

**TOWN OF HADDAM
PLANNING AND ZONING COMMISSION
PUBLIC HEARING AND MEETING
TOWN HALL
21 FIELD PARK DRIVE, HADDAM, CT
THURSDAY, 3 MAY 2018
UNAPPROVED MINUTES
*Subject to Approval by the Commission***

ATTENDANCE

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| X | Gina Block |
| X | Steven Bull, Vice Chairman |
| X | Michael Farina |
| A | Arthur Kohs |
| X | Jamin Laurenza, Chairman |
| A | Wayne LePard |
| X | Edward Wallor, Secretary |
| X | Robert Braren, Alternate - Seated |
| X | Frank (Chip) Frey, Alternate |
| X | Diane Waddle Stock, Alternate - Seated |
| X | Liz West Glidden, Town Planner |
| X | Bunny Hall Batzner, Recording Clerk |
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1. Call to Order

Mr. Laurenza, chairman, called the meeting to order at 7:01 p.m.

2. Pledge of Allegiance

The pledge was recited.

3. Attendance/Seating of the Alternates

Attendance was taken and all regular members as well as alternate members, Ms. Stock and Mr. Braren, were seated.

4. Additions/Corrections to the Agenda

None.

5. Public Comments

None.

6. Public Hearing/Public Meeting: A Special Permit to Allow a Dwelling in Excess of 4,000 Square Feet, in the Gateway Conservation District, Per Section 10.5 of the Haddam Zoning Regulations for Property on Horton Road, Shown as Lot 39-1 on Map 30

Maureen Morris, applicant/owner, and William Morris, owner, were present.

Mr. Laurenza opened the public hearing at 7:02 p.m.

Mr. Bull and Mr. Laurenza questioned the square footage of the house as the agenda and application do not coincide. Mrs. Glidden stated the regulations indicate 4,000 square feet as the threshold to kick in the process for a Special Permit; therefore, there is no problem with the numbers not coinciding. Mrs. Glidden reported she had sent the site plan via email to all Commissioners.

Mr. Morris reported the proposal is for an approximately 6,000 square foot house on a property located on the Connecticut River, the application is subject to the Gateway Commission's regulations, and their only request is for a Special Permit to build a structure over 4,000 square feet. Mr. Morris also stated no variances are being requested as they are able to fit the structure within all of the required setbacks, there will be nothing within 100 feet of the river, and the structure will be at 35 feet from existing grade. Mr. Morris stated last year it was requested and permission received to install the curtain drain outlet through the 100 foot setback toward the river (approved by the town July 2017; copy available if needed).

Mr. Frey asked if any consideration had been given to the color of the house. Mrs. Morris stated yes, a neutral color – to blend in with the surroundings. Mr. Frey noted he read the letter from the Gateway Commission. Mr. Morris stated they had met with Torrance Downes, Gateway Commission, approximately two months ago and their letter just came out. Mr. Frey stated in the letter Mr. Downes requested the Commission suggest foundation plantings. Mr. Morris agreed noting there was nothing objectionable within the Gateway letter.

Mr. Morris stated the house location is approximately 35-40 feet up from the river and that the whole embankment is overgrown with mature trees as well as there being a good stand of mature trees at the ridge. Mr. Morris also stated the 50 foot setback (where trees cannot be cut) includes the embankment and the top of the ridge; and even if they could, they would not cut these trees. Mr. Morris stated there is another 20 feet of trees and the very edge trees leaning into the building site will be removed as well as another area of trees for access to install the garage (removal of these trees will not affect the view from the river). Mr. Frey noted limbs can be cut up to a third of the height of the tree for the view, etc., without any issues. Mr. Morris stated it's important for them to retain the trees as they are holding the land up.

Mrs. Glidden read the conclusion of a letter from Torrance Downes, Deputy Director, RiverCOG, Gateway Commission, dated 05/03/2018, to Jamin Laurenza, Chairman, P&Z (Exhibit A, 3 pages).

