

RECEIVED

By Land Use Office at 2:28 pm, Mar 23, 2021

Patrick R. Hackett, P.E.
16 East Street, Lakeville, CT 06039
(203) 788-9959 prh@prhackett.com

March 23, 2021

Planning and Zoning Commission
Town of Salisbury
27 Main Street, PO Box 0548
Salisbury, Connecticut
06068

ORIGINAL

RE: Holley Place Application

Sent: Via Email

Dear Chairman Klemens and Commission Members:

After listening to 4 hours of discussion last night, I commend the Commission for asking the questions that need to be asked and answered of both applicant and possible intervenor. It is not as easy as you make it look. I write this as a resident of Salisbury but note I am a member of the WPCA, Pathways Committee, and SAHC.

I would ask that my email of November 5, 2020 to Abby Conroy, Salisbury Land Use Officer, addressed to the Commission be added to this application's record. The same issues outlined are pertinent to this application. I maintain the same verbiage, that the parking sites outlined are potential sites and in no way are they proposed. In fact, a full read of what I wrote would show that I believe the addition of sidewalks would benefit the area and go a long way to making Lakeville multi-modal and less car dependent.

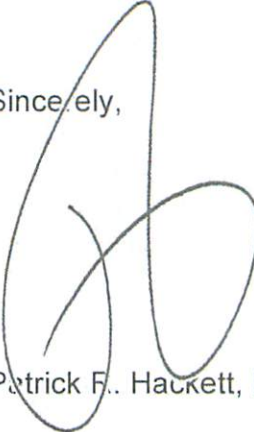
In addition, I would like to comment on some statements made last night that need clarification.

1. The recent waterline work in front of the proposed site includes a stub into Holley Street. There is sufficient water and pressure for whatever domestic and fire flows are anticipated. There should be something in your record from Aquarion about the availability of providing service to this parcel. Their letter should reflect this.
2. There are options for stormwater runoff improvements to the site and I think we all look forward to seeing them. I commend Mr. Verbickus for his plan review and his success at making this a better project. In the event he doesn't know, the discharge from this site is taken down Holley Street and into the old turbine chamber under the wood deck at Pocket Knife Square and conveyed through the stone culvert tail race to the open channel onto the old firehouse property. At no point does any runoff enter Factory Pond or Lake Wononscopomuc .

3. Mr. Miller's use of walkscore.com has some irony. If 11 Holley St Lakeville is entered in the search box, an identical map and rating is displayed. At the bottom left, in blue, is a link "About your score". There appears to be 7 categories that are involved in coming up with the walk score. 5 of the categories are at or above 50%. Two categories are zero percent, groceries and parks. The zero rating for these two categories is what makes the rating "car-dependent". We have all heard about an era when places to food shop were in Lakeville (with more selection than Patco) and maybe Mr. LaBonne would consider a newer smaller place in the village. Home delivery is now a part of life in town so a grocery rating should not be as significantly weighed or rated. The big irony is the parks rating. There are a multitude of parks that surround the parcel. There are tennis courts, ball fields, the town beach with all the facilities one could ever want, paddle board, basketball, boating and fishing, and yet the rating is zero. The sidewalk in front of Holley Place is continuous to the school and will be continued this spring to the new Fire House and on the Salisbury end the sidewalk will be extended to the Salisbury Association's Vincent property. Lakeville and Salisbury are poised to be reconnected again allowing foot mode of traffic.
4. The question of whether there is sufficient parking in Lakeville is settled by observation. It does not take a traffic engineer to see that the parking lot is underutilized. The question of exclusive rights of use to public area for surrounding commercial establishment needs to be part of the record submitted by the lawyers. I am unaware of any right but do not have the proper credentials to confirm.
5. Outside of the hearing last night, I would like to corroborate on a professional level the fact finding outlined by Ms. Shillingford. They are pertinent to this application and need to be considered as part of your record.

Thank you for your time and consideration.

Sincerely,



Patrick F. Hackett, P.E.

Subject: Holley Place - Special Permit application Public Parking Potential
From: "Pat Hackett" <prh@prhackett.com>
Date: 11/5/2020, 10:11 AM
To: "'Abby Conroy'" <aconroy@salisburyct.us>

RECEIVED

NOV 05 2020

LAND USE OFFICE
Salisbury, CT

Hi Abby,

Can you make this email and attachment part of the Holley Place record?

