

**ORIGINAL****RECEIVED**

By Land Use Office at 2:10 pm, Mar 23, 2021

October 7, 2020

Salisbury Planning and Zoning Commission  
Town of Salisbury Connecticut  
Salisbury, CT 06068

RE: Hearing on Holley Block Application by Salisbury Housing Committee

Dear Commission.:

I am submitting the following document:

**TRAFFIC INFORMATION RE UNSAFE TRAFFIC CONDITIONS AT PROPOSED HOLLEY BLOCK AFFORDABLE HOUSONG PROJECT LOCATION**

Starting in approximately 2008 the town of Salisbury studied and undertook in approximately 2015, a major safety project and undertook the work of improving the dangerous conditions in the exact area the Affordable Housing Project under consideration is being proposed. I was on the Scenic Roads Committee which the Selectmen tasked with overseeing and interacting with the Company hired to undertake this safety project.

I was head of this Committee at one point in time and can speak from first hand knowledge. I requested the file from the Selectman's office and received only a small portion of it, with more to come.

You will see from these attached exhibits that there is no question about how dangerous this area is. Holley Street is mentioned often. Traffic has only increased.

I decided to submit this information because I believe the children of the families this project is meant to attract and the older population will be put in harm's way and the Commission should not knowingly allow this to happen. Today I drove into the area from Millerton and timed myself from the time I first saw Deano's Pizza to the time I saw the cross walk...it was 7 seconds. I was going 30 miles per hour. Trucks on the same path going 40-50mmiles per hour will have even less time to respond to anyone crossing the Route44 highway, that would be mothers, children, the elderly.

I ask that you consider this very carefully as there are multiple sites owned by the town which would serve the same purpose but not risk the lives of the residents.

Sincerely

Susan Galluzzo



**ORIGINAL****FOR PLANNING AND ZONING HEARING 9/21/2020, CONT.10/8/2020****TRAFFIC INFORMATION RE UNSAFE TRAFFIC CONDITIONS  
AT PROPOSED HOLLEY BLOCK AFFORDABLE HOUSING PROJECT LOCATION**

1. The dangerous traffic conditions in the area from the Rudd property west of Deano's Pizza (XXX Millerton Road,) down Holley Street and on into the intersection of Routes 41 and 44 have been known to the town including the Selectmen and other commissions since at least 2007. Safety of pedestrians and traffic traveling at high unsafe speeds and the need for traffic calming are the subject of every document cited herein. The traffic conditions have not changed.

SEE EXHIBIT A. Letter dated January 9, 2008 and Agreement between State of Connecticut and Town of Salisbury for the Development of Contract Plans, Specifications and Estimates for Safety Improvements at the Southerly Junction of US Route 44 and Route 41 in the Village of Lakeville Utilizing Federal Funds from the High Priority Project's Fund.

Throughout this document (and all others cited herein) related to this road area, the entire emphasis and the need for the expenditure of \$2,000,000, was because the traffic along Route 44 created conditions dangerously unsafe to the community. The Selectmen determined that steps needed to be taken and requested that the town undertake a project to include "measures to encourage lower speed as traffic enters the historic Lakeville area (the direct area in which this project is proposed), pedestrian safety, and intersection alignment". They apparently felt that they had a case significant enough to qualify for the High Priority Funding Projects grants.

See EXHIBIT B. Document dated November 19, 2013: Minutes from 9/24/2013 public meeting held by BETA, the company chosen to design and implement the work on the "Lakeville Route 44/41 Intersection Pedestrian and Safety Improvements", with a member of the Department of Transportation present.

-They stated that "the project goals were to improve Pedestrian and Traffic Safety, provide traffic calming to slow traffic in the Lakeville area and to do so in a manner consistent with the historical and village nature".

- Holley Street is mentioned 4 times. The pedestrian crosswalk was constructed at Holly Street primarily because it is unsafe for pedestrians to cross the street in that area. The need for this cross walk has not changed, in fact it has increased. Obviously the addition of at least 30 more people crossing there will only increase the likelihood of an accident or injury. We do not think it will never be safe, even with a crosswalk for children to cross without parents. Ask yourself, will parents be there all the time with their children? By putting this project here, you are putting children in harm's way, a totally unnecessary risk for families with children when the town has the Pope Property land and the land behind La Bonne's



and 40 plus other parcels it owns. Ask oneself, is this borderline legally negligent give the other available alternatives?