Mr. Bull stated a Special Permit is required for a structure over 4,000 square feet; and asked under what criteria would the Commission approve a larger structure. Mrs. Glidden stated through the Gateway standards – Section 10 – and the Special Permit standards – Section 15. Mr. Bull asked what would make the Commission consider denying an application such as this. Mrs. Glidden stated things the Commission would take into consideration would be Gateway Commission input (objection or if they had not seen an application), something environmentally particular to the lot, etc. Mrs. Glidden also stated the applicant has worked with the Gateway Commission, they are not removing trees within 50 feet buffer, and the house is within a 500 foot radius.

MOTION: Jamin Laurenza moved to close the public hearing at 7:13 p.m. Ed Wallor second. Motion carried unanimously.

Public Meeting:

MOTION: Jamin Laurenza moved to approve a special permit to allow a dwelling in excess of 4,000 square feet, in the Gateway Conservation District, per Section 10.5 of the Haddam Zoning Regulations for property on Horton Road, shown as Lot 39-1 on Map 30. **Conditions:** None. **Exhibits:** 1. Application signed by Maureen Morris Dated 4-2-18. 2. Affidavit of Legal Notice Publication. 3. Elevation drawings and floor plans – 4 pages, dated 3-29-18. 4. Septic System design plan by Roger Nemergut, P.E., dated 4-19-18. Ed Wallor second. Motion carried unanimously.

7. Public Hearing/Public Meeting: A Special Permit to Allow an Attached Accessory Apartment on Property Known as 5 Larkspur Lane, and Shown on Tax Map 42, Lot 15-34

Jeff Edwards, applicant/owner, was present.

Mr. Laurenza opened the public hearing at 7:15 p.m.

Mr. Edwards stated he is requesting a Special Permit in order to construct an attached in-law apartment for his parents.

Mrs. Glidden reported the proposed apartment is less than 800 square feet (768 square feet) and Mr. Edwards does not have to meet the two acre minimum because the apartment will be attached not detached. Mr. Laurenza asked if the septic is o.k. Mrs. Glidden stated yes, and that the apartment will be tied into the existing system. Mr. Edwards stated correct. Mr. Laurenza asked if addition will match the house. Mr. Edwards stated it will look exactly like the house and all of the setbacks have been met.

Mr. Edwards gave a brief description of the proposal – shared covered porch to the existing garage with a common entrance into the garage that extends down into the apartment (access for potential mobility issues in the future).

Mr. Braren stated he has viewed the property and the proposal is sited well for the property. Mr. Frey agreed as he too had viewed the property. Mr. Edwards stated the thought was to make it consistent with the dwellings in the neighborhood and not making the existing house look like a duplex or condominium. Mr. Braren asked if the immediate neighbors were fine with the proposal. Mr. Edwards stated they have spoken to everyone within the neighborhood prior to the installation of the public hearing sign and he had received positive feedback.

Mr. Laurenza asked if there was anyone from the neighborhood who would like to speak either for or against the project. There were no neighbors present and no else spoke either for or against.

MOTION: Ed Wallor moved to close the public hearing at 7:20 p.m. Jamin Laurenza second. Motion carried unanimously.

Public Meeting:

MOTION: Jamin Laurenza moved to approve a special permit to allow an attached accessory apartment measuring 768 feet on property know as 5 Larkspur lane, and shown on Tax Map 42, Lot 15-34. **Conditions:** None. **Exhibits:** 1. Application Dated 4-6-18. 2. Affidavit of Legal Notice Publication. 3. Site Plan date-stamped Received April 10, 2018. 4. Floor Plan date stamped Received April 10, 2018. Michael Farina second. Motion carried unanimously.

Mr. Edwards thanked the Commission for helping him make this happen.

8. Discussion of Tylerville Village District Regulations

Mrs. Glidden reported she was under the impression there was consensus, but has heard otherwise from several Commissioners and wanted to have further discussion, if necessary, prior to going to public hearing. Mrs. Glidden stated she hopes at the end of the discussion, a date can be scheduled for a public hearing noting there are mailings/referrals that need to be made.

