



TOWN OF THOMPSON

Planning & Zoning Commission

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Minutes – PZC Subcommittee Meeting-Subdivision Regulations
Wednesday, February 23, 2022, 7:00 PM
ZOOM Meeting

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Tyra Penn-Gesek is inviting you to a scheduled Zoom meeting.

Topic: PZC Subdivision Regs Review
Time: Feb 23, 2022, 07:00 PM Eastern Time (US and Canada)

Join Zoom Meeting
<https://us02web.zoom.us/j/83563122547?pwd=NkRPUXVUTkxsemEybEtybXJvdINjQT09>
Meeting ID: 835 6312 2547
Passcode: 126376

<https://us02web.zoom.us/rec/share/NXrN-xcdx0pxwuQR6cn732nEfDvyqZpQM9v0vsdmO0bRvSipP9Jsh8Ork09Zhqk.mcSXVaQNbaziRb7-?startTime=1645660820000>

(Passcode: 0\$4H6a8#)

YouTube:
https://www.youtube.com/watch?v=npnSuOal7_A

1. Call to Order, Roll Call
John Lenky **Alvan Hill** **Dave Poplawski**
Joseph Parodi-Brown **Jane Salce**
Randy Blackmer and Ray Williams entered the meeting at 7:20 PM
Absent: Charlene Langlois, Michael Krogul, Brian Santos, John Rice, Kies Orr
Staff Present: Tyra Penn-Gesek, Planner, Cindy Dunne, ZEO, Gloria Harvey, Recording Secretary

2. Discussion of Proposed Revisions to Subdivision Regulations

A. **Street Design and Construction**

Streets shall be designed and constructed in accordance with the Town of Thompson Road Ordinance and the standards described in Appendix A of these Regulations.

1. **Road Classifications**

Appendix A describes the various categories of roads, as defined by Average Daily Traffic (ADT) and Number of Lots Served. For the purposes of these Regulations, Private Ways shall be designed and constructed to the standards for Residential Lanes, regardless of the ADT or number of lots served.

Commented [MB1]: Comment [P16]: J. Blanchette
Possible road chart: Road Classification. of dwelling units
Pavement Widths or lots Private Roads Public Roads
Residential Lane* 1-25 20'22'Residential Access Road26-100
2426'Collector Road> 100 or commercial or industrial
N/A26*Note that if cul-de-sacs are permitted to serve up to
25 dwelling units or lots then only residential lanes can be dead
end/cul-de-sac roads. Obviously, the commission will decide
on the number of lots or dwelling units it thinks are
appropriate but the point of this type of categorization is to put
a financial incentive on private road development. Categorizing
roads by ADT is very appropriate. However, it may require
traffic studies so it could be more difficult to enforce and
understand.

Commented [MB2]: Comment [P17]: Question: Is this the
appropriate place to include language to indicate a preference
for private roads, unless a compelling need/useful connectivity
can be shown?

D. Poplawski makes a counter argument for not expressing a
preference for private roads. He believes that it limits the
ability of the town to attract a beneficial level of development
for the town. He wonders what the incentive is for the
homeowner to purchase a home on a private road. Does it
include a lowered tax rate for the neighborhoods built on
private roads (taxing districts)?

R. Williams generally agrees with D. Poplawski's points
regarding the incentives to the homeowner. Does not believe
that homeowners would be inclined to pay hoa fees.

J. Salce concurs with Williams and Poplawski. Does not think
that private roads are consistent with the character of the town.

R. Williams points to the example of the current arrangement
where the Town plows roads that were not accepted by the
town. Returns to the idea of establishing taxing districts to
incentivize the buyer in such a development.

R. Williams would like to have input from some local builders
for their perspective on these proposed ideas.

J. Salce would like more information on potential taxing
incentives.

2. Street Planning

- a. Proposed streets and rights-of-way shall be planned in such a manner as to provide safe and convenient access to proposed lots, with due consideration for accomplishing a logical layout and development of the land in the subdivision and in the neighborhood.
- b. Streets should in general follow the contour of the land, bear a logical relationship to the topography, and shall have a location and grade which preserves the natural features in the subdivision and which enhance property values in the neighborhood. Natural features shall be preserved where so required by the Commission.
- c. Street lines on each side of a proposed street shall be parallel or shall be concentric arcs, except at intersections and turnarounds designed in accordance with the Road Ordinance and these Regulations. No street right-of-way shall be widened beyond the minimum width specified in the Road Ordinance and these regulations for the purpose of securing additional street frontage for proposed lots.
- d. Streets shall be designed to establish building lots at or above the grade of the street, wherever possible.

Commented [MB3]: Comment [P18]: While this section flows much better after preliminary discussion, recommend revisiting for proper order/flow and possible separation into a separate sub-section, as per Alvan's suggestion.

Follow up: re-reading this, it does seem logical to leave this here, but the PZC should confirm one way or the other.

