ~11 acres; Industrial Zone; Level “A” Mapping Approval for the Connecticut Water Company’s Killingly Industrial Park Well Field.

On January 24, 2022, this office received a letter from Connecticut Department of Energy and Environmental Protection, entitled “Aquifer Protection Area Program Implementation Letter for Map Delineation.”

Stating – “The Planning and/or Zoning Commission shall delineate the Aquifer Protection Area Boundary for the Killingly Industrial Park Well Field on the Town’s Official zoning map by May 14, 2022...as required by the Regulations of Connecticut State Agencies Section 22a-354i-2.”

A copy of the approved Level “A” Aquifer Protection Area Map is attached hereto for reference.

Staff suggests that the Commission review the map and approve as directed.

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

3) **Zone MAP Change Ap #22.1284**; State of CT; Aquifer Area Program Implementation Letter for Map Delineation; 360 Lake Road; GIS MAP 61; LOT 52; ~11 acres; Industrial Zone; Level “A” Mapping Approval for the Connecticut Water Company’s Killingly Industrial Park Well Field.

On January 24, 2022, this office received a letter from Connecticut Department of Energy and Environmental Protection, entitled “Aquifer Protection Area Program Implementation Letter for Map Delineation.”

Stating – “The Planning and/or Zoning Commission shall delineate the Aquifer Protection Area Boundary for the Killingly Industrial Park Well Field on the Town’s Official zoning map by May 14, 2022...as required by the Regulations of Connecticut State Agencies Section 22a-354i-2.”

A copy of the approved Level “A” Aquifer Protection Area Map is attached hereto for reference.

Staff suggests that the Commission review the map and approve as directed.



**AQUIFER PROTECTION AREA PROGRAM
IMPLEMENTATION LETTER FOR MAP DELINEATION**

January 20, 2022

Ms. Ann-Marie L. Aubrey
Director of Planning & Development
Town of Killingly
172 Main Street
Killingly, CT 06239

RECEIVED

JAN 24 2022

**PLANNING & ZONING DEPT.
TOWN OF KILLINGLY**

Sent via email to aaubrey@killinglyct.org.

Re: Aquifer Protection Area Program Implementation for the Town of Killingly – Level A Mapping Approval for the Connecticut Water Company’s Killingly Industrial Park Well Field

Dear Ms. Aubrey:

The Connecticut Department of Energy and Environmental Protection (DEEP) has approved Level A (final) Aquifer Protection Area mapping for the Connecticut Water Company’s Killingly Industrial Park Well Field. The mapping was submitted by Milone & MacBroom, Inc. (now SLR, Inc.), and was approved by DEEP on December 23, 2021.

The Town of Killingly’s Aquifer Protection Agency now has the following responsibility under the Aquifer Protection Area Program:

Delineation of the Aquifer Protection Area Boundary

The Planning and/or Zoning Commission shall delineate the Aquifer Protection Area Boundary for the Killingly Industrial Park Well Field on the town’s official zoning map by **May 14, 2022** [within 4 months of DEEP’s notice of mapping approval to the town] as required by the Regulations of Connecticut State Agencies Section 22a-354i-2. A copy of the approved Level A Aquifer Protection Area Map and the GIS shapefile for this map can be downloaded from DEEP’s web site at <https://portal.ct.gov/DEEP/GIS-and-Maps/Maps/Maps-and-GIS-Data>.

Please send an electronic copy of the official zoning map with the delineated aquifer protection area boundary clearly displaying the map’s effective date, and a copy of the official public notice to DEEP.AquiferProtection@ct.gov.

If sending paper copies, please send to:

Connecticut Department of Energy and Environmental Protection
Aquifer Protection Area Program
Land and Water Resources Division
79 Elm Street, 3rd Floor
Hartford, CT 06106

The DEEP web site <https://portal.ct.gov/DEEP/Aquifer-Protection-and-Groundwater/Aquifer-Protection/Aquifer-Protection-Program> has guidance and information to help you with implementation and our office is happy to answer any questions and provide additional assistance. Questions concerning municipal implementation of the Aquifer Protection Area Program may be directed to Kim Czapla at (860) 424-3335 or kim.czapla@ct.gov.

We look forward to working with you to implement this important program.

Sincerely,

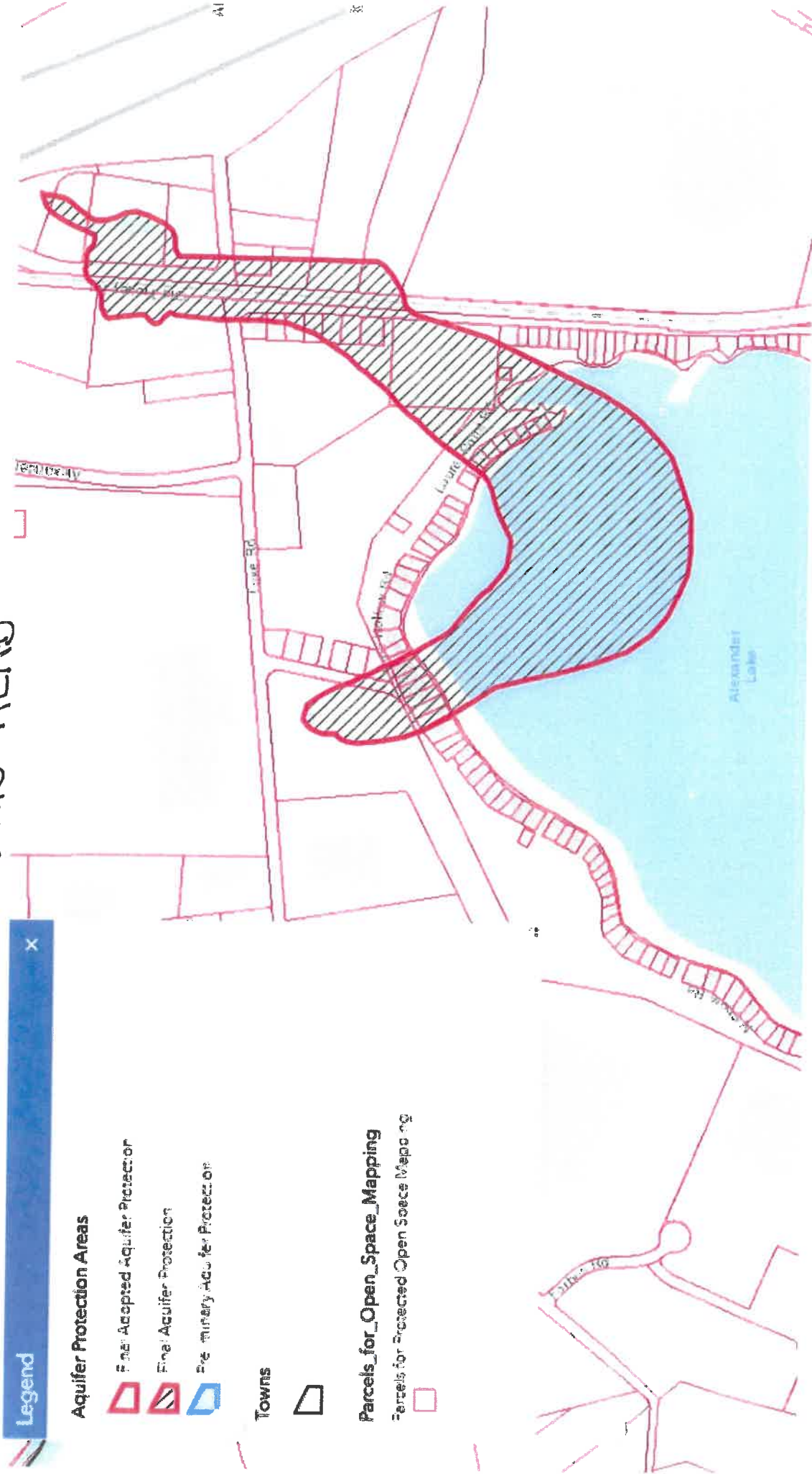


Brian P. Thompson
Director
Land and Water Resources Division
Bureau of Water Protection and Land Reuse

Cc: Jonathan Blake, Planner/ZEO, Town of Killingly, APA Program Contact, jblake@killinglyct.gov
Keith Nadeau, Connecticut Water Company, knadeau@ctwater.com
Jessica Demar, Connecticut Water Company, Jessica.Demar@ctwater.com
John Filchak, Executive Director, NECCOG, john.filchak@neccog.org
Lori Mathieu, Department of Public Health, Lori.Mathieu@ct.gov
Eric McPhee, DPH, Drinking Water Section, Eric.McPhee@ct.gov

KILLINGLY INDUSTRIAL PARK

WELL HEAD



Legend

Aquifer Protection Areas

- Final Adopted Aquifer Protection
- Final Aquifer Protection
- Primary Aquifer Protection

Towns



Parcels_for_Open_Space_Mapping

Parcels for Protected Open Space Mapping





360 Lake Road - Killingly Industrial Park Well Field - CT Water Co.

Killingly, CT

February 17, 2022



www.cai-tech.com

1 inch = 561 Feet
0 561 1122 1683



PROPERTYLINE	ROAD	TRACT LINE	Wet Areas	General Commercial	Medium Density
PVTRD	Property Hook	TRAIL	Zoning District Overlay	Industrial	Rural Development
PWATER	PVTRD-RW	UTILITY	Lake District Overlay	Industrial - Light	
RAILROAD	RW	WETLAND	100 Year Flood Hazard	Low Density	

Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

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

1) **C.G.S. Section 8-24 Review AP #22-1285** – Town of Killingly, Capital Improvement Budget for the July 1, 2022, to June 30, 2023, fiscal year. (review/discussion/action)

Capital Improvement Budget for the July 1, 2022, to June 30, 2023, Fiscal Year.

This will be presented to the Commissioners by the Town’s Engineer, David Capacchione.
Please feel free to ask him any questions that you may have regarding the C.I.P. Budget.

This is all part of the annual budget process.

File - 22-1285

MISCELLANEOUS

CIP PROGRAM

CAPITAL BUDGET

DESCRIPTION

The Capital Budget is a listing of all recommended capital projects proposed for the next fiscal year. By definition, a Capital Project is a project that helps maintain or improve a Town asset, often called infrastructure. To be included in the Capital Budget, a project must meet ONE of the following requirements (criteria):

- It is a new construction, expansion, renovation, or replacement project for an existing facility or facilities. The project must have a total cost of at least \$10,000 over the life of the project. Project costs can include the cost of land, engineering, architectural planning, and contract services needed to complete the project.
- It is a purchase of major equipment (assets) costing \$50,000 or more with a useful life of at least 10 years.
- It is a major maintenance or rehabilitation project for existing facilities with a cost of \$10,000 or more and an economic life of at least 10 years.

The Capital Outlay amount listed in the Town's expenditures and in the Capital Budget is the Town's General Fund Contribution for that fiscal year. The itemized list of funding sources, when approved on adoption of the General Government Budget, authorizes the acceptance of the non-general government contribution funds. The list of projects is matched to funding sources in the Capital Improvement Program. When any non-general fund contribution funding is approved, the project funds as contained in the Capital Budget are appropriated.