Mrs. Glidden read into the record a letter from Lizz Milardo, First Selectman, dated 05/03/2018, (Exhibit A; copy on file in the Land Use and Town Clerk's Offices) in which she encourages the Commission "to allow a multitude of uses as special permit as this will allow you (the Commission) to have a frame to continue to work with"; and in regard to drive-thrus, "by allowing special permitting this gives the board the control

that it needs to ensure what is best for Haddam". Mrs. Milardo commended the Commission on having "the insight to break the areas down into 3 sections of Tylerville to allow pedestrians to be in the Eagle Landing area for tourism and also the sense to know that that area is too large to be a walking town like Chester".

Mr. Laurenza asked Mrs. Glidden if the concerns/questions were public related or Commissioners with Mrs. Glidden responding both.

Mr. Bull stated he was one of the dissenting members and read a letter into the record (copy not provided). In his letter, Mr. Bull states Bridge Road will probably not be like Essex or Chester Village (different main arteries), but it can be like Madison downtown or something similar. Also, if the Commission relaxes expectations, they will never approach the village the POCD and several other studies have recommended. Mr. Bull stated Madison is at the intersection of Routes 79 and 1, both extremely well-traveled, more so than Bridge Road. Mr. Bull explained the area noting the similarities with Tylerville. This area is about one city block and behind it on either side are B roads with pedestrian crosswalks, plantings, parking off the main state road, and various mixed uses. Mr. Bull stated he believes the village design has to include B roads to take traffic off of Bridge Road and the Commission can put regulations in place that can assist in creating a village similar to Madison. Mr. Bull spoke in regard to Old Saybrook, located at the intersection of Routes 154 (Saybrook's Main Street) and 1, and how B roads work there. Mr. Bull continued by stating these areas are both great examples of planned development and can't believe they were developed by special permits alone; and the problem of allowing an area to self-develop through the use of special permits alone is that as Commission and town planner change, so does the nature of development. Mr. Bull concluded by stating he does not believe the Commission is doing the right thing by allowing special permits to rule the roost.

Ms. Stock stated she had sent a note to Mrs. Glidden outlining her concerns noting recent discussions for proposed regulations is not a way she can see in guiding development to create a walkable village as intended by the POCD. Ms. Stock stated she very much likes the idea of B roads and has seen towns where it works very well and believes the Commission has swung too far in allowing a lot of things. Ms. Stock acknowledged that Commissions change as do ideas; but she tried to remember what the Commission is trying to create and how to get there. Ms. Stock stated she doesn't agree that drive-thrus should enter out onto Bridge Road if trying to encourage walkability.

Ms. Block stated she had also emailed Mrs. Glidden not knowing that Mr. Bull and Ms. Stock had done so as well and expressed the same concerns. In her email, Ms. Block stated she had asked Mrs. Glidden what options the Commission had since, in her opinion, the Commission had moved away from their initial objectives – to use the POCD talking points as guidelines. Ms. Block also stated the Commission has to take into consideration the thoughts of the business owners, but that's only part of the story, as there are voices from other townspeople as well. Ms. Block stated the Commission needs to take into consideration what's best for the Town of Haddam and what the Commission wants to prioritize as a village district (was under the impression that it was walkability and if that is the goal it should be prioritized).

Mr. Farina stated walkability is nice, but he doesn't want to discourage development either and that's the responsibility of the Commission too. Mr. Farina stated there are existing business owners who have invested their time and money and the Commission shouldn't turn their backs on them. Mr. Farina also stated if someone comes in with a business plan and part of that plan is a drive-thru, then the Commission tries to develop the plan the best way possible. Mr. Farina stated a developer(s) with deep pockets will be the one(s) to develop those B roads and the advantages of B roads must be shown to the developer(s) as well as the town.

Ms. Stock stated she appreciated Mr. Farina's comments and that she has learned from the business owners; however, when talking about the difference between Tylerville and Higganum Center, public water - a game changer – will attract different kinds of businesses to Tylerville.

