

# EXHIBIT 8

**Questions and Concerns**

For the purposes of consolidating digitized materials the following is a summary list of endorsements followed by the actual documents received.

Item #	Name	Address	Date
12-A	John Bartram	120 Undermountain Road	11/4
12-B	Will Muecke	33 Sharon Road and 12 Elm Street	11/4
12-C	Helen Koster	Lakeville	11/5
12-D	Janet Graaff	15 Lakeview Ave	11/5
12-E	Peter and Rhona Fudali	28 Elm Street, Lakeville	11/5
12-F	Mary Silks	Lakeville	11/5
12-G	Sarah Morrison	Lakeville	11/5

12-A

**Subject:** 13 Unit Holley Block Apartment Proposal  
**From:** John Bartram <jhbartram@hotmail.com>  
**Date:** 11/4/2020, 9:51 AM  
**To:** Abby Conroy <aconroy@salisburyct.us>

RECEIVED

NOV 04 2020

LAND USE OFFICE  
Salisbury, CT

Dear Abby;

I have serious concerns about this proposal.  
Density, Intersection safety, Aesthetics, Present need  
and honoring the wishes of original benefactor.

As a former board member of both Faith House council  
and Salisbury Housing I am fully aware of the good work  
they provide for the town.

However, I totally disagree with such a huge structure on  
such small lot with no regard to property setbacks and open  
space required in the rest of the town. It doesn't conform  
with neighborhood architecture. It would be setting a bad  
precedent.

I think the town would be better served with fewer units  
located at one of the previously mentioned sites. I would  
also like to see local funding as we did with Faith House  
so that we can select local people and not have to follow  
federal rules for tenant selection.

Thank you,

John H. Bartram  
120 Undermountain road  
Salisbury, Ct. 06068

12-B

RECEIVED

NOV 05 2020

LAND USE OFFICE  
Salisbury, CT

Subject: Holley Block

From: "Will Muecke (Gmail)" <william.muecke@gmail.com>

Date: 11/4/2020, 11:57 PM

To: aconroy@salisburyct.us

To the P&Z Commission:

I am writing as the owner of 33 Sharon Road and 12 Elm Street, otherwise known as the Lakeville Manor House.

I am writing to ask the commission to do more work before approving the development at Holley Block.

I support affordable housing in the area and commend the efforts to make more affordable housing units available to the community.

What I don't support is a process that lacks validation of claims made by the applicants, specifically to the points of (1) traffic and safety and (2) economic feasibility.

As an investor and developer, I believe it to be critical to have full due diligence on a project available to the commission.

I have not seen a town- or state- validated traffic study on the impact that 13 new units will have on traffic entering/exiting Rte 44 nor have I seen a safety study for how the increase in traffic will effect pedestrians, especially children, in Pocketknife Square.

Regarding project feasibility, I did read that the Chairman requested a feasibility report from the applicant and I did read the response from the applicant claiming that a smaller footprint development would not be economically feasible due to the need for underground parking and for an elevator.

I would expect that the commission would not accept the opinion of the applicant, but would rather demand the financial models so that the commission, itself, as well as the public can come to its own conclusion on economic feasibility.

I also find it ironic that it is the very fact that the project is oversized in scale that the proposed building would require such expensive features as underground parking and an elevator for access to the units.

The fact that the development requires underground parking and an elevator should be telltale signs that this project, in its current state, is ill conceived and its budget bloated to fulfill a far simpler and cost-effective design that still provides affordable housing units to Lakeville.

With so many other alternative sites to provide options to spread out the density of demand for building affordable housing so that no one site is overbuilt (and likely, in the end, over budget) why would the town ever approve a building that needs underground parking and an elevator?

I appeal to the commission to demand the economic models so that we all, as a town, can understand the investment return goals and economic profile of the development before any decision is made on approval.

I ask that the commission question why any affordable housing project would require

Holley Block

unaffordable (and, perhaps, prohibitively expensive) features such as underground parking and elevators when smaller scale and more profitable options for site development are available.

I reject the commission relying on what is in effect the opinion of the applicant on the points of safety and feasibility, and instead ask for expert opinion to be brought in to counsel the commission on its due diligence process before granting approval to this, or any other, project that consumes taxpayer dollars and that permanently alters the public spaces in our town.

Please reject this applicant until proper economic feasibility work and due diligence on safety have been concluded, and alternate options for the scale of the development have been considered to provide needed affordable housing in our community.

Regards,

Will Muecke

M: +1 415 722 2254 (US)

M: +44 (0) 7769 576349 (UK)

E: [william.muecke@gmail.com](mailto:william.muecke@gmail.com)

Please excuse any typos. Big thumbs. Tiny little keys.

Holley Place

Subject: Holley Place  
From: Helen Koster <helenhkoster@sbcglobal.net>  
Date: 11/5/2020, 8:06 AM  
To: aconroy@salisburyct.us

Dear Ms. Conroy,

Please count me among those who oppose this project.