APPROVED BUDGET DETAIL

Below is a summary of financing for FY22-23.

EXPENDITURE CATEGORY	FY 22-23
Road Construction	\$2,010,700
Highway	\$100,000
Bridges	\$0
Public Buildings	\$2,140,000
Parks & Recreation	54,000
Economic & Community Development	\$0
Planning & Development	\$0
Schools	232,000
Water Pollution Control Authority	\$995,000
	\$5,531,700

FUNDING LEGEND	FY 22-23
Unimproved Town Aid	6 \$50,000
Improved Town Aid	6 310,700
LOCIP	3 \$94,000
Bond Funds	2 1,419,600
Grants Funds	4 \$2,050,000
General Fund	1 \$450,000
Sewer Fund	210 \$995,000
State Education Grants	5 \$162,400
Reallocation of Capital Funds	7 \$0
	\$5,531,700

TOWN OF KILLINGLY CAPITAL IMPROVEMENT PROGRAM 2023

	<u>FUNDING SOURCE</u>		<u>FUNDING SOURCE</u>
GENERAL GOVERNMENT PROJECTS			
ROAD CONSTRUCTION			
Road Renewal - Unimproved Roads	50,000	100%	(6)
Road Renewal	610,700	65%	(1) 35% (6)
Maple Street Phase I	1,300,000	100%	(4)
Bailey Hill	50,000	100%	(6)
HIGHWAYS			
Storm Drainage Improvements	20,000	100%	(6)
Guardrail Replacement	20,000	100%	(6)
Sidewalks	10,000	100%	(6)
Downtown Area - Drainage Study	50,000	100%	(1)
PUBLIC BUILDINGS			
Town Hall 3rd & 4th Floor Renovation/Expansion	1,000,000	100%	(2)
Police Office Facility	750,000	100%	(4)
Town Hall Building Improvements	100,000	100%	(2)
Brickhouse Road Boiler	40,000	100%	(3)
Library Roof	250,000	100%	(2)
PARKS AND RECREATION			
Westfield Ave Athletic Courts	54,000	100%	(3)
General Government Projects	<u>4,304,700</u>		
FUNDING SOURCE			
General Fund Contribution	1		
Bond Funds	2		
LOCIP	3		
Grants Funds	4		
State Aid - Unimproved Road (TAR)	6		
State Aid - Improved Road (TAR)	6		
Reallocated Capital Funds	7		
Capital Reserve	8		
General Government Revenue	<u>4,304,700</u>		
BOARD OF EDUCATION PROJECTS			
Killingly Westfield Ave Facility	32,000	30%	(2) 70% (5)
Killingly Memorial School	-	30%	(2) 70% (5)
Killingly Central School	-	30%	(2) 70% (5)
Killingly Intermediate School	200,000	30%	(2) 70% (5)
Killingly High School	-	30%	(2) 70% (5)
Goodyear Early Childhood Learning Center	-	30%	(2) 70% (5)
Board of Education Projects	<u>232,000</u>		
FUNDING SOURCE			
Bond Funds	2		
General Fund Contribution	1		
State Education Grants	5		
Board of Education Revenue	<u>162,400</u>		
Board of Education Revenue	<u>232,000</u>		
WATER POLLUTION CONTROL AUTHORITY PROJECTS			
Capital Projects/Equipment	210	100%	(210)
Sewer Replacement	210	100%	(210)
Water Pollution Control Authority Projects	<u>995,000</u>		
FUNDING SOURCE			
Sewer Fund	210		
State Loan/ Grant Program	10		
Water Pollution Control Authority Revenue	<u>995,000</u>		
CAPITAL IMPROVEMENT PROGRAM SUMMARY			
General Government Projects	4,304,700		
Board of Education Projects	232,000		
Water Pollution Control Authority Projects	995,000		
TOTAL PROJECTS	<u>5,531,700</u>		

TOWN OF KILLINGLY CAPITAL BUDGET

ROAD CONSTRUCTION

Funding Summary

	Funding Source	FY 2023 - 2027					Total
		FY23	FY24	FY25	FY26	FY27	
Road Renewal - Unimproved Roads	(6)	50,000	50,000	50,000	50,000	50,000	250,000
Road Renewal	(1) & (6)	610,700	250,000	250,000	250,000	250,000	1,610,700
Maple Street Phase III-IX	(4)	1,300,000	2,100,000	2,100,000	-	-	5,500,000
Bailey Hill Road	(4)	50,000	-	500,000	-	-	550,000
Louisa Viens	(4)	-	-	1,000,000	1,000,000	-	2,000,000
Total		2,010,700	2,400,000	3,900,000	1,300,000	300,000	9,910,700

Project Comments

- * Road Renewal/Unimproved Roads - The purpose of the Unimproved Roads program is to pave unimproved (dirt) roads which either cause severe maintenance problems or are experiencing increased traffic due to development. The Town will complete the paving of Chase Road and a portion of Stone Road.
- * Road Renewal - The Road Renewal Program provides for an on-going pavement resurfacing schedule for the Town's 121 miles of paved roads. This program helps the Town avoid costly reconstruction due to deferred maintenance. In recent years, the Town has been very committed to this program, which is funded through a variety of sources. Town aid funds will be used for resurfacing various streets that are in need. The Engineering Department and the Highway Department are commencing a road evaluation project which will establish a road resurfacing/rebuilding program.
- * Maple Street & Upper Maple Street Phase III - IX - The section of Maple and Upper Maple Street that connects Rt 6 and Rt 101 is heavily traveled and in need of upgrades. This project is intended to be implemented over a period of several years and would include pavement restoration and pedestrian improvements. Sources of funding are anticipated to be LOTCIP (Local Transportation Capital Improvement Program) or BUILD (Better Utilizing Investments to Leverage Developments).
- * Bailey Hill Road - Bailey Hill Road runs north and south as a local connector road between Route 101 and Route 6. There are numerous drainage and road improvement issues that need to be addressed in order to provide an adequate level of service for the community. The project is anticipated to take several years to complete.
- * Louisa Viens Road - This road is in the industrial park and connects to Lake Road with Alexander Parkway. As a result of the heavier traffic for this roadway the road is in need of complete rebuilding. The catch basins have been replaced in this section. However the roadway has not been addressed.

Funding Schedule

	FY23	FY24	FY25	FY26	FY27	TOTAL
General Fund Contribution (1)	400,000	-	-	-	-	400,000
State Aid - Unimproved Roads (TAR) (6)	50,000	50,000	50,000	50,000	50,000	250,000
State Aid - Improved Roads (TAR) (6)	210,700	250,000	250,000	250,000	250,000	1,210,700
Grant Funds (4)	1,350,000	2,100,000	3,600,000	1,000,000	-	8,050,000
TOTAL	2,010,700	2,400,000	3,900,000	1,300,000	300,000	9,910,700

TOWN OF KILLINGLY CAPITAL BUDGET

HIGHWAYS

Funding Summary

Funding Source	FY 2023 - 2027						Total
	FY23	FY24	FY25	FY26	FY27		
Storm Drainage Improvements	(6)	20,000	20,000	20,000	20,000	20,000	100,000
Guardrail Replacement	(6)	20,000	20,000	20,000	20,000	20,000	100,000
Sidewalks	(6)	10,000	10,000	10,000	10,000	10,000	50,000
Downtown Area - Drainage Study	(1)	50,000	300,000	-	-	-	350,000
Route 12 Sidewalk Connection	(4)	-	750,000	-	-	-	750,000
Industrial Park Sidewalks	(4)	-	1,400,000	-	-	-	1,400,000
Total		100,000	2,500,000	50,000	50,000	50,000	2,750,000

Project Comments

- * **Storm Drainage** - The Storm Drainage Improvement Program was started in 1991. It is designed to address miscellaneous spot drainage problems throughout the Town. Funding is applied on an as-needed basis.
- * **Guide Rail Replacement** - The Guide Rail Replacement program allows for the replacement of seriously deteriorated guide rail with metal beam type guide rail and at selected locations where conditions dictate, new guide rail.
- * **Sidewalks** - The purpose of the Sidewalk program is to provide an ongoing improvement and maintenance schedule for sidewalks in the Town.
- * **Downtown Area - Drainage Study** - The downtown area drains through a series of very old stone box culverts. This study will help evaluate the condition and capacity of the existing drainage system and provide recommendations for improvements. The study began at its outlet to the Five Mile River on Water Street. Phase I of the Study evaluated the infrastructure from the outlet to the municipal parking on School Street. The proposed Phase II will continue the evaluation towards Reynolds Street.
- * **Route 12 Sidewalk Connection** - Lower Route 12 at near the Big Y Plaza and the WPCA facility is being evaluated by the State of Connecticut Department of Transportation for a signaled crosswalk. Sidewalks would be constructed to connect the existing sidewalks near Big Y to the River Trail walk.
- * **Industrial Park Sidewalks** - This project will improve sidewalk access at the Industrial Park to implement recommendations outlined in a feasibility study performed under a Connectivity Grant. The project would install sidewalks through the Industrial Park and focus on connection to Route 12. Connections to Upper Maple Street and South need additional evaluation.

Funding Schedule

Funding Sources	FY23	FY24	FY25	FY26	FY27	TOTAL
General Fund Contribution (1)	50,000	300,000	-	-	-	350,000
State Aid - Improved Roads (TAR) (6)	50,000	50,000	50,000	50,000	50,000	250,000
Grant Funds (4)	-	2,150,000	-	-	-	2,150,000
TOTAL	100,000	2,500,000	50,000	50,000	50,000	2,750,000

TOWN OF KILLINGLY CAPITAL BUDGET

BRIDGES

Funding Summary

	Funding Source	FY 2023 - 2027					Total
		FY23	FY24	FY25	FY26	FY27	
Cotton Bridge Road Bridge	(2) & (4)	-	-	-	-	2,500,000	2,500,000
Peeptoad Stone Arch Bridge	(2) & (4)	-	-	-	-	800,000	800,000
North Street Bridge	(2) & (4)	-	-	-	1,200,000	-	1,200,000
Total		-	-	-	1,200,000	3,300,000	4,500,000

Project Comments

- * Cotton Bridge Road Bridge - This bridge crosses the Quinebaug River connecting the Towns of Killingly and Pomfret. The Connecticut Department of Transportation has identified areas of concern with the bridge. The replacement of this bridge will require an inter-municipal agreement. Therefore, planning work should begin early. Addressing some of the areas identified in the CDOT inspection report may prolong the life of the bridge and reduce overall costs.
- * Peeptoad Road Stone Arch Bridge - This is a historical Stone Double Arch Bridge on Peeptoad Road in Dayville. The Bridge was built in or about 1850. This bridge was rated as poor in the inspection performed by the Connecticut Department of Transportation (CDOT) in 2012. Partial funding to design and rebuild the bridge is currently available through either the Local State or Federal Bridge Programs.
- * North Street Bridge - The decking structure dates to the 1970's while the stone abutments are much older. The CT DOT has documented several deficiencies mostly relating to the stone abutments. Certain repairs would be made in the current year in advance of a larger grant funded project in future years.