Mr. Farina stated at the moment developers are not knocking on the town's door and the Commission needs to try to get the best development while trying to control it with the best regulations in place. Mr. Farina also stated Tylerville is a different animal from other villages that have been mentioned and perhaps over time it can be made into a quaint village, but for the moment the Commission needs to show developers it's willing to work with them but under the Commission's terms.

Mr. Wallor stated he appreciates what everyone has said about walkability, etc., but the discussion for Tylerville has been one sidewalk on one side of the street, with a traffic count of 14,000 cars per day; therefore, a drive-thru via special permit should be allowed. Mr. Bull noted for today there is only one sidewalk, but in the future there could be an additional sidewalk. Discussion followed at length in regard to how the Commission can encourage business while creating a quaint village; public water making a great difference in Tylerville; the Commission changing in the next 10 years while still being required to follow the POCD; and that by special permit, which the Commission can deny, can be a happy medium.

Further discussion followed in regard to whether or not a drive-thru would go through if an application came before the Commission; the development of B roads creating frontage on properties that currently do not have it; and the need for the Commission to encourage this.

Mrs. Glidden reported that she and Jeff Jacobson have met in regard to B roads and came up with a concept design connecting Mike Epright's property through the self-storage area to Brookes Court. Obviously, there are no guarantees, but it's a conversation, a concept, and the property owners have been engaged, and there are a lot of questions – do they give their easements or do they want to be compensated for it; will the town pay for it or would grants or other monies be sought. Mrs. Glidden stated additional meetings have been set up in an attempt to further this goal.

Mrs. Glidden commended the Commission on their ability to work toward consensus and appreciates the conversation that is taking place regarding this matter.

In regard to Special Permits, Mrs. Glidden stated initially drive-thrus were not allowed facing state roads; however, after discussion, it seemed like the Special Permit was a compromise as it still gave the Commission some flexibility and discretion. It's not a by right as there is still a level of scrutiny an application will go through and there will be design guidelines. Mrs. Glidden stated if there are still feelings that a Special Permit will not be a good compromise, then the Commission needs to figure out what that compromise should be.

Mrs. Glidden stated water will change everything; and the fact that we do not have more restaurants (no matter the type) is because of water. Mrs. Glidden also stated she doesn't know if there will be drive-thru pressure; however, she does anticipate once there is public water there will be a big interest in bringing in some restaurants of some kind to the Tylerville area as that restriction will no longer be there.

Mr. Frey talked about the center of Madison being similar to Higganum Center and once the B road was constructed in Madison, a developer came in and property values boomed. Mr. Frey also talked about the center of Chester flourishing once some developers took interest in the area. Lastly, Mr. Frey talked about West Hartford Center and how much the area has changed since his youth. Mr. Frey stated success follows success and the Commission doesn't know who will move in and put in a business that says to other business owners "move in next to me" or a developer who may make an offer to several property owners and redevelop the area. Mrs. Glidden stated those towns have design standards.

Mr. Bull asked what was the reasoning for the Commission to deny drive-thrus in Higganum Center and yet so quick to allow them in Tylerville; what's the difference. Mrs. Glidden stated it's true drive-thrus are prohibited in Higganum Center, but could not explained why as she did not work for the town at the time the Village District was formed (did work for the town when 8-2j was created).

Item continued until Thursday, 17 May 2018.

