



# TOWN OF THOMPSON

## Planning & Development

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### Planning & Zoning Commission – Subdivision Regulations Review Subcommittee Special Meeting

Mon 14 June, 7:00 p.m.

Via Zoom

View meeting here:

<https://us02web.zoom.us/rec/share/T5LWXEdAqm3iNDnSfQX6eB7rnmhISBQ60IVNO4mSWRz3lpqaUxLZOV4GRiimXoUz.8nhx5-TVAR0mO3c-> Passcode: 2u0fs@1F

or on YouTube: [https://www.youtube.com/watch?v=fbN4OUw1x\\_w](https://www.youtube.com/watch?v=fbN4OUw1x_w)

### Minutes

#### 1. Call to Order – 7:03 p.m.

Roll Call - Members attending: J. Parodi-Brown, Chair; A. Hill; D. Poplawski; B. Santos

Also attending: T. Penn-Gesek, Director of Planning & Development; J. Blanchette, J&D Engineering

Seating of Alternates – N/A for subcommittee

#### 2. Review and Discussion of Subdivision Regulations

- Discussion to pick up with Article IV, Section 3, E – Street Planning (starts on p. 27 of the current Subdivision Regulations)

#### E. Street Planning

There was a general consensus that the section starting with “E. Street Planning” and flowing through “N. Easements for Pipe Systems” would be re-formatted as a distinct subsection.

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 ~~an attractive~~ logical layout and development of the land in the subdivision and in the neighborhood.

Consensus was to replace the subjective term “attractive” with the more objective term “logical”

#### Existing Streets

1. 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 and these regulations. Drainage and other improvements made necessary by the subdivision shall be constructed in the existing Town Street or State Highway as required by the Road Ordinance and these Regulations

State Highway added in the second sentence to remain consistent.

2. A subdivision ~~on one side of~~ bordered by 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 ~~an improved~~ a Town road, ~~and~~

~~3. Subdivisions on the side opposite an unimproved or impassable Town Road as improved above shall require application of three (3) inches of bituminous concrete pavement, constructed in two courses per Town Road Ordinance and these regulations to the nearest intersection with an improved Town road, as well as installation of required curbing and drainage.~~

~~4. Subdivisions on both sides of an unimproved or impassable Town Road shall improve said road to conform to the standards for new roads proposed for Town acceptance to the nearest intersection with an improved Town Road.~~

Consensus was that "bordered" was a clearer term than "on one side of". "an Improved Town Road" was struck in favor of "a Town Road", as it was felt to be potentially impractical or unenforcable in some areas to require improvement to the nearest improved road.

#### H. Subdivisions on Existing Private Roads:

~~No subdivision will be approved on an existing private road unless it meets either of the following requirements:~~

~~1. Road improved to conform to standards for new private roads and association is set up to maintain said road.~~

~~2. Road improved to standards for new Town Road and accepted by the Town.~~

Consensus was to strike the original language in favor of the following:

#### *5. Subdivisions on Existing Private Roads*

In order for a subdivision proposed on an existing private road to be approved, one of the following conditions must 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.
- b. The existing private road shall be improved to conform to the standards for new private roads, and an association shall be established to maintain said road.

#### I. Access

Each street private road or shared driveway proposed on a Plan of Subdivision shall connect with an existing Town Road or State Highway or a street in a subdivision approved by the Commission or with a proposed street in the subdivision connecting with an existing Town Road or State Highway approved by the Commission. Streets shall be designed to establish building lots at or above the grade of the street, wherever possible. ~~Lot lines shall be laid out so as not to cross Town boundary lines. No portion of any proposed lot which is outside the boundaries of the Town of Thompson may be considered for purposes of these Regulations.~~ 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.

The consensus was to strike the indicated text as out of place in this item, as well as duplicative of provisions elsewhere in the regulatioins. Boldface text was added for clarity.