Funding Schedule

	FY23	FY24	FY25	FY26	FY27	TOTAL
Funding Sources						
Bond Funds (2)	-	-	-	600,000	1,650,000	2,250,000
Grant Funds (4)	-	-	-	600,000	1,650,000	2,250,000
State Aid - Improved Roads (TAR) (6)	-	-	-	-	-	-
TOTAL	-	-	-	1,200,000	3,300,000	4,500,000

TOWN OF KILLINGLY CAPITAL BUDGET

PUBLIC BUILDINGS

Funding Summary

	Funding Source	FY 2023 - 2027						Total
		FY23	FY24	FY25	FY26	FY27		
Town Hall 3rd & 4th Floor Renovation/Expansion	(2)	1,000,000	3,000,000	-	-	-	-	4,000,000
Police Office Facility	(4)	750,000	-	-	-	-	-	750,000
Police Training Facility	(4)	-	25,000	-	-	-	-	25,000
Town Hall Building Improvements	(2)	100,000	100,000	-	-	-	-	200,000
Public Works Garage Floor and Mechanics Pit	(2)	-	100,000	-	-	-	-	100,000
Vehicle Wash Bay	(2)	-	1,200,000	-	-	-	-	1,200,000
Brickhouse Road Boiler	(3)	40,000	-	-	-	-	-	40,000
Brickhouse Road Building Improvements	(2)	-	260,000	-	-	-	-	260,000
Library Roof	(2)	250,000	-	-	100,000	-	-	350,000
Library Boiler	(2)	-	50,000	-	50,000	-	-	100,000
Totals		2,140,000	4,735,000	-	150,000	-	-	7,025,000

Project Comments

- * Town 3rd & 4th Floor Renovation/Expansion - The space on the 3rd and 4th floors of the Town Hall would provide much needed office space for several departments. This project would include the design, renovation and reconfiguration of office space to allow for a more functional layout among Town Hall departments as well as improvements to the Elevator. The Elevator portion of the project would replace the existing elevator and extend service to the 3rd and 4th floors of the Town Hall. The existing elevator was installed in the mid-1980's and requires modifications to meet current code and ADA compliance.
- * Police Office Facility - As the Constabulary continues to expand and the Town hires additional Officers, additional space is needed to properly house the program. The Town is exploring facility lease options within the Town. Construction would be needed for leasehold improvements in order to provide for proper buildout of the space.
- * Police Training Facility - An area is needed for the Constables to conduct required training exercises. Space at Brickhouse Road is being explored as a potential location for this facility. The project would include the cost of materials to install the required safety barriers.
- * Town Hall Building Improvements - This project would include brick repointing to the exterior of the building as well as replace the floor in the first floor main hallway. There are numerous cracks and broken tiles in the hallway areas.
- * Public Works Garage Floor and Mechanics Pit - The project includes grinding and resealing of the entire garage floor to make needed repairs and help protect the floor from the salt and make it easier to clean. The mechanic's pit is in need of repair as the concrete walls are starting to crack and spall. The project would update the pit by repairing the walls, add LED lighting, improve drainage, improve ventilation and install a new covering system.
- * Vehicle Wash Bay at Highway Garage - The installation of a vehicle wash bay at the Public Works garage would serve the Town and Board of Education vehicle fleet. The project would include a water reclamation system to conserve and reuse water services.
- * Brickhouse Road Boiler - The boiler at the Transfer Station will be due for replacement. This project would include the installation of a new boiler.
- * Brickhouse Road Building Improvements - The storage building at Brickhouse Road is in need of repair. The project will include the installation of a new roof and make interior improvements to enhance the existing storage capacity.

TOWN OF KILLINGLY CAPITAL BUDGET

- * Library Roof- The roof at the Library is nearing the end of its useful life. This project would include the installation of a new roof.
- * Library Boiler- The boiler at the Library will be due for replacement. This project would include the installation of a new boiler.

Funding Schedule

<i>Funding Sources</i>	FY23	FY24	FY25	FY26	FY27	TOTAL
Bonds (2)	1,350,000	4,710,000	-	150,000	-	6,210,000
LOCIP (3)	40,000	-	-	-	-	40,000
Grants Funds (4)	750,000	25,000	-	-	-	775,000
TOTAL	2,140,000	4,735,000	-	150,000	-	7,025,000

TOWN OF KILLINGLY CAPITAL BUDGET

PARKS AND RECREATION

Funding Summary

Funding Source	FY 2023 - 2027						Total
	FY23	FY24	FY25	FY26	FY27		
Westfield Ave Athletic Courts	(3)	54,000	-	-	-	-	54,000
Owen Bell Park Irrigation	(3)	-	50,000	-	-	-	50,000
Owen Bell Park Pavillion	(3)	-	15,000	-	-	-	15,000
River Trail Phase V & VI	(4)	-	1,500,000	1,500,000	-	-	3,000,000
Parks at Davis Property	(8)	-	-	-	-	120,000	120,000
Totals		54,000	1,565,000	1,500,000	-	120,000	3,239,000

Project Comments

- * Westfield Ave Athletic Courts - This project would improve the condition of the existing tennis and basketball courts to repair and resurface the courts. The tennis court would also be modified in order to allow for use as a pickle ball court.
- * Owen Bell Park Irrigation - This project would provide irrigation to Owen Bell park through the use of the existing pond. The project would include the dredging and minor expansion of the pond.
- * Owen Bell Park Pavillion - This project would update and make necessary repairs to the pavillion space at the park.
- * River Trail - Phase V & VI - Design and construction to continue the expansion of river trail walk to include a pedestrian bridge to cross existing stream.
- * Parks at Davis Property- Currently, the property is being utilized as a gravel yard. Once the gravel operation has completed the property would be reconstructed to allow for recreational use. The Town would propose to install several playing fields in this location.

Funding Schedule

Funding Sources	FY23	FY24	FY25	FY26	FY27	TOTAL
LOCIP (3)	54,000	65,000	-	-	-	119,000
Grant Funds (4)	-	1,500,000	1,500,000	-	-	3,000,000
Reserve Funds (8)	-	-	-	-	120,000	120,000
TOTAL	54,000	1,565,000	1,500,000	-	-	3,239,000

TOWN OF KILLINGLY CAPITAL BUDGET

KILLINGLY SCHOOLS

Funding Summary

	Funding Source	FY 2023 - 2027						Total
		FY23	FY24	FY25	FY26	FY27		
Killingly Westfield Ave Facility	(2) & (5)	32,000	-	-	150,000	560,000	742,000	
Killingly Memorial School	(2) & (5)	-	-	-	-	-	-	
Killingly Central School	(2) & (5)	-	-	175,000	50,000	2,000,000	2,225,000	
Killingly Intermediate School	(2) & (5)	200,000	1,600,000	2,000,000	2,000,000	-	5,800,000	
Killingly High School	(2) & (5)	-	436,000	346,000	160,000	160,000	1,102,000	
Goodyear Early Childhood Learning Center	(2) & (5)	-	-	50,000	146,315	-	196,315	
Total		232,000	2,036,000	2,571,000	2,506,315	2,720,000	10,065,315	

Project Comments

See Capital Improvement Plan as outlined in the Board of Education Budget.

Funding Schedule

Funding Sources	FY23	FY24	FY25	FY26	FY27	TOTAL
Bond Funds (2)	69,600	610,800	771,300	751,895	816,000	3,019,595
State Education Grants (5)	162,400	1,425,200	1,799,700	1,754,421	1,904,000	7,045,721
TOTAL	232,000	2,036,000	2,571,000	2,506,315	2,720,000	10,065,315

TOWN OF KILLINGLY CAPITAL BUDGET

WATER POLLUTION CONTROL AUTHORITY PROJECTS

Funding Summary

		FY 2023 - 2027						Total
		FY23	FY24	FY25	FY26	FY27		
Sewer Replacement	Fund 210	400,000	500,000	300,000	-	-	1,200,000	
Capital Projects/Equipment	Fund 210	595,000	1,910,000	1,000,000	1,000,000	1,000,000	5,505,000	
Total		995,000	2,410,000	1,300,000	1,000,000	1,000,000	6,705,000	

Project Comments

Sewer Line Replacement - This is to fund deficient sewer lines and to correct inflow and infiltration problems and will also identify the problem areas and begin a * systematic program that will correct identified deficiencies. Current year sewer line replacement projects also includes sewer line upgrades to Buck Street.

Plant Capital Projects- This is to fund building improvements, continued work on pump stations and various equipment not covered by the current Facility Upgrade.

Funding Schedule

	FY23	FY24	FY25	FY26	FY27	TOTAL
<u>Funding Sources</u>						
Sewer Fund (Fund 210)	995,000	2,410,000	1,300,000	1,000,000	1,000,000	6,705,000
TOTAL	995,000	2,410,000	1,300,000	1,000,000	1,000,000	6,705,000



TOWN OF KILLINGLY, CT
PLANNING AND ZONING COMMISSION

TUESDAY – FEBRUARY 22, 2022
Regular Meeting – HYBRID MEETING
7:00 PM

RECEIVED
TOWN CLERK, KILLINGLY, CT
2022 FEB 28 PM 3:05

Elizabeth M. Wilson

TOWN MEETING ROOM – 2ND FLOOR
Killingly Town Hall
172 Main Street
Killingly, CT

THE PUBLIC IS ALLOWED TO ATTEND THE MEETING IN PERSON
OR THE PUBLIC MAY VIEW THIS MEETING AS DESCRIBED BELOW

MINUTES

THE PUBLIC CAN VIEW THIS MEETING ON FACEBOOK LIVE.
GO TO www.killinglyct.gov AND CLICK ON FACEBOOK LIVE AT THE BOTTOM OF THE PAGE.

I. CALL TO ORDER – Chair, Keith Thurlow, called the meeting to order at 7:06 p.m.

ROLL CALL – John Sarantopoulos, Matthew Wendorf, Michael Hewko, Keith Thurlow were present in person.
Virge Lorents arrived, in person, at 7:21 p.m. Brian Card was absent with notice.

Staff Present – Ann-Marie Aubrey, Director of Planning & Development; Ken Slater, Town Attorney, Halloran & Sage (both were present in person); Jill St. Clair, Director of Economic Development (present via Webex).

Also Present (in person) – Attorney Joseph Hammer, Day Pitney, LLC; Brian Dotolo, Haskell (Project Director); David Kode, Design Director and Architect with Haskell Company (Project Consultant); Roger Gieseke, Frito-Lay (Senior Project Engineer); Sil Quenga, Frito-Lay (Director of Engineering and Maintenance); Ulla Tiik-Barclay, Town Council Liaison; J.S. Perreault, Recording Secretary.