9. Public Comment

Lou Milardo stated the village is a great idea and the village look is what the Commission needs to control; however, the town needs to keep the Special Permit process allowing an applicant to put something in (potentially with a B road concept). Mr. Milardo also stated a single dwelling being built on Bridge Road is not going to make someone invest on the road, but rather someone who can put several properties together. Mr. Milardo noted that water is going to be a bonus, but septic is still needed. Mr. Milardo talked about working in the Fairfield area and didn't know there was a McDonald's (looked like an old building) or a Home Depot (regular building that fit into the community). Again, Mr. Milardo stated the Commission can control the look of the structures, but if the developer can honor what the Commission wants, who cares if the drive-thru is on the back of the building. Mr. Milardo continued by stating if the town doesn't invite a business that has money, the B roads will not exist until somebody big comes in as private investors cannot to it. Mr. Milardo advised the Commission not to stop what they're doing as they have a great idea, but the people need to be given a chance to apply, let the applicant hear the Commission's concerns, and let them spend their money to make it look right and bring money to the town. Mr. Milardo noted this won't happen overnight and probably not within our lifetime. Mr. Milardo stated the sidewalks need to be installed and let the people walk. Mr. Milardo also stated the town has to modernize and a developer needs to be given the option to build to the town's looks and standards. Ms. Block stated aesthetics are a big part of the equation. Mr. Milardo agreed. Ms. Block also stated the number of curb cuts introduced onto a well-traveled state highway is also a concern. Mr. Milardo stated if the property houses what is being applied for than the entrance will too.

Mr. Braren stated in his opinion, he wouldn't allow drive-thrus on Bridge Road; however, if allowed and there's not some type of frame work requiring drive-thrus be accessed off of a B road, every application will be off of Bridge Road. Mr. Braren noted this will not help the POCD guideline that the Commission is trying to implement.

Jon Sibley endorsed what Mr. Milardo had to say. Mr. Sibley stated business owners have to make their decisions based on what is going to generate more money in the checkbook at the end of the month than at the beginning of the month (capitalism). Mr. Sibley stated business models change and briefly explained. Mr. Sibley noted that Mr. Milardo had commented to him that his business has picked up since the new addition was constructed.

Mr. Sibley questioned walkability – nice idea if feasible; however, businesses are the tax ratable contributor to the town. Mr. Sibley talked about the school district – demographic population declining while the budget continues to climb every year. Mr. Sibley stated the village concept as guidelines is good; keeping the Special Permit for drive-thrus is good; that there will be no big box stores coming to Tylerville; and the Commission needs to retain flexibility to stay up with what is an economically feasible business model. Mr. Sibley advised the Commission to be very careful with the zoning regulations.

Mrs. Glidden clarified the only use prohibited in the Tylerville Village District Regulations is adult bookstores. Mrs. Glidden stated if someone wanted to construct a Home Depot, Stop and Shop, or McDonald's and there's sufficient property, they can. Mrs. Glidden stated what is being talked about is the additional element of the drive-thru. Mrs. Glidden reviewed the regulations as currently written – drive-thru aisle/window provided it's to the rear of the lot and screened from view (Special Permit).

Ms. Stock voiced concern about multiple drive-thru businesses lined up along the road. A brief discussion followed in regard to the number of existing curb cuts from the gas station to Dunkin Donuts. Mr. Milardo noted a drive-thru doesn't use its own exit, but rather its own parking lot; and it's the same person who is going to walk in or drive thru. Mr. Milardo stated the Commission will be limiting a business if they do not allow drive-thrus. Discussion followed at length.

Larry Maggi stated Tylerville is not Higganum noting property values between the two areas. Mr. Maggi also stated Tylerville will never be a village as Higganum doesn't get the car count Tylerville gets. Mr.

Maggi stated there is no way a B road will work from the gas station up to Subway as Essex Design will probably not allow for an easement or right-of-way (ROW) to create a B road. Mr. Maggi again reminded the Commission about the investment he and others have made in their properties and the only people who will be able to invest in the area are corporations. Mr. Maggi noted Deep River and Madison already had buildings that fronted the road and have added onto it; and the only way this will happen in Tylerville is if a developer purchases the entire area, tears everything down, and redevelops the entire area, but that will probably not happen.

Mr. Farina stated at some point in time there may be a B road, but right now the concept is the yellow brick road. Mr. Laurenza stated he felt the Commission needs to reinforce the B road and he will not take away drive-thrus by anything less than Special Permit. Mr. Farina agreed. Discussion followed.