These minutes go on to warn "Flashing beacons MAY (emphasis added) improve crossing awareness for midblock crosswalks. They do not say that it will.

**FURTHER, THEY RECOMMEND MORE TREES "ON THE NORTH SIDE OF MILLERTON ROAD, WEST OF HOLLEY LANDSCAPING AND TREES ARE CALLED TO ENHANCE THE TRAFFIC CALMING EFFECTS IN THIS AREA". The proposal before this Commission COMPLETELY takes down the beautiful established trees at Holly Street , THE EXACT OPPOSITE OF THE TOWN'S TRAFFIC ENGINEER'S RECOMMENDATION TO IMPROVE THE SAFETY OF THE HOLLEY STREET AREA.**

See EXHIBIT C . Email from Curtis Rand to Scenic Roads Committee, Sept. 28,2008

This email references one idea considered and why, i.e., the pressing need to slow traffic. The email states:" We have discussed with DOT the thought of a median island on the approaches to Lakeville and Salisbury. The Lakeville island might work near the Rudd land-this would really slow traffic before it gets to the intersection. I believe if ever there was time to get this permitted, it is in conjunction with this project".

See EXHIBIT D. MINUTES OF JULY 27, 2020 P AND Z MEETING - At this meeting, the owners of the other affordable housing project in the the center of Lakeville, located at Millerton Road approximately 500 feet from location of this Application,, made application under a Special Permit Application for 3 additional apartments to its existing building. The owners are an out of town corporate housing landlord which own other projects . **THIS CLEARLY WILL INCREASE TRAFFIC AND PARKING IN THIS ALREADY DENSELY POPULATED AREA.**

**QUESTION:** why didn't the Salisbury Housing Committee mention this development since they said they the manage affordable housing in our town. Why didn't the Commission itself note these potential additional demands on traffic and parking in the area by this proposed increase in apartments?  
How is the public supposed to know if the local agencies involved say nothing?



FOR PLANNING AND ZONING HEARING 9/21/2020, CONT.10/8/2020

TRAFFIC INFORMATION RE UNSAFE TRAFFIC CONDITIONS  
AT PROPOSED HOLLEY BLOCK AFFORDABLE HOUSING PROJECT LOCATION

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How is the public supposed to know if the local agencies involved say nothing?

EXHIBIT A

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546  
NEWINGTON, CONNECTICUT 06131-7546

Phone:

January 9, 2008

The Honorable Curtis Rand  
First Selectman  
Town of Salisbury  
27 Main Street  
P.O. Box 548  
Salisbury, Connecticut 06068

Dear First Selectman Rand:

Subject: Project No. 121-130  
F.A.P. No. HPPS-H066 (001)  
U.S. Route 44 and Route 41  
Town of Salisbury

The following item is enclosed:

- \_\_\_\_\_ Plans
- \_\_\_\_\_ Correspondence
- \_\_\_\_\_ Report of Meeting
- X   Other: Agreement for the development of contract plans and specifications and estimates for safety improvements at the southerly junction of Route US 44 and Route 41 in the Village of Lakeville

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Please take the following action:

- \_\_\_\_\_ Review and return your comments to this office by: \_\_\_\_\_
- \_\_\_\_\_ Incorporate this information into the design of this project
- X   As noted below:  
For your records

- more -

The Honorable Curtis Rand  
January 9, 2008  
p. 2

Please contact the Project Engineer, Kevin M. Mahoney, at (860) 594-3197 should you have any questions relative to this transmittal.