#### M. Easements

Easements for access to and use of land, or other necessary rights or restrictions of use of land, outside of a street right-of-way shall be provided as required or approved by the Commission and shall be shown on the Record Subdivision Map with adequate survey information, so that the land subject to easement may be accurately located by field survey. Easements may be required in the following ~~types of~~ cases as applicable to the particular subdivision:

1. *For access to bridges and culverts by construction and maintenance equipment shall not be less than 20 feet wide;*
2. *For storm water pipes and water mains and sanitary sewers and appurtenances, any such easements shall not be less than 20 feet wide;*
3. *For use and access to storm water basins and fire ponds shall be not less than 20 feet wide;*
4. *For identification of points or areas of storm drainage spillage rights from streets when storm drainage conduits systems are not to be installed;*
5. *Temporary construction easements for grading and other construction work in the front 25 feet of each lot along a proposed street;*
6. *Sight-line easements across corners of lots at all street intersections to assure safe line of sight on the street to remove obstructions to regrading within the easement area;*
7. *Easements at least 10 20 feet in width for pedestrian ways to open spaces, parks, playgrounds, schools, and other public or semi-public places where the street system does not conform to a convenient pattern of pedestrian circulation;*
8. *For bikeways (non-motor) or horse riding trails as part of a the open space plan and program for a neighborhood;*
9. *Where the right-of-way of any highway adjoining a proposed subdivision is less than 50 feet wide or where any proposed subdivision has frontage on the inside of any curve in a town highway, the Commission may require an easement for highway purposes, to allow widening or straightening such town highway, of not less than 25 feet from the centerline of the road.*

#### *10. Conservation easements*

#### *N. Easements for Pipe Systems*

*Easements may also be required for storm water pipes and facilities that may need to be installed in the future to serve undeveloped land within the watershed that normally drains across the area of the proposed subdivision; easements may also be required where natural prescriptive drainage rights must be altered by land subdivision. Easements for pipe systems shall be located so that the pipe is positioned at least 5 feet from the boundary of such easement, unless otherwise directed by the Commission.*

Consensus was that the text above was hard to follow, and the Commissioners requested that the Director of Planning & Development revise the language for better clarity, to be included in the VI revised draft for Commission review.

#### *O. Driveways*

1. *Safe driveway entrances with adequate sight lines for safe vehicle entry onto a street shall be required and adequate turnarounds within the lot provided.*
2. *Driveways to individual lots or interior lots shall be so located, designed and constructed as to prevent erosion and excessive road drainage onto the traveled way.*
3. *There shall be no shared drives, each lot shall have its own driveway access on its own property.*
4. *The driveway access to interior lots shall be fifty (50) feet wide. If however, the area of such lot shall exceed twice the area requirements of the zonedistrict in which the area is located, such right of access to said area shall be at least 50 feet wide, and 20 feet wide sloping right areas grading easements shall be reserved on the lots adjacent to the access if considered necessary by the Commission.*
5. *There shall be no driveways to interior lots on turn-around portion of a cul-de-sac.*

- 6. Construction of driveway drainage facilities shall be completed prior to issuance of a Certificate of Occupancy or Town acceptance of the roads, whichever comes first.*
- 7. Driveway entrances onto heavily traveled roads are discouraged and wherever possible should be laid out and designed to enter onto lightly traveled roads.*
- 8. Driveways to all lots shall be constructed to provide adequate year-round access for emergency vehicles.*
- 9. The Commission requires slopes not to exceed 12 percent 14% and all-weather passable surfaces not less than ten (10) feet wide. Driveways shall be shown so that vehicles can turn around on the lot and not back up onto the street.*
- 10. Driveways shall be constructed in accordance with the Driveway Ordinance of the Town of Thompson and these regulations.*

The Commissioners, with input from the Director of Planning & Development and J. Blanchette of J&D Engineering, discussed the provisions for driveways at length, including a review of the section of the Killingly Subdivision Regulations governing shared (common driveways). The Director will incorporate the points from the discussion, along with J. Blanchette's mark-ups of the Killingly sample regulations, into new language for the VI revised draft to the PZC for later review.

#### R. Street and Traffic Signs

Street name signs of approved construction shall be installed at all street intersections in locations approved by the ~~Board of Selectman~~ Director of Public Works.

- a. Such signs shall be of a design and material approved by the Director of Public Works
- b. Traffic signs as required by the Director of Public Works of regulation size, shape, and material, and embedded in concrete shall be installed prior to Town acceptance of subdivision roads.
- c. Where private roads are proposed in subdivisions, the street signs installed shall indicate "private way" under the street name.
- d. Prior to the issuance of a Certificate of Occupancy for any structure on a new street either the street signs as specified above, or temporary street signs on a post eight (8) feet high, shall be installed.

Consensus was to replace "Board of Selectmen" with "Director of Public Works" throughout this item. Item c was added to the existing language

#### 3. Adjournment – 8:53 p.m.

Respectfully submitted,  
Tyra Penn-Gesek, Director of Planning & Development