Patrick Pinnell noted he has run a business since 1978 and understands what small business is about. Mr. Pinnell talked about a means in which the individual property owners and the neighbors would invest in an idea and how incrementally money spent on a property should help other properties. Mr. Pinnell stated he had emailed a USGS map and a single paragraph description explaining his comments. Mr. Pinnell described why Bridge Road was geographically fated to have this discussion – two brooks (Rutty Creek to the north and Clark Creek to the south), Bridge Road occupies the rise of the land going between these creeks which heads for the narrowest point of the river for miles in either direction creating a double funnel – water north/south; traffic east/west. The north-south traffic along the west side of the river is forced inland by the boggy areas of the two brooks and that's why Rout 154 is towards the west side and not on the bank of the river. Mr. Pinnell stated a pair of B roads would assist in sorting the traffic into more local traffic. Mr. Pinnell stated in listening to the business owners the traffic is both a blessing and a curse – you want the volume, but not the traffic behavior that's there. Mr. Pinnell stated Higganum Center is not far behind Bridge Road – latest traffic counts show 11,000 and 12,000, respectively.

Mr. Pinnell stated there is a ROW without any taking from adjacent property owners to get two sidewalks, two full fledge travel lanes and in some places a turn lane. Mr. Pinnell also stated that physical possibility, if the fiscal possibility arises, is absolutely present, and asked the Commission not to foreclose that as it would compromise the structure of the area. Mr. Pinnell stated historically B roads were not built from the outset to the highest engineering standards and suggested the Commission plan to create these roads incrementally and use the lowest engineering standards (build up over time). Mr. Pinnell has provided Mrs. Glidden with a graphic and measurements on the ROWs. Mrs. Glidden stated she had distributed these items at a previous meeting.

Ms. Bazazi referred to a comment Mr. Bull had made earlier about Madison – noting the sidewalks, density, mixed use, and vertical development on a short city block. Ms. Bazazi talked about sketches she had made in 2007 pertaining to the potential land swap at that time and the inclusion of a B road. Ms. Bazazi stated the Tylerville area has a different character than East Haddam and suggested breaking up Bridge Road by creating a walkable village, as people will usually walk 800 feet, closer to the river mirroring the village of East Haddam. Ms. Bazazi also suggested instead of using the sidewalk grant to construct one sidewalk the length of the road, perhaps use it to construct sidewalks on both sides of the road for a smaller section creating a small walkable core and tie off of East Haddam.

Ms. Bazazi stated developers invest a large amount of money just to bring plans forward to present to P&Z; and if there is uncertainty within the regulations (up to the Commission's discretion), it will discourage development. Whereas, if there is a clear vision (visual map), a developer finds that helpful. Ms. Bazazi also stated in regard to uncertainty a drive-thru can bring down property values if a developer/business needs people walking down the road to bring in business. Ms. Bazazi suggested the Commission consider Form Base Codes for this area.

In terms of walkability, Ms. Bazazi stated big box stores have large blank facades creating dead spots on sidewalks that people don't want to walk by; however, people prefer small narrow buildings and lively

variety. Ms. Bazazi also stated if the drive-thru is towards the back of a structure, the curb cut is still needed making it difficult to walk. Ms. Bazazi stated you cannot have drive-thrus and parking lots in areas where you want walkability.

Mr. Laurenza asked Mrs. Glidden where the Commission stands as a public hearing date needs to be set. Mrs. Glidden stated the Commission has options: 1) Moratorium goes until about 07/18/2018 (will provide a definitive date) and can be lifted without regulations. 2) Some kind of regulations can be put in place and have an agreement that the conversation will be addressed in a year. 3) The Commission could change the way the draft regulations currently read. 4) Go back to the drawing board (would not like to see this as a lot of progress has been made). Mrs. Glidden stated she would not like to see the Commission rush into something in order to meet a dead line; however, she has seen tremendous movement so adopting design guidelines and new village regulations (whether they allow drive-thru restaurants or not) is going to advance the goals of the POCD. Mrs. Glidden also stated she felt it was important to have community buy in. Mr. Laurenza agreed. Mrs. Glidden voiced concern over there being a lack of total Commission buy in and there potentially not be sufficient votes to pass the village district regulations. Discussion followed in regard to how many Commissioners vote per meeting (seven); the need for additional work (drive-thrus being an issue).