(via Webex) – Steven Cole, Haskell (Civil Engineer); Bennett Brooks, President of Brooks Acoustics Corporation; Attorney Mary Miller, representing the Alexanders Lake Homeowners Association; Scott Hesketh, Traffic Engineer with F.A. Hesketh & Associates; Scott Lyons, Haskell; Walter Bone, Haskell.

II. SEATING OF ALTERNATES

Town Attorney, Ken Slater explained that new Alternate Member, Michael Hewko, would be able to be seated as a participant, but would not be able to vote on motions unless he has reviewed all of the materials. Mr. Hewko indicated that he had not.

Keith Thurlow stated that Michael Hewko, having heard the instructions of the Town Attorney, would be seated (in the absence of Brian Card).

III. AGENDA ADDENDUM – None.

- IV. CITIZENS' COMMENTS ON ITEMS NOT SUBJECT TO PUBLIC HEARING** (Individual presentations not to exceed 3 minutes; limited to an aggregate of 21 minutes unless otherwise indicated by a majority vote of the Commission)
NOTE: Public comments can be emailed to publiccomment@killinglyct.gov or mailed to the Town of Killingly, 172 Main Street, Killingly, CT 06239 on or before the meeting. All public comment must be received prior to 2:00 PM the day of the meeting. Public comment received will be posted on the Town's website www.killingct.gov.
NOTE: To participate in the CITIZENS' COMMENTS– the public may join the meeting via telephone while viewing the meeting on Facebook live.
To join by phone please dial 1-415-655-0001; and use the access code 2630-203-8265 when prompted.

Keith Thurlow read aloud the above information regarding Citizens' Comments.

There were no comments from citizens and Ann-Marie Aubrey stated that no public comments had been received via e-mail.

- V. COMMISSION/STAFF RESPONSES TO CITIZENS' COMMENTS – None.**
- VI. PUBLIC HEARINGS – (review / discussion / action)**
NOTE: To participate in THE PUBLIC HEARINGS – the public may join the meeting via telephone while viewing the meeting on Facebook live.
To join by phone please dial 1-415-655-0001; and use the access code 2630-203-8265 when prompted.

1) **Special Permit Ap #21-1273;** David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for portion of proposed building addition that will exceed the maximum height of 50 ft for said zone, with a proposed height of 86 ft, 8.5 inches. **LIMITED CONT. FROM 01/18/2022**

Ann-Marie Aubrey explained that although Site Plan Application #21-1275 (Item VII.2 Below) has been presented simultaneously with this Special Permit Application, it is not part of the public hearing. Mr. Thurlow asked that Town Attorney, Ken Slater give an explanation of the current status of the public hearing. Attorney Slater summarized:

- The public had been advised that everyone has had an opportunity to be heard;
- Items left open: The Applicant was to submit additional information regarding Cut & Fill, as requested by the Commission; and the Intervener and the Applicant agreed that they were going to work together to see if they could come up with conditions that they were completely aligned on and that they would submit to Staff to have an opportunity to review and prepare draft motions for the Commission.

Attorney Slater suggested that the Applicant be allowed to present information on the Cut & Fill and then proceed with closing the public hearing. He offered that he would advise the Commission regarding the environmental intervention petition.

Attorney Joseph Hammer, Day Pitney, LLC, introduced Brian Dotolo, Haskell (Project Director) to speak regarding Cut & Fill. Before speaking about the Cut & Fill analysis and how they propose to transfer the fill on-site and off-site, Mr. Dotolo introduced Steven Cole, Haskell (Civil Engineer) to review the Cut & Fill analysis and the associated plan.

Steven Cole explained the Overall Cut-Fill Analysis Plan for all areas of work regarding the Phase 2 Project (plans were displayed as discussed):

- The analysis compares proposed surfaces to the existing surfaces survey.
- He referred to and explained the Elevations Table on the Overall Cut-Fill Analysis Plan.
- He explained some basis of design elements using boring logs taken from 2009 and 2020:
 - They determined that a Swell Factor of 1.20 (20 percent) would be appropriate to apply to all of the cut volumes.
 - From a shrinkage standpoint, they applied 1.05 (5 percent) for compaction of on-site transfer of fill material. This was taken into account when determining the volumes.
- Mr. Cole explained that it was broken down into five distinct areas around the site:
 - 1) Area 1 – The Auto Parking Lot. Roughly thirteen feet of cut, 19,300 c.y. of cut.

- 2) Area 2 - Finished Floor of All Proposed Buildings and Pavement Improvements (also on the cut side of the site) – 13,300 c.y. of cut.
- 3) Area 3 (south side fill condition) Location of the New Manufacturing Building – Roughly 10,500 c.y. of fill.
- 4) Area 4 – Lot with 900 Trailer Spaces (also primarily a fill condition) – 2,300 – 2,400 c.y. of fill.
- 5) Area 5 – Underground Retention System within the Existing Parking Lot (goes down to a depth of approximately 8 feet) – Approximately 4,300 c.y. of cut.

Mr. Cole explained that, looking at the site as a whole, taking into account shrink and swell of on-site transfer, the overall Cut & Fill analysis is 31,779 c.y. of cut on-site (export material).

There were no questions or comments.

Brian Dotolo indicated the cut locations and the fill locations (plans were displayed as discussed):

- He explained the routes that are proposed for the transfer of fill material from the cut locations (indicated in red on the plan) to the fill locations (indicated in green on the plan)
 - Passing through the western edge of the employee parking lot, transitioning to the west gravel road, to the fill locations (route indicated by a red arrow on the plan).
 - Would not be traveling on the public streets (Upper Maple Street / Attawaugan Crossing).
- Regarding the proposed route for the 31,779 c.y. of excess fill:
 - They would either take it through the employee parking lot/employee entrance or the truck entrance out to Attawaugan Crossing (avoiding using Upper Maple Street). Mr. Dotolo explained that to get to Attawaugan Crossing, they would utilize the temporary access road that connects the employee entrance to Frito-Lay and the truck entrance.
- Mr. Dotolo explained about the number of truck trips and the eight-week process to remove fill of the property:
 - Each dump truck holds an average of 13 c.y. of fill. They estimate that there would be an average of 75 truckloads per day exiting the site onto Attawaugan Crossing
 - Maximum amount would be approximately 115-150 trips off-site per day. This would be anticipating no issues on-site, no processing of gravel on-site, even flow process.
 - Cut Area #1 (Employee Parking Lot) would take approximately four weeks to complete the process of moving the excess fill of-site.
 - Cut Area #2 (Future ASRS Building Location) would also take approximately four weeks to complete the process of moving the excess fill of-site.
- Mr. Dotolo explained about the four companies that would be willing to accept the fill from the site (structural fill, topsoil or ledge which would be processed into gravel). He also explained the routes that would be taken, stressing that they would not use Upper Maple Street and also that a left cannot be taken onto Attawaugan Crossing to get to Desmarais & Sons location.

QUESTIONS/COMMENTS FROM COMMISSION MEMBERS:

Keith Thurlow asked about how they plan to remove ledge and how much ledge they expect to remove.

Mr. Cole explained about borings that had been performed and that there is some potential for ledge to be present.

Mr. Dotolo explained that if a large mass of ledge is encountered, they would blast going through the proper permitting procedures. Regarding the question of whether to process ledge into gravel on-site, he said that they would have the larger boulders hauled off-site and have it processed somewhere else, if they don't need it on-site.

Mr. Thurlow referred to Brian Card's comments regarding Regulations Section 560 for processing on-site.

Mr. Dotolo explained that it is still speculation.

Mr. Thurlow suggested that there be a condition of approval regarding ledge and complying with Section 560.

Ann-Marie Aubrey referred to, and read aloud from, Section 560.4 - Permitted Activities Require Zoning Permit Only (Sections 590 – Soil Erosion and Sediment Control, 560.6 – Application Process, 560.7 - Performance Standards, 560.8 – Performance Bonds, and 560.9 – Approval Criteria).

Michael Hewko asked about the number of trailers in Fill Area #1 because he said that on one plan it says 15, but on another plan it says 20.

Mr. Dotolo explained that the correct number of trailers is fifteen.

There were no comments from the public.

Motion was made by John Sarantopoulos to close the public hearing for **Special Permit Ap #21-1273**; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for portion of proposed building addition that will exceed the maximum height of 50 ft for said zone, with a proposed height of 86 ft, 8.5 inches.

Second by Matthew Wendorf. No discussion.

Motion carried unanimously by voice vote (4-0-0).

2) **Special Permit Ap #21-1277**; American Storage Centers, LLC (Landowner same); 551 Westcott Road; GIS MAP 214; LOT 5; ~3.8 acres; General Commercial Zone; construction of 6 new buildings & conversion of existing building to establish a self-service storage facility (420.2.2.[q]). **HEARING CLOSED, DISCUSSION & DECISION – FROM 01/18/2022**

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

1) **Special Permit Ap #21-1273**; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for portion of proposed building addition that will exceed the maximum height of 50 ft for said zone, with a proposed height of 86 ft, 8.5 inches.

Town Attorney, Ken Slater suggested that it be clarified as to whether or not, new Alternate Member, Michael Hewko is prepared to be seated to vote. Mr. Hewko stated that he is not. Attorney Slater advised that Mr. Hewko should not be seated or considered a present person because he is disqualified from voting tonight. He explained that the remaining Members of the Commission would be the number that the vote would be based on.

Attorney Slater explained about the role of the Commission regarding the Environmental Intervention Petition (22a-19). He explained that since both the Site Plan Application and the Special Permit Application were being addressed to the Commission in the context of a public hearing, the Intervener was given full rights to present information, just as the public was. The paperwork filed by the Intervener was sufficient to get the Intervener status. He explained that the Commission has some jurisdiction under both Special Permit and Site Plan regarding pollution concerns. The Commission would need to consider, based on all of the evidence submitted, whether the Intervener showed that it is reasonably likely that the activity will unreasonably pollute, impair or destroy the public trust in the air, water or other natural resources of the State. He gave some examples of cases. He advised/explained that if the Commission approves the Application, they incorporate a requirement that it comply with the DEEP Standards. He explained the sample motions to approve/deny that he had drafted with Staff.

There was discussion regarding the Sections of the Regulations that the Commission would need to consider regarding the Intervention Petition.

Motion was made by John Sarantopoulos to approve both **Special Permit Application #21-1273 AND Site Plan Application #21-1275**, as proposed by the Town Attorney and Staff.

Second by Matthew Wendorf.

Discussion:

Town Attorney, Ken Slater recommended that the Commission discuss the motion and come to a consensus on the language and amend it, if needed.

John Sarantopoulos explained that he feels comfortable with the language of the motion.

Virge Lorents spoke about the history of the mistake of placing the Industrial Park near the Lake. She feels this needs to be addressed at some point.

The Commission discussed the buffer with the Town Attorney and Staff. Keith Thurlow spoke about gaps in the buffer and he suggested not specifying a certain number of trees, but rather what is necessary and as needed, using 6-foot trees and a row of seedlings so that, over a period of time, there will be a full buffer and that it will be maintained. He feels it should be managed by a professional. He feels that this and the ledge issue have not been addressed in the motion. Discussion continued and new language was proposed by Attorney Slater and Ms. Aubrey.