Helen Koster  
Lakeville

Sent from my iPad

402  
12-C

RECEIVED

NOV 05 2020

LAND USE OFFICE  
Salisbury, CT

[spam] In support of SHC's Holley Place Plans

Subject: [spam] In support of SHC's Holley Place Plans

From: Janet Graaff <janet.graaff@gmail.com>

Date: 11/5/2020, 9:43 AM

To: aconroy@salisburyct.us

RECEIVED 12-D

NOV 05 2020

LAND USE OFFICE  
Salisbury, CT

Dear Ms Conroy,

I am so very relieved to read that the Holley Place conversation has progressed to the level of design details. Hoorah! There is much to like about the design: the efficient use of space (although there should be more storage spaces, especially for the third floor residents), the rooftop solar, underground parking, common room, and the slight staggering in each of the two street facades will be very pleasing. Less pleasing however are the pseudo-columns, if that's what they are – entirely unnecessary as far as I can tell– and it feels odd to have a Colonial element on top of 18th Century and Federal. Aren't two styles already one too many?

I particularly like the way the whole building is situated close to the street, as are the buildings on either side, in keeping with the New England village look.

I sincerely hope that PNZ will give its full blessing to moving forward now with this much-needed, long overdue, housing project.

Kind Regards,  
Janet Graaff  
15 Lakeview Ave  
Lakeville, CT 06039

[spam] Holley Place Affordable Housing Project

**Subject:** [spam] Holley Place Affordable Housing Project  
**From:** Peter Fudali <peterwfudali@gmail.com>  
**Date:** 11/5/2020, 10:35 AM  
**To:** "aconroy@salisburyct.us" <aconroy@salisburyct.us>

RECEIVED 12-E

NOV 05 2020

LAND USE OFFICE  
Salisbury, CT

Dear Salisbury Planning & Zoning,

We would like to voice our opposition to the current plan for the Holley Place affordable housing project.

Thank you.

Peter & Rhona Fudali  
28 Elm Street  
Lakeville, CT 06039  
860-435-9566  
peterwfudali@gmail.com



**Subject:** Special permit application #2020-0100  
**From:** mary silks <mhsilks@hotmail.com>  
**Date:** 11/5/2020, 12:48 PM  
**To:** Abby Conroy <aconroy@salisburyct.us>

RECEIVED

12-F

NOV 05 2020

LAND USE OFFICE  
Salisbury, CT

To Abby Conroy, Land Use Administrator

Dear Ms. Conroy,

I have additional questions regarding the proposed affordable housing project in the Holley Block. First, I would like to know how the stormwater runoff will be handled from this 0.3 acre site which will be mostly covered with impervious surfaces. Would it eventually end up in Factory Brook bringing more pollutants into the brook?

Also, since the Holley Block is within a National Historic District, what would be the guidelines for any new construction within this area? It would not seem likely that using an alum storefront system, vinyl windows and PVC trim would be allowed in any historic district.

Lastly, the size and character of this project cannot be compared to any surrounding structures, including the Farnum Tavern, John Hubbard House, and certainly not the Holley-Williams House directly across the street. This building will dominate the visual landscape of the area and alter the character of the historic district.

A smaller project with a different design or a project in another location would be a better choice to provide affordable housing which is much needed in Salisbury.

Sincerely,

Mary Silks  
Lakeville

12-9

**Subject:** Comments concerning the Salisbury Affordable Housing Project for the Holley Block  
**From:** Sarah Morrison <morrison.sarahk@gmail.com>  
**Date:** 11/5/2020, 1:17 PM  
**To:** Abby Conroy <aconroy@salisburyct.us>

To Salisbury Planning and Zoning Commissioners:

As a resident of Lakeville, I wish to add comments regarding the proposed Salisbury Affordable Housing Project at Holley Block. I recently signed the group letter submitted to you earlier this week. I agree and support the important issues and conclusions raised in that letter, and also with many of the comments raised in letters sent by others. I will try only to add observations that I don't believe have yet been made.

Thank you for your consideration.

All best,

Sarah Morrison

**Lakeville Historic District**

The 10-acre Lakeville Historic District was accepted on the National Register of Historic Places for its significance in architecture, industry, transportation and commerce. The purpose in obtaining the designation was the preservation of the historic character within the village center and the architectural integrity of the buildings. The Historic District is surrounded by a much larger area containing many other historic structures, all which seemingly extend the perimeters well beyond the District. In fact, one can drive from National Registered Historic Districts of Millerton, Lakeville and Salisbury and enjoy an almost uninterrupted parade of historic buildings from similar time periods.

**Historical Context**

From the mid-1700s to the mid-1800s, Lakeville owed its existence, growth and prosperity to the iron industry. Formerly known as Salisbury Furnace and Furnace Village, Lakeville developed within proximity to an important waterpower source at the eastern outlet of Lake Wononscopomuc. Community leaders such as Ethan Allen, Colonel Joshua Porter, Luther Holley, John Holley and Alexander Holley were intimately associated with the industrial activities at this site, and noteworthy figures in local, state, and national affairs during important eras of American history. Those eras included development of the

rural colonial iron industry before 1775, production of armaments during the American Revolution, and the water-powered factory-based Industrial Revolution of the early and mid-19th Century. The Lakeville Historic District owes its industrial significance due to the fine, surviving assemblage of mill buildings associated with the Holley Manufacturing Company.