Ms. Block stated she is completely opposed to drive-thrus; however, she is trying to take other business owners into consideration by meeting business owners half way - allow drive-thrus for banks, pharmacies, and potentially restaurants, but her concession would be not seeing them fronting on state roads as it would end. Ms. Block also stated if the Commission can encourage development with B roads those lots will get frontage on two roads and it will alleviate the traffic seeping across the bridge.

Mr. Bull stated a further compromise would be what Madison allows – drive-thrus on one road but not in the village (Saybrook the same thing). Mr. Farina stated B roads could bring in a bigger volume of traffic that eventually will need to come back out either on Bridge Road or Route 154.

Mr. Braren stated the stretch of road being talked about isn't that long and if there are curb cuts to reach back properties, it may destroy the opportunity to have businesses grouped together up by the street.

Ms. Stock stated drive-thrus could be allowed everywhere else, but the Commission is talking about a very small area that she would not like to see drive-thrus in.

Mr. Sibley advised the Commission to be very care on restrictions (based on subjective opinions), again noting his previous comments about business models. Mr. Sibley stated there are very few pulling the tax ratable wagon in Haddam relative to the population and the school district. In regard to walkability, Mr. Sibley stated the Commission needs to look at what brings the business activities in – drive-thrus for one – and questioned what it would do to Bridge Road for walkability noting from Tony's Package Store to Dunkin Donuts people drive (himself included). Mr. Sibley commended Mrs. Glidden for the work she has done thus far; and stated the overall village concept is an upscale, but he doesn't know anyone in the area who has done anything that's detrimental in terms of this whole discussion.

Mr. Maggi stated he doesn't have a problem with B roads, but the likelihood for him to get a B road in his area is slim to none; and if he decides to sell his property in five years, he'd feel penalized due to the lack of a B road. Mr. Milardo stated until a developer comes in who can develop B roads, they're just a dream; and the Commission cannot stop people from applying (leave the Special Permit). Mr. Milardo again commended the Commission for the work they've done thus far – village concept/look/design is great.

Ms. Stock confirmed that water is coming to town; and asked Mr. Milardo if that will make any difference to his business with Mr. Milardo responding yes. Ms. Stock stated she believes it will make a huge difference, but she doesn't run his business. Ms. Stock asked if water will have any financial impact on

the business. Mr. Milardo and Mr. Maggi stated they hope so, but there will be the double edge sword with the lack of a sewer system. Mr. Milardo stated business owners cannot get financing because there is no potable water.

Alan Blaschik stated clean water is being brought in to Tylerville indicating that all the wells are polluted even though his is potable and all the wells will be vacated (signed agreement) when installation is complete. Mr. Blaschik stated the reason for this is because when water is drawn off the wells it's pulling pollution toward where the water is being drawn from. Mr. Blaschik stated the town allowed Dunkin Donuts in the middle of the pollution (they do have a filter system); and asked if this is a good place to have a business right now. Mr. Blaschik stated the water will help everyone out, but sewer is needed. In regard to the drive-thru, Mr. Blaschik stated if 50 people go into a business and 25 each are buying through the drive-thru or walking in, there are still 50 cars driving into and out of the place of business. Again, discussion followed in regard to allowing drive-thrus.

Mrs. Glidden asked what the Commission needs to help make a decision. Mr. Frey stated he'd be interested to know of the properties in discussion how many could with reasonable regulations have a drive-thru. Mr. Wallor stated as well as meets the parking regulations. Mrs. Glidden stated there are a number of drive-thrus that do not offer in door seating. Mr. Frey stated there are other choices noting one developer could purchase the entire structure, partition it off into four smaller businesses, making it more marketable.