Motion was made by Virge Lorents to amend the Original Motion to approve Special Permit Application #21-1273 and Site Plan Application #21-1275, to incorporate the following language:

- Under Conditions, Section 4.b.i, second, third and fourth sentences, to read as follows:

The Applicant shall install additional landscaping to fill in the gaps and buffers on the southwestern portion of the Frito-Lay property in accordance with a plan intended to maximize both sight and sound buffering prepared by a licensed arborist or forester engaged by the Applicant and approved by the Planning and Development Staff. The Applicant shall exercise due diligence to maintain the trees required by the plan.

And

- Under Conditions, Section 4.b.iii, first sentence, to read as follows:

The specific locations where such trees are to be installed shall be established in the plan set forth in Part i.

Amendment Seconded by Matthew Wendorf. No discussion.

Roll Call Vote on the Amendment to the Original Motion: Virge Lorents – yes; John Sarantopoulos – yes; Matthew Wendorf – yes; Keith Thurlow – yes.

Motion to amend the Original Motion carried unanimously (4-0-0).

Mr. Thurlow stated that he would like to see a landscaping plan before building. There was discussion and new language was proposed by Attorney Slater.

Motion was made by Virge Lorents to make a second amendment to the Main Motion to approve Special Permit Application #21-1273 and Site Plan Application #21-1275, to incorporate the following language:

- Under Conditions, Section 4.b.i, add the following sentence:

No building permit shall be issued before such plan is approved.

2nd Amendment Seconded by Matthew Wendorf. No discussion.

Roll Call Vote on the 2nd Amendment to the Main Motion: Matthew Wendorf – yes; Virge Lorents – yes; John Sarantopoulos – yes; Keith Thurlow – yes.

Motion for the 2nd Amendment to the Main Motion carried unanimously (4-0-0).

The Final Amended Motion was read aloud, in its entirety, for the record, and is attached herewith as Exhibit A:

Roll Call Vote on the Final Main Motion with the two Amendments: Virge Lorents – yes; John Sarantopoulos – yes; Matthew Wendorf – yes; Keith Thurlow – yes.

Main Motion, as amended, carried unanimously (4-0-0).

At this time (8:36 p.m.), Keith Thurlow called for a 5-minute recess.

Mr. Thurlow called the meeting back to order at 8:43 p.m.

2) **Site Plan Application #21-1275**; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for the proposed building additions that will be under the allowed height.

Approved – See above (Item VII.1).

3) **Special Permit Ap #21-1277**; American Storage Centers, LLC (Landowner same); 551 Westcott Road; GIS MAP 214; LOT 5; ~3.8 acres; General Commercial Zone; construction of 6 new buildings & conversion of existing building to establish a self-service storage facility (420.2.2.[q]).

Ann-Marie Aubrey gave a review:

- Public Hearing was closed on January 18, 2022, after hearing testimony from the Applicant's representative and the public. Tonight's discussion is to be strictly between Staff and the Commission. No further testimony can be taken.
- Comments from Staff:
 - Concern regarding the use of millings on the site. Town Engineer, David Capacchione had requested a hot-mix asphalt be used.
 - Permissible lot coverage in the GC Zone is 65 percent by right, but may be increased from 65 percent to 75 percent with a special permit by the PZC. Ms. Aubrey referred to and read aloud from Section 420.2 of the Regulations which describes the requirements for that special permit.

- Fire & Traffic Safety – Regarding fire trucks having access to all buildings on the premises, it had been requested that there be at least a 20-foot driveway or road between the buildings and the plated buffer. The building furthest to the left is only 15-feet wide.
- Fire & Ambulance Services – There should be a Knox box at the gate to allow fire and ambulance crews access to the premises.
- Snow Plowing & Storage – Are the aisles between the buildings and at each back corner large enough to allow for proper snow plowing and, if stored on-site, where would the snow piles be placed?
- Lighting on Buildings – All lighting on buildings should be tilted downward and make sure no lighting goes off the premises.
- Ms. Aubrey referred to Section 420.2.2.q.2 Special Permit Uses – Self Service Storage Facilities – Conditions, which must be adhered to by the Applicant. Staff suggests that reference to those conditions be made in the Commission’s motion.
- Ms. Aubrey read aloud suggested conditions of approval from Brian Card which she had received via email and provided copies to Commission Members: 1) Additional signage and curbing along south side; 2) Motion-activated lights on buildings – on less than 30 minutes; 3) Modify gravel base; 4) Snow storage locations shall be identified on site plan, as agreed to with Town Staff.

There was discussion regarding the width available vs. what is needed for emergency and plowing vehicles and snow storage. Smaller units was suggested. There was discussion regarding moving snow from inside the gated area to the storm water drainage areas. Ms. Aubrey stated that conditions and modifications to the site plan can be made.

There was discussion regarding that, on the far left, there is only 15 feet between the building and the grass-way. On the right, there are 40 feet from the building to the property line, but there is a required 25-foot buffer which would only leave 15 feet of asphalt. Ms. Lorents suggested removing the end units.

There was discussion regarding snow storage. Mr. Wendorf and Mr. Thurlow expressed that the site is too dense with everything in it and it limits access. Ms. Lorents expressed agreement. There was concern expressed regarding radii and Mr. Thurlow stated that the Commission cannot be responsible for design regarding major modifications. Attorney Slater agreed with Mr. Thurlow and explained that, if a major redesign of the plan is involved, it is better to deny giving a roadmap of the kind of changes that need to be made. Attorney Slater explained that a motion to deny would not have to state “without prejudice” and that the Applicant would be able to refile with a substantially changed application. Discussion continued. Mr. Thurlow stated that the concerns had been discussed with Norm Thibeault, the Applicant’s Representative, during the public hearing. Ms. Aubrey explained that Mr. Thibeault had designed it with millings (where he wanted a pervious surface) and if the hot-asphalt mix is used, as requested by the Town Engineer, Mr. Thibeault needs to be careful not to go over the 65 percent lot coverage.

Motion was made by Matthew Wendorf to deny, without prejudice, **Special Permit Ap #21-1277**; American Storage Centers, LLC (Landowner same); 551 Westcott Road; GIS MAP 214; LOT 5; ~3.8 acres; General Commercial Zone; construction of 6 new buildings & conversion of existing building to establish a self-service storage facility (420.2.2.[q]).

Second by Virge Lorents. No discussion.

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

Motion carried unanimously (4-0-0).

Attorney Slater suggested that a copy of Brian Card’s recommended conditions be provided to the Applicant. Ms. Aubrey stated that she will include all of the concerns discussed in a letter to the Applicant.

Attorney Slater left the meeting at this time (9:06 p.m.).

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

NOTE: There is already one public hearing scheduled for Monday, March 21, 2022.

1) **Special Permit Ap #22-1282**; Jolley Commons, LLC (Applicant/Owner); 120 Wauregan Road; GIS MAP 220, LOT 21; ~6.4 acres; General Commercial Zone; excavation and removal of gravel products; under Section 560, et seq (Earth Filling and

Excavation); Section 700 et seq (Special Permits); and Section 470 et Seq (Site Plan Review) of the Town of Killingly Zoning Regulations. **Receive and schedule for public hearing. Proposed date Monday, March 21, 2022.**

Ann-Marie Aubrey stated that the Application is complete. There was discussion regarding the date to schedule the public hearing and it was decided to schedule for April 18, 2022.

Motion was made by Virge Lorents to receive and schedule a public hearing for **Special Permit Ap #22-1282**; Jolley Commons, LLC (Applicant/Owner); 120 Wauregan Road; GIS MAP 220, LOT 21; ~6.4 acres; General Commercial Zone; excavation and removal of gravel products; under Section 560, et seq (Earth Filling and Excavation); Section 700 et seq (Special Permits); and Section 470 et Seq (Site Plan Review) of the Town of Killingly Zoning Regulations, for the regularly scheduled meeting of Monday, April 18, 2022, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.

Second by Matthew Wendorf. No discussion.

Motion carried unanimously by voice vote (4-0-0).

2) **Special Permit Ap #22-1283**; Steven E. MacCormack (Applicant/Owner); 42 Mechanic St; GIS MAP 181; LOT 104; ~0.13 acres; **AND** 26 Oak St; GIS MAP 181; LOT 105; ~0.25 acres; both Borough General Commercial Zone; self-service storage facility in two pre-existing buildings; under Section 430, et seq (General Commercial) and Section 700 et seq (Special Permit) of the Borough of Danielson Zoning Regulations. **Receive and schedule for public hearing. Proposed date Monday, March 21, 2022.**

Ann-Marie Aubrey stated that the Application is complete.

Motion was made by Virge Lorents to receive and schedule a public hearing for **Special Permit Ap #22-1283**; Steven E. MacCormack (Applicant/Owner); 42 Mechanic St; GIS MAP 181; LOT 104; ~0.13 acres; **AND** 26 Oak St; GIS MAP 181; LOT 105; ~0.25 acres; both Borough General Commercial Zone; self-service storage facility in two pre-existing buildings; under Section 430, et seq (General Commercial) and Section 700 et seq (Special Permit) of the Borough of Danielson Zoning Regulations, for the regularly scheduled meeting of Monday, March 21, 2022, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.

Second by Matthew Wendorf. No discussion.

Motion carried unanimously by voice vote (4-0-0).

3) **Zone MAP Change Ap #22.1284**; State of CT; Aquifer Area Program Implementation Letter for Map Delineation; 360 Lake Road; GIS MAP 61; LOT 52; ~11 acres; Industrial Zone; Level "A" Mapping Approval for the Connecticut Water Company's Killingly Industrial Park Well Field. **Receive and schedule for public hearing. Proposed date Monday, March 21, 2022.**

Motion was made by Matthew Wendorf to receive and schedule a public hearing for **Zone MAP Change Ap #22.1284**; State of CT; Aquifer Area Program Implementation Letter for Map Delineation; 360 Lake Road; GIS MAP 61; LOT 52; ~11 acres; Industrial Zone; Level "A" Mapping Approval for the Connecticut Water Company's Killingly Industrial Park Well Field, for the regularly scheduled meeting of Monday, March 21, 2022, Town Meeting Room, 2nd Floor, 172 Main Street, at 7:00 p.m.

Second by Virge Lorents. No discussion.

Motion carried unanimously by voice vote (4-0-0).

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

1) Regular Meeting Minutes – Tuesday, January 18, 2022

Motion was made by Matthew Wendorf to approve the Minutes of the Regular Meeting of Tuesday, January 18, 2022.

Second by Virge Lorents. No discussion.

Motion carried unanimously by voice vote (4-0-0).

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

1) **WORKSHOP – Discussion** – should the zoning regulations allow for an accessory structure to be constructed on a vacant parcel of real estate without the primary structure being in place?

Ms. Aubrey explained that the Town Attorney recommended that the Commission consider this as an allowed use. Staff suggests a special permitted use. Staff is preparing draft language to be ready by the meeting of March 21st.

Workshop continued.