3. Existing Streets

- a. Proposed subdivisions abutting an existing Town street or State Highway shall provide for proper widening of the right-of-way of such street or highway to the width appropriate for the classification given such street or highway by the Commission in accordance with the requirements of the Town Road Ordinance, CT DOT standards and these Regulations.
- b. Drainage and other improvements made necessary by the proposed subdivision shall be constructed in the existing Town street as required by the Road Ordinance, CT DOT standards and these Regulations
- c. A proposed subdivision connecting to an existing "Impassable" or "Unimproved" Town Road shall improve said road to substantially conform to the standards for new roads proposed for Town acceptance to the nearest intersection with a Town road.

Commented [MB4]: Comment [P19]: Moved this here, instead of under 5. Access.

Commented [MB5]: Recommend global search and replace "CT DOT" with "ConnDOT" which is used elsewhere in the proposed regs and is the common way to anachronize the Connecticut Department of Transportation

T. Penn: FWIW, CT DOT is the acronym used by the Dept on its webpage.

Commented [MB6]: Recommend adding a citation identifying where those standards are found in the regs.

T. Penn: concur and will add

Commented [MB7]: Recommend keeping the original language. For example, doing a subdivision that borders unimproved, Example: Rich Road located west of I-395, the nearest Town road is Owen Adams Rd, which is also an unimproved road. With the proposed language only Rich Road would be required to be improved and not Owen Adams Rd. Who would be responsible for improving Owen Adams Rd – the Town??

T. Penn: let's look at this more closely

4. Subdivisions on Existing Private Roads

- a. The Town encourages all subdivisions to connect to existing public roads. Where development of a subdivision is only possible by connecting to an existing private road, In order for that proposed to be approved, one of the following conditions shall be met:
 - a. The existing private road shall be demonstrated to conform to the standards for new private roads, to the satisfaction of the Director of Public Works; or
 - b. The existing private road shall be improved to conform to the standards for new private roads.
- c. Where the only possible access to the proposed subdivision is to connect to an existing private road, any new proposed roads in the subdivision may only be private roads.
- d. The property owners on the existing private road may be invited to join the maintenance association for any new private roads within the subdivision, but they shall not be required to do so.

5. Access

- a. Each street, private road or shared driveway proposed on a Plan of Subdivision shall connect with an existing Town Road or State Highway; or with a proposed Town accepted street or private road in the subdivision connecting with an existing Town Road or State Highway

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approved by the Commission; or with a connecting private road in a subdivision approved by the Commission.

b. Each lot proposed on the Plan of Subdivision shall have access to the Town of Thompson roadway system without requiring travel out of the boundaries of the Town of Thompson. Proposed town accepted streets or private roads may intersect with rights-of way outside the boundaries of Thompson, so long as such intersections are not the sole means of access to the subdivision.

Commented [MB8]: ?? remove inserted "a"

6. Intersections

The following standards shall apply to street intersections:

1. Except where impractical because of topography or other conditions, all streets shall intersect so that for a distance of at least 100 feet the street is at right angles to the street it intersects.
2. In no event shall an intersection be allowed where the angle of intersection is less than 75 degrees within 100 feet of the intersection.
3. No more than two streets shall intersect at one point.
4. Intersections, shall be spaced not less than 300 feet apart, except when in the opinion of the Commission, conditions are presented which justify a variation from this requirement.
5. If required by the Commission an intersection grading plan with a scale of 1"-10' shall be shown on the plans. Existing and proposed contour lines shall be shown at one foot intervals.

Commented [MB9]: Comment [P20]: It was suggested that this information be struck from here in favor of including it in the appendices. If so, the item should state: the standards for street intersections shall be as described in Appendix A, Section 1, G of these Regulations.

A Hill/J Salce agree: move to appendices

7. Street Names

- a. Streets shall bear names which do not duplicate or closely approximate the spelling or sound of existing street names in the Town of Thompson.
- b. Streets which extend or are in alignment with existing streets shall bear the same name as the existing street.
- c. All street names shall be subject to the approval of the Commission.

Commented [MB10]: Hyphenate "one-foot"

Commented [MB11]: incorrect outline level – should be lower case letters not numbers

8. Acceptance of Road Construction

- a. The sub-grade and sub-base of any street, together with all drainage required for the street, shall be completed in accordance with the Town of Thompson Road Ordinance, CT DOT standards and these Regulations, and if applicable, any permit issued by the Inland Wetland Commission, prior to approval of an application for Certificate of Occupancy for any structure on or served by such street.
- b. Pavement base courses and surface courses, and curbs shall be completed in accordance with the Road Ordinance, CT DOT standards and these regulations before application for Town acceptance of any street.

3. Adjournment

Dave Poplawski moved and John Lenky seconded the motion to adjourn. Hearing no objections, the meeting adjourned at 8:58 PM.

Respectfully Submitted,
Gloria Harvey, Recording Secretary