Mr. Laurenza talked about a shared drive-thru loop (three drive-thrus to the back) and used Mr. Milardo's (access point) and Mr. Maggi's (exit point)) properties as an example. Mr. Laurenza stated it's not a B road, but a shared driveway loop; and asked how the Commission would address that. Mrs. Glidden stated initially there was discussion about drive-thrus not fronting on a state highway; therefore, it doesn't have to be a B road, but it could be a separate driveway (the beginnings of a B road). Mr. Sibley stated there are two lots on Bridge Road that can handle a drive-thru (old DOT site, vacant space south of Haddam Pizza); and asked the Commission not to shut them out.

Mrs. Glidden stated she's hearing the Commission is willing to allow drive-thrus as a Special Permit, but not having them exit onto Bridge or Saybrook Roads forcing them to have a special driveway, B road, or road. Mr. Laurenza stated curb cuts could be eliminated if this is allowed. Mr. Wallor stated the only thing the Commission is talked about being allowed is the drive-thru by Special Permit and if McDonald's wanted to build without a drive-thru they could do so (site plan approval). Discussion followed at length.

Karin Blaschik asked how often the POCD is revised. Mr. Wallor, Mr. Laurenza, and Mrs. Glidden stated every ten years and it was just updated. A brief discussion followed.

Ms. Bazazi stated she doesn't know that a drive-thru on a B road would work as a drive-thru is all about cars. In terms of a compromise, Ms. Bazazi again talked about breaking up Bridge Road – village by the river and more car centric by Saybrook Road. Mrs. Glidden stated the greatest challenge about developing on the river will be the state; and that the Commission has created two different districts – village district includes Routes 154 and 82 and river zone includes mostly the state property, Goodspeed Station, some private homes, and Eagle Landing. Ms. Bazazi submitted her conceptual drawings along with an aerial GIS map and photos of village settings (Exhibit B – 7 pages).

Mr. Blaschik asked if the matter can be tabled until after the sidewalks and water have been installed. Mr. Wallor suggested leaving things the way they are – drive-thrus by Special Permit, lift the moratorium, have the hearing, and see if it passes. Mr. Wallor stated there are other matters the Commission needs to tackle – signs, a district that will protect the historic homes at the top of Bridge Road, etc. Mr. Wallor also stated he felt the Commission has a good draft and to give up all the time and effort that everyone put in, to lose it over the Special Permit for drive-thrus, would be a huge waste of everyone's time.

Mr. Bull asked why doesn't the Commission pass drive-thrus only on B roads and see how that works. Mr. Wallor stated he believes drive-thrus have to be allowed on Route 154 citing the speed limit (50 mph). Mr. Bull stated his scenario does not allow that. Mr. Bull noted there is already a driveway on the Essex Design property and all the owner has to do is share the driveway. Further discussion followed at length.

Mrs. Glidden stated if anyone has any comments to send them to her before the 05/17/2018 meeting. Mrs. Glidden has one concept plan for B roads that she will distribute. Ms. Stock asked if the town planners from Madison or Old Saybrook could explain how they got to where they are.

Item continued until Thursday, 17 May 2018.

10. Approval/Correction of the Minutes

MOTION: Ed Wallor moved to approve the 19 April 2018 Public Hearing and Meeting minutes as submitted. Mike Farina second. Motion carried unanimously.

11. Chairman's Report

None.

12. Scheduling of Hearings

None.

13. Town Planner's Report

Scovil Mill Public Meeting/Charrette – Thursday, 10 May 2018, Haddam Elementary School, 272 Saybrook Road, Higganum, 6:00-7:15 p.m.

Market on the Green – 4th Thursday May-September (Dates are: 24 May, 28 June, 26 July, 30 August, and 27 September), Higganum Green, 5:00-8:00 p.m. For more information contact Robin Munster, EDC Coordinator, 860-345-8531 Ext. 202 or edccordinator@haddam.org.

14. Adjournment

MOTION: Steve Bull moved to adjourn. Ed Wallor second. Motion carried unanimously.

The meeting was adjourned at 9: 25 p.m.

Respectfully Submitted,

Bunny Hall Batzner

Bunny Hall Batzner
Recording Clerk

The next meeting is scheduled for Thursday, 17 May 2018.