2) **WORKSHOP – Discussion** – Five Mile River Overlay District.

Workshop continued.

XI. CORRESPONDENCE

Ms. Aubrey stated that March 22, 2022 (6:00 p.m. in the Town Meeting Room) is the date selected for the training class for Boards and Commissions. She will send a reminder.

Ms. Aubrey stated that there will be a Workshop regarding Retail and Growing of Cannabis. The State has opened the bidding process, but has given no direction/information to the towns regarding writing regulations. She will consult with the Town Attorney.

There was discussion regarding when to schedule the three workshops - Monday, March 28th at 6:00 p.m.

XII. DEPARTMENTAL REPORTS – (review/discussion/action)

A. Zoning Enforcement Officer’s & Zoning Board of Appeal’s Report(s) – No Report.

B. Inland Wetlands and Watercourses Agent’s Report – No Report.

C. Building Office Report – No Report.

XIII. ECONOMIC DEVELOPMENT DIRECTOR REPORT

Jill St. Clair reported:

- She has been working with several potential businesses who are looking to locate in Killingly.
- RaRa’s Ice Cream Shop has signed a lease with Owen Bell Park Concession Stand.
- Small Business Academy starting on March 22nd (six-session course and free to the public). Sign up through the Killingly Public Library.
- Borough Brewery (former location of Black Pond Brewery on Furnace Street) to open early spring.
- EDC continues discussions regarding the formation of a Cultural Commission and District.
- Eastern Regional Tourism District approved an \$8,000 matching tourism grant for The Last Green Valley.

Mr. Thurlow asked if the EDC would be giving feedback regarding the zone change for the Vance property. Ms. St. Clair explained that it is on their agenda, but a couple of the Members may have a conflict of interest.

XIV. TOWN COUNCIL LIAISON REPORT

Ulla Tiik-Barclay reported on the following:

- February 19-26 is National FFA Week.
- February is Black History Month, Teen Dating Violence Prevention & Awareness Month, and National Library Lovers Month.
- Appointments to Boards and Commissions.
- Monthly Town and BOE budgets were approved by Council.
- A series of annual statements of affirmation and policies had to be approved so that small-town grants could be received by the Town (accumulate to approximately \$1 million per year).

Mr. Thurlow suggested having tablets. There was discussion regarding paper vs. electronic. Ms. Aubrey clarified that it would be the Commissioners’ own devices. She offered to email packets and have paper copies available at the meetings.

XV. ADJOURNMENT

Motion was made by Matthew Wendorf to adjourn at 9:26 p.m.

Second by Virge Lorents. No discussion.

Motion carried unanimously by voice vote (4-0-0).

Respectfully submitted,

J.S. Perreault
Recording Clerk

EXHIBIT "A"

MOTION TO APPROVE SPECIAL PERMIT AND SITE PLAN APPLICATIONS FRITO-LAY

WHEREAS the Killingly Planning and Zoning Commission received Special Permit Application #21-1273 of David Kode (Frito-Lay, Inc. / Landowner) (the "Applicant"); 1886 Upper Maple Street, Killingly, CT GIS MAP 62; LOT 53; ~94 acres; Industrial Zone; to allow the construction of a new Automatic Stock Retrieval System (ASRS).

WHEREAS, the Killingly Planning and Zoning Commission received Site Plan Applications #21-1275 of David Kode (Frito-Lay, Inc./Landowner) (the "Applicant"); 1886 Upper Maple Street, Killingly, CT GIS MAP 62; LOT 53; ~94 acres; Industrial Zone; to allow the construction of buildings and related site improvements related to its existing industrial use of the site.

WHEREAS, said ASRS System ("System") will be an eight (8) rack high system enclosed in a building at the height of eighty-six (86) feet, eight and one-half (8.5) inches.

WHEREAS, the Killingly Zoning Regulations ("Regulations") allow construction to such a height under Section 450 (Dimensional Requirements); Subsection 450.3.1 (Height in Industrial Zones) by special permit request.

WHEREAS, two other ASRS units were previously approved for this site – 1) the original ASRS building built at a height of seventy-five (75) feet and ten (10) inches, and – 2) the ASRS building built in 2012 at a height of seventy-six (76) feet and eleven (11) inches.

WHEREAS, the Alexander's Lake Association, Inc. filed a petition to intervene filed pursuant to Conn. Gen. Stat. §22a-19 verified by its attorney, Mary Intel Miller, in both the special permit and site plan applications.

WHEREAS, the Commission conducted a public hearing and conferred with and received information from the Applicant, Intervenor, and the public regarding both the special permit and site plan applications.

THEREFORE, I move that the Commission approve the site plan and approve the special permit application subject to the following conditions, each of which are integral to the special permit application, and subject to the following findings.

WITH REGARD TO THE APPLICATIONS:

1. The site plan application is substantially complete, and includes material and information required by the Commission under these Regulations to reach the findings contained herein.

2. The special permit application is substantially complete, and includes material and information required by the Commission under these Regulations to reach the findings contained herein.

3. Subject to the conditions of approval set forth below, the proposed special permit is in general conformance with the requirements of Article VII of the Regulations.

4. The approval is made with the following conditions:

a. Sound Attenuation Model and Testing

i. Applicant shall prepare a sound/noise attenuation model (the "Model") to include the existing and new equipment proposed for the facility and all engineering controls to be employed. The Model shall clearly identify the recommended controls to demonstrate compliance with existing Local and State ambient noise levels. The Model is to be calibrated with actual on-site measurements taken during both daytime and night-time hours. The final results / report of this Model shall be submitted to the Planning & Development Department for review prior to on site construction activities.

ii. Following construction of the plant expansion that is the subject of the site plan application and the completion of installation of associated new manufacturing and rooftop equipment, the Applicant shall conduct a post construction monitoring (Sound Survey Test – the "Test") within seventy-five (75) days of the full operation of Applicant's expanded facility (includes ASRS and other buildings). Results of such testing shall be compared to the Model, to confirm that the facility is in compliance with the noise regulations promulgated by the Connecticut Department of Energy and Environmental Protection ("DEEP") which are set forth in Regulations of Connecticut State Agencies Section 22a-69-1 et seq (the "CT DEEP Regulations"), and the Town of Killingly Noise Ordinance (Article VI. Noise Ordinance).

(1) The TEST shall be conducted in conformance with the requirements of the CT DEEP Regulations and in substantial conformity with acoustical test methods and procedures specified in generally accepted outdoor sound survey standards, including ASTM E1503-14.

(2) Said testing related to the Test shall be completed at a minimum of three (3) residential properties on the west side of Upper Maple Street; and shall be completed by an acoustical consultant. These

locations shall be determined in consultation with the Town Engineer and Zoning Enforcement Officer or their designee.

(3) The date and time of the Testing shall be done in consultation with the Town Engineer and Zoning Enforcement Officer; and said date and time shall be confirmed at least two days in advance of the proposed test.

iii. All Modeling and final reports of the Tests results shall be submitted to the Planning and Zoning Commission through the Planning and Development Office of the Town of Killingly within thirty (30) days of the completion of the Testing.

iv. If the Testing demonstrates that the facility as improved is not in substantial conformity with the CT DEEP Regulations, nor consistent with the pre-construction modeling, the applicant shall employ such noise mitigation measures that it determines are required to achieve compliance. Within thirty (30) days of employing such mitigation measures, the Applicant shall conduct another round of testing in accordance with the conditions listed above. If compliance is not achieved, additional measures shall be employed, and another round of testing shall be completed in accordance with the conditions listed above until compliance is demonstrated.

b. Landscape and Forest Plantings – Buffering

i. The Applicant shall maintain the existing landscape and forest plantings as shown on the 2010 and 2012 site plans and shall add to those plantings as described herewith. The Applicant shall install additional landscaping to fill in the gaps in buffers on the southwestern portion of the Frito-Lay Property in accordance with a plan intended to maximize both sight and sound buffering prepared by a licensed arborist or forester engaged by the applicant and approved by the Planning and Development staff. No building permit shall be issued before such plan is approved. The Applicant shall exercise due diligence to maintain the trees required by the plan.

ii. Once the additional landscape and forest plantings are completed in accordance with the direction of the Planning and Development staff the Applicant shall submit to Planning and Development staff an updated Landscape and Forest Management Plan to show then current conditions of said landscape and forest plantings. Said plan shall then become the basic plan for all future landscape and forest management to maintain, preserve, and enhance the

buffer zone and visual barrier. Said plan shall include annual monitoring of said areas by said Applicant.

iii. The specific locations where such trees are to be installed shall be established in the plan set forth in part i. At least once every five (5) years after installation of these plantings, the Planning and Development staff shall conduct a field inspection of the plantings to determine if additional plantings are necessary to maintain an effective barrier. If so, the Applicant shall plant / install those plantings in consultation with staff.

iv. The Applicant shall submit annual reports to the Planning and Development staff demonstrating compliance with the Landscape and Forest Management Plan.

c. The Applicant shall stipulate that all construction traffic (including materials, workers, and the removal of materials) shall be routed through the Attawaugan Crossing Road access point to the Frito-Lay Property.

d. The Applicant shall use mechanical means of removal for all cuts located within the project area. Blasting is not allowed unless additional approvals are granted by the Planning & Zoning Commission.

e. In connection with the construction of the Project, contracts with construction subcontractors shall include language directing the subcontractors to utilize carpooling measures for their employees during construction to reduce the overall number of vehicles travelling to and from the site. The Applicant shall require the construction workers to use the Attawaugan Crossing Road access point to the Frito-Lay property.

f. In connection with the Haskell response dated January 14, 2022, to the CLA Engineers, Inc. (CLA) review comments dated January 12, 2022, the additional information which Haskell indicates will be provided in response to CLA review comments, 2, 8, 11, 12, 14, 16, 17, 18, 19, 20, and 22 shall be submitted to the Town Engineer for review and approval prior to the issuance of a building permit.

g. The Applicant shall submit a construction phasing and management plan to address any additional concerns raised by the Commission or the Town Engineer following approval.

h. The Applicant shall post a bond, the amount to be determined by the Town Engineer & Planning and Development staff, to assure compliance with the above conditions/modifications.

WITH RESPECT TO THE PETITIONS FOR INTERVENTION

Special Permit Application #21-1273

As to Intervenor's Conn. Gen. Stat. § 22a-19 Notice of Intervention in Special Permit Application #21-1273, the Commission Finds:

1. The Commission has reviewed the allegations contained in the petition,
2. The Commission has considered all evidence submitted by the Intervenor, the Applicant and the Public that was relevant to the allegations in the petition.
3. The Intervenor did not prove that the activities authorized by the approval of the special permit with conditions set forth above are reasonably likely to unreasonably pollute, impair or destroy the public trust in the air, water, or other natural resources of the state.