Very truly yours,



Richard B. Armstrong  
Princ. Engr.-Consultant Design  
Bureau of Engineering and  
Highway Operations

Enclosure



Agreement No. 6.18-01(07)  
Core I.D. No. 07DOT0060AA

AGREEMENT  
BETWEEN THE STATE OF CONNECTICUT  
AND  
THE TOWN OF SALISBURY  
FOR THE DEVELOPMENT OF CONTRACT PLANS, SPECIFICATIONS  
AND ESTIMATES FOR SAFETY IMPROVEMENTS AT THE SOUTHERLY JUNCTION OF  
U.S. ROUTE 44 AND ROUTE 41 IN THE VILLAGE OF LAKEVILLE  
UTILIZING FEDERAL FUNDS FROM THE HIGH PRIORITY PROJECT'S PROGRAM

State Project No. 121-130

Federal-Aid Project No. HPPS-H066 (001)

THIS AGREEMENT, concluded at Newington, Connecticut, this 18<sup>th</sup> day of October, 2007, by and between the State of Connecticut, Department of Transportation, Ralph J. Carpenter, Commissioner, acting herein by Michael W. Lonergan, Acting Chief Engineer, Bureau of Engineering and Highway Operations, duly authorized, hereinafter referred to as the State, and the Town of Salisbury, Town Hall, 27 Main Street, P.O. Box 548, Salisbury, Connecticut 06068, acting herein by Curtis G. Rand, First Selectman, hereunto duly authorized, hereinafter referred to as the Municipality.

WITNESSETH, THAT,

WHEREAS, the Municipality has requested that design activities be undertaken in conjunction with the safety improvements at the southerly junction of US Route 44 and Route 41 in the Village of Lakeville, hereinafter referred to as "improvements," and

WHEREAS, said improvements include, but are not limited to, measures to encourage lower speeds as traffic enters into the historic Lakeville area, pedestrian safety and intersection alignment herein identified as State Project No. 120-H011 and Federal-aid Project No. HPPS-H066(001), hereinafter referred to as the Project, and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides funding authorization "for Federal-aid highways, highway safety programs, and transit programs, and for other purposes," and

WHEREAS, Title 23, United States Code, Chapter 1, Section 117 (a)(1), authorizes the Secretary of Transportation to establish a High Priority Projects Program (HPPP), and



WHEREAS, the Project is eligible for funding under the High Priority Projects Program (HPPP) as defined in Title I, Section 1701 of the Act, and

WHEREAS, the State is exempt from any liability in conjunction with the subject Project pursuant to Section 13a-153 of the Connecticut General Statutes, as revised, and

WHEREAS, the Project is listed and briefly described in Title I, Section 1702 of the Act, and

WHEREAS, the State shall administer said federal funding received in conjunction with the Project and reimburse the Municipality for expenses incurred, upon approval of same, and

WHEREAS, Section 13a-165 of the General Statutes of Connecticut, as revised, provides that the Commissioner of Transportation is authorized "...**(b)** to apply for and to obtain moneys, grants or other benefits from the United States or any agency thereof in connection with roads, bridges or highways and **(c)** to approve all programs, conclude all agreements, accept all deeds, make all claims for payment, certify all matters and do any and all other acts and things necessary or desirable to meet the requirements of and obtain such moneys, grants or benefits from the United States or other agency thereof," and

WHEREAS, the Municipality has requested that federal funding be obligated so that Project related design activities could be authorized.

**NOW, THEREFORE, KNOW YE THAT:**  
**THE PARTIES HERETO AGREE AS FOLLOWS:**  
**THE MUNICIPALITY SHALL:**

(1) Designate an individual to act as liaison with the State and consultant(s) to provide for the proper interchange of information concerning the Project. The signatory of this Agreement or his/her successor thereto will be considered the liaison unless other provisions are made. The liaison will be responsible for coordination with municipal agencies, monitoring consultant progress and assuring that prime consultant(s) conform to disadvantaged business enterprise requirements.

(2) Design the Project to standards acceptable to the State and the Federal Highway Administration and within the designated time frame established for the Project.

(3) Use the "Consultant Selection, Negotiation and Contract Monitoring Procedures for Town Administered Projects," dated October 2001, to retain or employ assistants or consultants for the development of the required contract plans, specifications, estimates, and other project information, reports, statements, studies and environmental permit applications. Written documentation of procedures utilized for retention, employment, or selection of such assistants and/or consultants shall be provided to the State.