The forge and furnace operations employed many workers, as well as, provided livelihoods for area miners, teamsters and charcoal burners while the Holley Manufacturing Company was the largest employer in mid-19th Century Lakeville. The area's principal stores, recreational venues, financial institutions and newspaper were clustered there.

The Lakeville Historic District is one of architectural significance because most of its buildings are well-preserved examples that embody distinctive characteristics of particular architectural periods and styles. Most of the structures in the District retain their original form, materials, and detailing. Some have been documented in the Rachel D. Carley report previously submitted to the Planning and Zoning Commissioners. The District includes 22 structures and 3 sites, many that are contiguous. Together, they capture a sense of the historic character of our town. Trees and landscaping, and/or recessed entryways make for space and separation between most of the structures and the street. The buildings and streetscapes are complementary and on a human scale, unlike the proposed project.

### **Holley - Williams House**

The Holley-Williams House on Millerton Road (1768/1808), is located directly across the street from Holley Block, and is the northern anchor of the Lakeville Historic District and an outstanding example of an early 19th Century Federal-style residence. Its owners and residents were associated with both the blast furnace originally responsible for the development of Lakeville, and the Holley Manufacturing Co., the state's first pocket knife and cutlery factory. The earliest part of the house was built in 1768 and was the iron's manager's home, from which he could keep watch over the blast furnace from his home, or quickly go to the site if need be.

The Salisbury Historical Society operated the Holley-Williams House as a museum from 1971 until 2010 when the cost of trying to maintain it became



The iron master's house was the 1768 section of the Holley-Williams House. He could keep watch over activities at the furnace a short distance away. Large granite blocks form a retaining wall and support for part of the fence.

### **Holley Block**

*The Holley Block with its Bicentennial Park contributes significantly to the historic character of the village center and the architectural integrity of the buildings that were and are at the heart of the Lakeville Historic District.*

The Holley Block Building c. 1895 was razed in the late 1960s, but part of its foundation was preserved in the retaining wall that surrounds Bicentennial Park and the adjacent parking area. From the upper corner of Holley Block, one has a panoramic view of the Holley Manufacturing Company and its related buildings, parts of Factory Pond and its public park, the nearby Victorian homes, Lake Wononscopomuc and the Victorian railroad station. It allows the related historic structures to be seen and understood in their original relationship and context and it promotes a sense of harmony that is rare and extraordinarily pleasing. The parking area is used by the commercial businesses and their customers, without which those businesses would suffer financially.

The Holley Block, it is not an "empty" space that needs to be filled with something else. It is an integral part of the Lakeville Historic District and useful and important to those who live and/or do business there, or who pass through. Holley Block

provides a tangible connection to Lakeville's heritage and the beauty of the landscape and historic structures that surround us - many buildings in the District are outstanding examples of their particular architectural style.

Just as a pause in a symphony can be, or lead to, the most dramatic part, it also intrigues and engages a listener who stops for the brief moment and takes notice of the space between notes.

The Holley Block is the ideal place to pause and take notice of the full effect of the Lakeville Historic District and the iron industry that not only shaped it, but was its keystone.



Large blocks from the Holley Block Building were preserved in the retaining wall of Bicentennial Park. They are similar to those in the Holley-Williams House retaining wall and can be found elsewhere in the district.



View from the foot of Holley Street towards the Holley-Williams House. Today there is an unimpeded view up and down the street from the top from Holley Block or this lower end. The H-W House would be blocked by the proposed housing project.

### **Additional Parking Issues**

-The P & Z Commissioners may not be aware that there is an unimproved roadway behind the commercial buildings next to Holley Block. For the commercial businesses, parking to load or offload supplies at the front entrance is often impossible. In such cases, the current parking lot becomes a thoroughfare to a roadway behind the buildings resulting in more traffic in and out of the parking area than may be realized.

- How would someone plow the parking area when it snows? There is little available parking space along Holley Street, and less so when it snows and certain spaces cannot be used.

### **EXISTING PARKING**



People cut through the existing lot to load and unload supplies to an unimproved roadway when parking is not possible along RT44. The roadway is at the end of the parking lot beyond the pillar.



Narrow drive between the commercial building and Holley Block ends in a steep grade and sharp turn

that traffic would have to negotiate. Entering the drive from, or exiting to RT 44, are both dangerous due to poor sight lines, depending on how carefully cars are parked near the entrance on RT 44, and also the volume of traffic exceeding the speed limit.

### **Single Family Houses Converted to Apartments**

There is precedent for converting single family houses into multifamily dwellings. Today, several in or in proximity to the Lakeville Historic District have been divided into apartments.

#### **APARTMENT HOUSES**



This apt is to the west of Deano's Pizza





This house located between RT 44 and Belgo Road was converted to apt., I believe it may have been built by the Rudd Family.



House south of the Railroad Station at the foot of Holley Street.