Site Plan Application #21-1275

As to Intervenor's Conn. Gen. Stat. § 22a-19 Notice of Intervention in Site Plan Application #21-1275, the Commission Finds:

1. The Commission has reviewed the allegations contained in the petition.
2. The Commission has considered all evidence submitted by the Intervenor, the Applicant and the Public that was relevant to the allegations in the petition.
3. The Intervenor did not prove that the activities authorized by the approval of the site plan are reasonably likely to unreasonably pollute, impair, or destroy the public trust in the air, water, or other natural resources of the state.

Dated at Killingly, Connecticut, this __22nd__ day of February 2022.

Motion was made by John Sarantopolous seconded by Matt Wendorf.

There were two addendums made to the motion, they are included above.

The Motion passed 4 to 0.

ZONING PRACTICE

MARCH 2022



AMERICAN PLANNING ASSOCIATION

RECEIVED

MAR - 7 2022

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

➔ ISSUE NUMBER 3

PRACTICE MOBILITY HUBS



Planning and Zoning for Mobility Hubs

By Andrew Crozier, AICP, and Lisa Nisenson

Planners need ways to incorporate new mobility, smart city technologies, and supporting infrastructure into existing models and methods of transit-oriented development. Enter the concept of mobility hubs.

Mobility hubs aim to reduce auto travel by making transit, shared-use mobility, and walking attractive, safe, and convenient. Hubs achieve this through sheltering, real-time information, safe connections, and supportive infrastructure that help people transfer from one transportation mode to another. Other goals for mobility hubs include encouraging sustainable and cost-effective solutions to expand mobility.

The purpose of this article is to introduce the idea of mobility hubs and present information on how to integrate them into plans and codes. The following sections review the history of the mobility hub concept, examine contemporary mobility hub practices, present a typology to guide planning and zoning for future mobility hubs, and highlight noteworthy trends that may affect the future of mobility hubs. The article concludes with a summary of success factors and a small set of resources for further reading.

HISTORY OF MOBILITY HUBS

Michael Glotz-Richter, the Senior Project Manager of Sustainable Mobility for the City of Bremen, Germany, is credited with developing the concept of mobility hubs in 2003. The idea was to combine multiple mobility modes in one place and make transfers between modes more seamless for the user. The end goal was to encourage people to get out of their personal vehicles and reclaim space on the street for other uses. Bremen began establishing mobility hubs near high-frequency transit stops, and by 2018, the city's transportation network was supported by 25 mobility hubs.

The concept of mobility hubs arrived in North America in 2005 when Metrolinx made a hierarchy of mobility hubs a central part of



➔ Incorporating micromobility into a mobility hub can be as simple as standalone bicycle racks or parking corrals, or more complex installations that feature parking, recharging, maps, and information.

its Regional Transport Strategy for Toronto, Canada. The rise of shared-use mobility (rideshares, carshares, and shared bikes, e-bikes, and scooters) has boosted American interest in mobility hubs.

MOBILITY HUBS OF TODAY

Several cities in the United States, such as San Diego, Minneapolis, Boston, and Pittsburgh, have incorporated mobility hubs into their transportation plans.

San Diego

San Diego's APA award-winning strategy was developed by the San Diego Association of Governments to fulfill elements of the San Diego Forward Regional Plan. Eight prototype sites were developed to showcase how the

hubs can be tailored to diverse types of communities. The Mobility Hub Catalogue was created to demonstrate how the different mobility features, amenities, and technologies can be combined to design customized hubs. Equity considerations were used to determine how the different services and amenities would impact low-income residents, minorities, and senior citizens.

Minneapolis

Minneapolis established its Mobility Hub Pilot in 2019. The hub locations were chosen using 32 different criteria with a weighted emphasis on equity. Hubs were created using modular furniture, placemaking, and mode-finding, a comprehensive approach to wayfinding. The hubs evolved beyond

just a transfer point between transportation modes; they became social gathering places and contact points for human services. They evolved into true neighborhood assets beyond mobility.

Boston

Boston's GoHubs! Program was launched with the goal of ensuring all city residents were within a 10-minute walk of reliable transit. The initiative's three main objectives were to improve access, enhance place, and provide information. The program establishes a three-tiered hierarchy of hubs including gateways, squares, and points. A "Kit of Parts" was developed to allow planners to mix and match different mobility elements to tailor each hub to the community. A pre-installation community survey revealed that people were most excited about placemaking and public space aspects of a potential mobility hub. GoHubs! Launched their East Boston pilot program in 2021 with an evaluation report expected by October 2022.

Pittsburgh

Pittsburgh is a city rich in mobility options, where a quarter of households do not have access to a car. However, these mobility options are run by different entities, and it is difficult to plan a trip using multiple modes. The solution was to integrate the systems so it's easier to use different mobility services in one trip. The Pittsburgh Mobility Collective is a city-lead collaborative of multiple transportation entities, shifting the current strategy of competition to one of working together. Together they developed MovePGH, a two-year program that unifies multiple mobility services under one system. The different mobility elements are consolidated under a single app that allows users to plan and pay for their trip using multiple modes. The program is establishing 50 mobility hubs across the city that will provide access to buses, bike share, e-bikes, and e-scooters in one place.

Design Drivers

The case studies above, and additional research, have revealed common design drivers that planners should consider for mobility hubs:

- Minimizing the need for auto trips
- Providing first- and last-mile connectivity, supportive infrastructure (i.e., complete streets), and context-appropriate parking (for all modes)
- Facilitating multimodal integration through facility colocation
- Eliminating conflicts among modes and among travelers making transfers
- Spurring economic development
- Fostering social gathering

A TYPOLOGY OF MOBILITY HUBS

The planner's role in developing and utilizing mobility hubs rests primarily on our ability to integrate them into plans and zoning codes. With any emerging topic, it's helpful to have a framework for assessing important design drivers, hub elements, and supportive policies. In reviewing examples, two focal themes emerged for designing mobility hubs: a transit focus and a land-use focus.

This section presents a framework addressing these two focal lenses as a means for exploring and evaluating planning, zoning, and design considerations within the local context. It lists hub typologies individually, though in practice, cities and transit agencies will ultimately manage a constellation of linked hubs with varying sizes, modes served, and amenities.

Mobility Hubs with a Transit Focus

This framework conceptualizes four distinct types of transit-focused mobility hubs: urban large intermodal, urban transit station, suburban park and ride, and individual bus stops.

Urban Large Intermodal

This type of mobility hub is characterized by the confluence of regional and local transit lines within an intermodal center in urban settings.

Main Planning & Design Considerations:

Intermodal stations are typically located in high-density settings with a robust mix of jobs, housing, and civic and retail uses. The variety of high-capacity transit options and concentrated activity requires stations, buildings, and infrastructure that can accommodate heavy foot traffic and transfers. For the station and immediate surroundings, the main design driver is facilitating pedestrian

and surface transit flows while separating conflict points with private automobiles and delivery trucks. Bicycle and micromobility are considered in design to also reduce pedestrian conflict while optimizing access and parking.

Planning & Zoning Implications: Zoning and planning is generally applied through traditional transit-oriented development (TOD) overlays and station-area master plans. Parking is typically supplied via structures, though may be limited due to the hub's transit focus. Pedestrian and placemaking needs require large sidewalks, safe crossings, street furniture and landscaping. With so much activity, curbside management and streetscape plans are important. Technology plays a major role in helping travelers navigate multiple modes and transfers through information displayed on kiosks and screens and within mobile apps. In the future, planners may need to consider access for urban air mobility, though the future of this mode in urban cores is yet to be determined.

Urban Transit Station

This type of mobility hub is a single stop along a high-capacity transit line.

Main Planning & Design Considerations:

Transit stations can be in urban or suburban locations and are typically included in a larger TOD planning effort. Like intermodal stations, planners work to identify the complement of land uses, parking, density, and amenities based on the setting and market analysis. In high-cost markets, cities are looking to increase housing options and convenience retail around stations. With new mobilities, agencies are considering access beyond the typical one-quarter mile walkshed to include first- and last-mile access. The range may be extended further if the use of e-bikes and e-bikeshare continues to grow.

Planning & Zoning Implications:

Cities are augmenting traditional TOD designs with new approaches that factor in the continued evolution of new mobility, smart city technologies, and adaptability. Within codes, cities are seeking methods for "rightsizing" off-street parking and transitioning excess spaces into shared parking facilities and facilities for multiple modes. Planners need to consider a high-quality pedestrian realm with room for programming

spaces for multiple uses. High quality bicycle infrastructure, such as secure parking, protected intersections, and separated lanes, will be key to increasing access. Planners may need to update station-area master plans and zoning regulations with design concepts and provisions that address new mobility, in particular sidewalk design, maintenance, finishings, and uses.

Suburban Park and Ride

This type of mobility hub encompasses suburban and exurban parking facilities where drivers access commuter bus and rail services.

Main Planning & Design Considerations:

Traditionally, park and ride lots have been little more than a parking facility and signage. They are popular in regions with extreme traffic congestion, tolls, and expensive parking. With COVID, ridership on commuter lines fell, leading to predictions of a “work from anywhere” workforce. To attract passengers, transit agencies are launching on-demand shuttle service (microtransit) to and from lots, as well as secure bike parking in areas with bike access. Denver’s Regional Transportation District found that park and ride facilities that provide access to multiple modes tend to be most attractive, signaling a role for park and rides facilities as mobility hubs.

Planning & Zoning Implications: Park and ride lots are mostly owned and operated by transit agencies, though there are examples of shared-use arrangements that can be used to create a mobility hub with food, retail, and space for shared modes. For improvements beyond typical signage, vanpool staging, and parking, planners can add sheltered waiting areas, restrooms, electric charging stations, digital signage, and vending machines. Over time, planners and agency partners can investigate the potential for mixed-use development that includes housing, childcare, and convenience retail. Planners should also investigate where drivers are forming informal park and rides to see if enhanced facilities can help boost ridership and traveler comfort.

Individual Bus Stop

This type of mobility hub encompasses stops for local bus service (in all contexts).

Main Planning & Design Considerations:

Since local bus service is often regarded as

the workhorse of local transit, enhancing stops with amenities and new mobility can increase service on a modest budget.

Planning & Zoning Implications:

Convening nearby residents and other stakeholders needs to be the first step to ascertain desire for a hub and to identify components and locations. Some communities are finding that hubs are not just valuable as mobility amenities but also community hubs as well. Common upgrades include seating, enhanced sheltering, secure bike racks, and digital signage. Infrastructure improvements will be focused on sidewalk and biking access at the neighborhood scale.

One of the biggest design challenges is finding space along sidewalks and curbsides to safely fit bike racks, micro-mobility parking, pick-up and drop-off zones, and other amenities. The public works department (or streets division) and transit agency are key partners for feasibility assessments, design, installation, and maintenance.

For the most part, hubs will be built around existing bus stops. There are varying levels of regulations. In Florida, bus stop design is encoded in state statute, though in other states design is governed by cities or transit agencies. For bus stops, quick-build (or modular) infrastructure is a good option for low cost and ease of implementation. Low-cost materials can also be used for demonstration purposes to secure feedback from the community. For bus-stop-centric mobility hubs, the public works department, in conjunction with the transit agency, is typically the lead agency.