EXHIBIT B

MEMORANDUM

Date: November 19, 2013  
 To: Curtis Rand  
 From: James W. Ford BETA Project #: 3616  
 Subject: Public Information Meeting  
 State Project 121-130 Lakeville Village

On October 24<sup>th</sup>, 2013 a Public Informational Meeting was held in the Salisbury Town Hall starting at 6:00PM to discuss proposals currently developed for the Lakeville Route 44 and 41 Intersection Pedestrian and Safety Improvements.

Staff and officials in attendance were:

- Curtis Rand, First Selectman, Salisbury, CT
- Richard Armstrong, Connecticut Department of Transportation
- James Ford, Beta Group, Consultant Project Manager
- Randall Collins, Beta Group, Project Landscape Architect.

Attending the meeting were approximately 30 residents of Salisbury.

Mr. Rand opened the meeting and explained the purpose of the Public Informational Meeting. He noted that this program was initiated in 2007 and had focused on improvements at the intersection with a larger impact than the project concept which will be presented at this meeting. Upon completion of the prior concepts analysis it was determined that the funding available for the project was not sufficient to undertake that program and current proposal was developed.

✓ The meeting was turned over to Jim Ford who presented a brief PowerPoint program. The purpose of the meeting was first discussed. He noted that no final decisions on the project had been made and this meeting was intended to receive comments which would be considered in the design of the final improvements. He explained the project goals were to improve Pedestrian and Traffic Safety, provide traffic calming to slow traffic in the Lakeville area and do so in a manner which is consistent with the historical and village nature.

The history of the project was discussed briefly and it was noted that upon review the alternative to be presented at this meeting was felt closer to meeting the project intent.

Jim Ford turned the meeting over to Randall Collins who presented the currently proposed concept.

Using an overall plan of the project area Randy discussed the major actions of the project.





Curtis Rand  
November 19, 2013  
Page 2 of 4

1. The intersection of 41 and 44 will not be materially reconstructed.
2. The project will commence west of Holley Street and involve improvement of adjacent landscaping, slight narrowing of traffic lanes and new sidewalks on the south side of Millerton Ave. in the vicinity of the retail stores and restaurants.
3. On the southeast side of Millerton Road at Holley Street, a pedestrian area will be constructed with a crosswalk and period lighting similar to those installed in Salisbury Village.
4. At the crosswalk locations Rapid Rectangular Flashing Beacons (RFFB) may be considered along with appropriate signing. These devices, which are allowed in the Uniform Manual on Traffic Control Devices, may improve crossing awareness for mid-block crosswalks.
- \* 5. On the North side of Millerton Road west of Holley landscaping and trees are called for to enhance the traffic calming effects in this area.
6. Sidewalks will be rehabilitated on the north side of Millerton Road from Holley to the point where reconstruction of sidewalks left off in an earlier project in Lakeville Village
7. On the south side of Millerton Road from Holley to Sharon Road the Historic wall will be repaired and a new sidewalk constructed within Town Owned property from Holley Street to Sharon Road.
8. On Sharon Road sidewalks will be installed on the east and west sides to facilitate pedestrian connections along with a new pedestrian crossing. Period Lighting will be considered.
9. On Main Street in front of the Post Office curb extensions will be provided with period lighting as was done in Salisbury Village.
10. Parking will be encouraged on Main Street on the north side within a limited area by moving curbing approximately one foot to provide sufficient width for a parking lane. This area will extend from the Church west to just before the post office crosswalk. It was noted that similar improvement were considered but found not feasible on the south curb due to utility pole locations.

Slides were presented depicting the before and after conditions on Millerton Road at Holley Street and on Sharon Road.

The nature of the Rectangular Rapid Flashing Beacons proposed was explained and a video of typical installations was played.