Mobility Hubs with a Land-Use Focus

This framework conceptualizes four distinct types of land-use-focused mobility hubs: mixed-use district, campus, structured garage, and individual building.

Mixed-Use District

This type of mobility hub encompasses sub-areas and districts that contain a mix of uses (at multiple scales and in various contexts).

DESIRABLE AMENITIES FOR TRANSIT-FOCUSED MOBILITY HUBS

Amenities	Urban Large Intermodal	Urban Transit Station	Suburban Park and Ride	Individual Bus Stop
Lighting	Yes	Yes	Yes	Yes
Real time information	Interurban bus and rail arrivals and departures, transit arrivals	Transit arrivals	Transit arrivals, parking availability	Transit arrivals
Wi-Fi	Yes	Yes	Yes	Yes
Carshare space	Yes	Yes	Yes	Yes
Bikeshare docks or space	Yes	Yes	No	Yes
Parking	Maintenance vehicles, public safety vehicles, transit vehicles, bikes	Maintenance vehicles, public safety vehicles, transit vehicles, bikes	Automobiles, vanpool vehicles, bikes	Bikes
Vehicle charging	Public vehicles, transit	Public vehicles, transit	Automobiles, transit	No
Bus shelter	Yes	Yes	Yes	Yes
Package lockers	No	Yes	No	No
Retail	Yes	Yes	Yes	No
Pick-up and drop-off zone	Yes	Yes	Yes	Yes

Main Planning & Design Considerations:

Cities will have a variety of motivations for hub design that can include mobility, community-building, economic development, housing variety, transit access, resilience, and the retrofit of single-use districts. In general, walkability is the district's design foundation, and hubs will serve to leverage multimodal travel options to and within the district. With hubs, a district has a chance to successfully replace short auto trips with low-impact modes. Depending on goals and priorities, hubs may also be designed as convening and event spaces, as well as test beds for new transit technologies.

Planning & Zoning Implications:

Unlike the other typologies, with districts planners can design hubs and supportive infrastructure at a larger, coordinated scale. Like the other typologies, it is important to first convene residents and other stakeholders to determine the need, location, and design elements for hubs. For shared-use mobility, planners will need to work with companies since they have expertise in locating stations and vehicles, and with regulators since shared micromobility rules vary and can change often. For convening spaces, seating and shade are important elements.

One of the most significant success factors for mobility hub use is the quality of the multimodal infrastructure network. Be prepared to chart a network of mobility hubs and identify gaps in the vicinity of current and potential hub locations. Similarly, planners can locate hubs along high quality infrastructure first, and build more hubs as segments are improved. Like any transit project, consistent branding and signage are essential. A city may want to include inclusion of mobility hubs (with specified components) within planning and zoning code regulations.

Campus

This type of mobility hub is defined by public and private institutions composed of multiple buildings with internal, networked circulation.

Main Planning & Design Considerations:

This type of hub will vary by campus type, though all campuses will face the same challenge of being spatially constrained and reliant on effective internal circulation.

In facing growth, campus managers typically seek ways to reduce the number of cars entering campus while simultaneously relocating parking to redevelop valuable properties. Several technology companies are developing platforms that let campuses create and operate their own shared fleets. This would streamline and consolidate the suite of shared-use mobility offerings, allowing seamless operations.

Planning & Zoning Implications: Both new and redeveloped campuses will feature buildings devoted to student life, administrative functions, and core programs. Within a campus, individual buildings can serve as hubs that supply their own bike parking, showers, and lockers, pick-up and drop-off zones, parcel lockers, and skateboard racks. College campuses will likely design hubs around micromobility and campus transit, while a medical campus will have nodes based on patient care, visitors, and deliveries.

Where congestion and campus parking are a problem, mobility managers will need to adopt transportation and parking demand management strategies, as well as complete streets designs that accommodate the growing number of low-speed electric options. This includes campus vehicles for tasks related to security, parking enforcement, grounds maintenance, and internal transit. Finally, campus planners and city counterparts should collaborate to create off-campus hubs to support more non-automotive trips.

Structured Garage

This type of mobility hub is integrated into larger garage structures (above ground or underground) dedicated to parking.

Main Planning & Design Considerations:

Reduced demand due to COVID gave the parking industry a chance to review business models and develop future scenarios. Currently, parking operators are investing in improved digital wayfinding and mobile parking apps. In anticipation of emerging technologies, operators are developing pilot projects to create small delivery hubs (micrologistics), rooftop landing for urban air mobility, and self-parking vehicle testing. Self-parking vehicles require less space to open doors and navigate drive aisles, which could free spaces for other uses.

Planning & Zoning Implications: Most mobility hub activity will occur on the first floor, likely in the form of valet service, carshare spaces, and recharging for cars and low-speed electric shuttles in spaces best positioned for electric service. Land-use and transportation planners will need to assess the nature and degree of change, which could entail new street design and traffic patterns. With adaptability in mind, plans and code updates increasingly include features such as flat floors, higher ceilings, and design for heavier loads for additional floors. Cities may need to establish public-private partnerships for mobility hubs given the larger set of stakeholders and novel arrangements for shared space. Garage structures are typically governed under building, instead of zoning, codes. Issues in converting space can include recalculating loads, new requirements if enclosing space within the garage, and changes in traffic patterns.

Individual Building

This type of mobility hub is on the site of large residential, commercial, or mixed-use buildings.

Main Planning & Design Considerations:

Individual buildings can also be designed to serve as mobility hubs. Front curbs can host bikeshare racks and carshare spaces, as well as pick up and drop off points for transit and on-demand ridesharing. First-floor space can be used for bike parking and repair, or as logistics hubs for packages or e-commerce stations that stock popular items ordered by the building tenants.

Planning & Zoning Implications:

Cities can craft zoning code language for various mobility hub components. Many cities already have language addressing the placement, amount, and quality of bicycle parking and, in some cases, lockers and showers. Given the competition for space on sidewalks and along curbsides, planners may need to update codes and design standards to optimize space and facilitate multimodal travel options. Zoning codes could easily include provisions that require buildings over a certain size (or on lots of a certain size in specific locations) to include specific mobility-hub-supportive features (either for all new land-use permits or as a prerequisite for a density bonus).

DESIRABLE AMENITIES FOR LAND-USE-FOCUSED MOBILITY HUBS

Amenities	Mixed-Use District	Campus	Structured Garage	Individual Building
Lighting	Yes	Yes	Yes	Yes
Real time information	Transit arrivals	Transit arrivals, campus events	Parking availability	Parking availability
Wi-Fi	Yes	Yes	Yes	Yes
Carshare space	Yes	Yes	Yes	Yes
Bikeshare docks or space	Yes	Yes	Yes	Yes
Parking	Bikes	Short-term automobiles, low-speed electric vehicles, low-speed electric shuttles, bikes	Automobiles, transit vehicles, public safety vehicles, low-speed electric shuttles, bikes	Automobiles, bikes
Vehicle charging	Automobiles, low-speed electric vehicles, low-speed electric shuttles, transit	Automobiles, low-speed electric vehicles, low-speed electric shuttles	Automobiles, low-speed electric vehicles	Automobiles
Bus shelter	Yes	Yes	Yes	Yes
Package lockers	Yes	Yes	Yes	Yes
Retail	Yes	Yes	Yes	Yes
Pick-up and drop-off zone	Yes	Yes	Yes	Yes

TRENDS AND NEW TECHNOLOGIES

There are several trends affecting future design and policy for transit-oriented developments and mobility hubs. These trends are poised to reshape mobility patterns, building amenities, and urban design.

Retail Space Innovation: Trends in pop-up retail space can bring convenience retail to mobility hubs of all sizes.

Transit Apps and Mobility-as-a-Service (MaaS): Displays of real time transit information, weather, and available bike share all help residents quickly make or change travel plans.

Low Speed Electric Shuttles: Low speed shuttles (or microtransit), with and without drivers, offer on-demand and usually door-to-door services. Electric shuttles can travel within indoor spaces since there is no tail-pipe exhaust, which poses implications for hub design and transfer stations.

Vehicle Electrification: Hubs can offer publicly available charging but will also be needed for transit and other public vehicles. In the future, inductive charging (in which a charging pad replaces the plug-in cord) will further redefine mobility hub design.

Fifteen-Minute City Design: In this community design format, the goal is that everyone has everyday uses within a 15-minute walk, bike, or transit ride. Mobility hubs can provide missing uses such as social services, groceries, and childcare.

Quantifying Climate Action: Cities are increasingly expected to report progress on climate action, including transportation emission reductions. Counting technology in hubs can automatically quantify non-automotive trips.

SUMMARY

Mobility hubs are emerging as an important planning element to coordinate land use, infrastructure, and multimodal transportation within a variety of contexts. Cities are also finding secondary benefits by creating economic development and community gathering spaces. Finally, support for non-automotive travel helps cities meet climate, equity, and affordability goals.

Based on early mobility hub pilots and installations, there are several common success factors:

Hold listening sessions with neighborhoods to determine modes and design



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➔ A rendering of an individual-building hub.

parameters, as well as siting considerations. This first step is critical to not only get neighborhood buy in, but to also glean information on travel patterns, transit and mobility issues, mobility hub design, and amenities.

Gather key stakeholders. In most instances, the key stakeholder, in addition to neighborhoods, will be the public works, planning and transportation departments, the transit agency, and local businesses. Depending on the location and modes served, you may also want to include social services, law enforcement, and the parks department.

Develop siting criteria based on GIS and map layers to determine locations. Once stakeholders develop priorities and site selection criteria, it is helpful to develop maps that show locations that meet transit, traveler, and neighborhood needs.

Communicate about transit service. Mobility hubs are a welcome addition; however, travelers in most case studies reviewed prioritized reliable transportation above all other benefits. While hubs are not a tool for improving vehicle travel times, research shows that providing real time arrival reduces anxiety over wait times and raises the perception of service quality (Watkins et al. 2011).

Design for safe access and transfers. Given the need to accommodate travelers

using multiple modes, from walking to large scale transit, designing for safe access and transfers is paramount. Pay special attention to pedestrian walkways and potential conflict points such as bus transfer zones, bicycle rack placement, and high volume pick-up and drop-off zones for people and deliveries.

Get creative on the use mix. Many cities seek benefits beyond mobility to host parklets, small-scale markets, and services such as public health appointments. Larger cities with mixed use around stations can audit station areas through a mobility hub lens to help identify gaps and investments.

When getting started, comprehensive plan updates are the most likely first steps for goals, objectives, and policies for incorporating mobility hubs. In larger cities with transit-oriented development, the next step is to review existing plans and codes (including small area plans and overlay zones) to see if they adequately support new mobility and trending technologies. Smaller cities can use applicable typologies for park and rides, campuses, mixed-use communities, and individual bus stops.

Planners are uniquely skilled in developing plans that integrate land use, transportation, and infrastructure. These traditional skills, coupled with knowledge

of new mobility, will be needed to facilitate greater access, travel connections, and neighborhood places through mobility hubs.

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Cover: City of Minneapolis

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