The meeting was opened to questions from the attendees

1. A suggestion was made for an advance sign west of the project area. It was noted that an existing sign was present and not very effective. It was explained that a sign was proposed in the earlier project to replace the existing sign but in not planned in this project as the RFFB are considered more effective. Further lanes will be narrowed and the plantings will



Curtis Rand  
November 19, 2013  
Page 3 of 4

- enhance traffic calming effects in the area. The consideration of a sign could be evaluated following completion of the proposed project.
2. It was suggested that narrowing of lanes be extended on Sharon Road up the hill to the church area. This measure will be considered for the final design.
  3. A question of the necessity of the parking on Main Street was brought forward. It was felt by the individual this was not necessary. It was explained that the Town had received requests for this feature. After much discussion Curtis Rand asked for a consensus of the attendees on the feature and the show of hands was in favor of the proposal.
  4. The nature of the sidewalk construction was discussed and the consideration of Red Brick Sidewalk Construction was suggested. Discussion followed in which it was noted that this feature was not suggested for safety reasons in ice conditions, maintenance concerns, and consistency with the standards used in the balance of the area. While consideration of brick crosswalks was looked at it was noted that these too are slippery and difficult to maintain. The Town has not used these crosswalks in other areas.
  5. A question was raised that the Pedestrian Area at Holley was not inviting and should be looked at for a treatment other than Concrete. This comment was noted and will be reviewed in the design.
  6. The proposed period lighting was questioned as not being full cut off and in compliance with state law. It was noted that the fixtures were the same as used in Salisbury Village. The matter will be reviewed with the Scenic Roads Committee and alternative lighting sources considered which would have less spillage.
  7. The locations and nature of the RFFB fixtures were discussed. It was explained that these devices are solar powered and are used with traditional traffic signs for crosswalks.
  8. More information on the project history and what has been considered was requested. The prior design report will be forwarded to the town.
  9. Parking was raised again as unnecessary and that speed was the greatest issue. It was noted that parking will tend to slow traffic.
  10. The question of the average speed was raised. It was suggested that the speeds were in excess of 50 mph in the project area. This issue was considered in the design report and will be reviewed.
  11. The question of accidents was raised. Richard Armstrong noted that the accident history in the project area was not large and that was a good statistic. It was noted that east of the project area there had been a number of run off the road accident at one property. Richard Armstrong noted the Department was taking action there and a surface treatment was being considered.
  12. A suggestion was made that trees be installed in the project on Main Street remembering those involved in recent tragic incidents in Newtown and elsewhere.
  13. Enforcement was raised as a way to slow traffic and the success in Egermont was cited as what could happen. It was noted that enforcement was only effective with a consistent program and while the matter would be discussed with the resident trooper the ability to dedicate resources to this program may be limited.



Curtis Rand  
November 19, 2013  
Page 4 of 4

14. A suggestion was made to improve the aesthetics of the area by removing some of the guide signs. This matter will be reviewed in the design.
15. It was suggested that the sidewalk through the town property on the southwest corner of 41 and 44 be removed from the project. The inability to provide a safe crossing at the intersection was discussed. The item will be further reviewed in the design phase.

A few additional comments were made on items noted above. Jim Ford noted that the next step in the project was to consider the comments received. Following that process the final design of the project would proceed and the program then would proceed to construction.

Curtis Rand thanked all for attending and asked for a consensus show of hands which was in favor of the project proceeding.

The public information meeting concluded at approximately 7:45PM

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Ref: C:\Documents and Settings\Ford\Application Data\Microsoft\Templates\~Rocky\BETA Memo.dot

**BETA**

EXHIBIT C

Find messages, documents, photos or people

Sign in

Home

Compose

Back Forward Archive Move Delete Spam

- Inbox 42
- Unread
- Starred
- Drafts 815
- Sent
- Archive
- Spam
- Trash
- Less
- Views Hide
- Photos
- Documents
- Subscriptions
- Desk
- Receipts
- Groceries
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- New Folder
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- BOOK GROUP 5
- Lakeville Co...
- Lakeville Villa... 28
- MSN\_Mail
- Notes 1
- philist
- Scenic Roads
- Synced Mess... 14

Re: Fw: Route 41 / Route 44 Yahoo/Sent

 Susan Galluzzo <avgg@sbglobal.net> Mon, Sep 29, 2008 at 10:03 AM  
 To: anncuddy@aol.com, thkey@snet.net, agostinogalluzzo@sbglobal.net, argazziart@sbglobal.net, tsalrand@yahoo.com

The 16th is fine with me...

— On Sun, 9/28/08, Curtis Rand <tsalrand@yahoo.com> wrote:

From: Curtis Rand <tsalrand@yahoo.com>  
 Subject: Fw: Route 41 / Route 44  
 To: anncuddy@aol.com, thkey@snet.net, "Tino Galluzzo" <agostinogalluzzo@sbglobal.net>, "Judith Singelis" <argazziart@sbglobal.net>  
 Cc: "Susan Galluzzo" <avggalluzzo@sbglobal.net>  
 Date: Sunday, September 28, 2008, 6:08 PM

Hello to the Rt 41-44 Committee I am hereby forwarding the conceptual plan alternatives for the Intersection. Even though Beta has been quiet, they have been working on this.

I will print the hard copies when they arrive and get you copies as needed. I suggest that we keep these only to ourselves until we can meet to look them over.

Susan has suggested a Scenic Roads meeting of the entire larger group for Wednesday, Oct 15 at 5 pm, but it turns out that several can't do Wednesday but can do Thursday the 16th (Susan, is this ok to change?)

One other thing - we have discussed with DOT the thought of a median island in Rt 44 on the approaches to Lakeville and Salisbury. The Lakeville island might work near the Rudd land - this would really slow traffic before it gets to the intersection. I believe that if there was ever a time to get this permitted, it is in conjunction with this project. We can talk about this - I will email some possible times for the email group to look over these preliminary plans

Thanks Curtis  
 — On Fri, 9/26/08, Brian Skonieczny <BSkonieczny@BETA-Inc.com> wrote:

From: Brian Skonieczny <BSkonieczny@BETA-Inc.com>  
 Subject: Route 41 / Route 44  
 To: "Curtis Rand" <tsalrand@yahoo.com>  
 Cc: "Jeff Shea" <JShea@BETA-Inc.com>, "Jenn Hupp" <JHupp@BETA-Inc.com>  
 Date: Friday, September 26, 2008, 7:07 PM

Curtis



EXHIBIT

**SALISBURY PLANNING AND ZONING COMMISSION  
REGULAR MEETING MINUTES  
MONDAY, JULY 27, 2020 – 6:30 PM**

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**Members Present:**

- Dr. Michael Klemens (Chair)
- Allen Cockerline (Vice Chair)
- Martin Whalen (Secretary)
- Cathy Shyer (Regular Member)

**Members Absent:**

- Bob Riva (Regular Member)
- Dr. Danella Schiffer (Alternate)
- Debra Allee (Alternate)
- Jon Higgins (Alternate)

**Brief Items and Announcements**

**1. Call to Order/Approval of Agenda**

Chairman Klemens convened the meeting at 6:28 p.m.

*Motion:* To approve the Agenda

Made by Member Whalen, seconded by Member Shyer

Vote: 4-0-0 in favor

**2. Minutes of February 24, 2020**

*Motion:* To approve the Minutes of February, 2020 with the minor modification to add titles of officers to member attendance.

Made by Member Cockerline, seconded by Member Whalen

Vote: 4-0-0 in favor

**3. Correspondence**

Two public notices from the Mount Washington Planning Board dated 6/22/2020, received 6/29/2020 were acknowledged. One communication from consulting engineer R.R. Hiltbrand regarding application #2018-0075 – Ground Mounted Solar Development at Hotchkiss School dated and received 7/10/2020 was reviewed. Two notices of decision from the Planning Board of the Town of Mt. Washington, Massachusetts dated 7/18/2020 and received 7/27/2020 were noted.

**New Business**

**4. #2020-0095 / Dana Rohn / 31 Millerton Road / Special Permit – Create 3 Additional Apartments in MFH (Section 209.2) / Map 45 / Lot 17 / DOR: 03/23/2020 OH: 08/25/2020 / Reception, Consideration for Public Hearing**

Dana Rohn was present for the application and provided an overview of the project including current conditions and proposed changes to use. It was expressed that she met onsite with the Land Use Administrator, Fire Marshal, and Building Official to review the changes that will be required and identified that the only external modification to the structure will be egress for the proposed 2<sup>nd</sup> and 3<sup>rd</sup> floor apartments. Discussion ensued regarding the conversion of an existing structure in the MFH overlay district versus the PKSQ overlay district. It was noted that application package did not include a site plan as required by the regulations and deemed