Thanks

Pat Hackett

16 East Street

Lakeville

Dear Commission Members,

The question of ample public parking in the Lakeville area keeps coming up. I took the liberty to research what parking had been there and what potential the current town-owned land would have to provide more.

There are three possible locations to add parking.

1. Filled-in section of Holley Pond (filled circa 1969)
2. West side of the railroad (RR) Station
3. Old RR R.O.W.

Numbers below correspond to the three possible locations above.

1. Filled-in section of Holley Pond

Any possible parking lot would eliminate the recent garden installation, a small price to pay given the public outcry on the lack of public parking and the proximity to the beautiful green space that is The Grove. Any parking layout here, or at any of the other locations, could certainly be enhanced with plantings as demonstrated by the Lakeville Community Conservancy, Inc's work in the vicinity. Two parking spaces would be lost (2 x 22 = 44' along west side of Holley St) and 14 gained resulting in a net increase of 12.

2. West side of the RR Station

According to the parking report George Johannessen compiled for the Old Lakeville Firehouse Zoning application, there are currently 5 spaces. I would agree even though from the attached PDF there appears to be more. The issue at this location is too much pavement. It would be great benefit for pedestrian safety to extend the sidewalk (5' min) on the east side of Holley St to the front of the RR station and cordon off the potential parking area. This minimizes conflicts between vehicles and pedestrians. Lose 5 and gain 9-nine for a net increase of 4.

3. Old RR R.O.W.

If the old railroad bed were used for one-way out traffic (current direct access to The Grove), 30 degree parking lines used, and Ethan Allen St is used as one-way for entering, 32 spaces could be added with the elimination of 10 parallel parking spaces for a net gain of 22 spots. I don't think the residents would enjoy the longer route one direction of any trip would take and larger trucks negotiating the one-way U-turn would need to enter the Grove to turn (something they would currently be doing). Still, if parking is such a precious commodity as many from the public perceive it to be, this is a possibility. Another option for this location is increasing the existing parallel parking arrangement. This option could add 10 spots or 12 spots less than the diagonal parking scenario.

A few points about the current application are:

1. The number of spaces provided exceed the zoning current requirements
2. No waivers to the minimum required parking spaces are requested (or required) and no satellite parking needed.
3. There will be 8 spaces proposed for public use when the building is complete. This is a reduction of 14 spaces from the current condition. However, this amount of parking can be more than made up at other locations (see above). In addition, my observations indicate the parking lot is not heavily utilized as to needing any supplement. This may change with Pocket Knife Square being used in a more productive fashion. 500 feet is less than a tenth of a mile and well within walking distance of most residents.
4. The Town is actively encouraging walking and is in the process of reconnecting Salisbury to Lakeville (yes, there once was a walking path connecting the two villages). This special permit proposal is in alignment with the Town's POCD. A section is pated below.

My professional opinion is there is sufficient parking already. Having been a town engineer and public works director I can confidently state that some form of the three possible locations and arrangements described above can be implemented. My preferred scenario is location 2 for its multi-modal approach, reduction in conflicts,

and would encourage walking. In an aging population providing proximate parking is essential for the handicapped and walking impaired. What is just as important is the capability to walk safely around Lakeville. The general health of residents is improved by walking on a regular basis. It is my hope that more village housing gets done so a critical mass is reached and Lakeville rebecomes a village center.

In summary, I copy and pasted from your POCD Chapter, *How we want of Guide Development – Enhance Village Centers* (page 26, June 30, 2012). This application is harmonious with the guide development.

At the same time, opportunities exist to enhance our village centers in new ways. Salisbury's population of those 65 and older is projected to more than double from 751 to 1,829, by 2030. Experience in other areas suggests that senior residents are often interested in smaller-units, village-type settings, and/or housing arrangements where maintenance is provided.

In addition, Salisbury has the highest percentage of one-person households (33%) and the smallest household size (2.19 persons) in Connecticut. This may help explain why a number of people express an interest in varied residential options such as smaller houses, condominiums or rental apartments if such housing options were available in Salisbury.

If land parcels suitable for development for some of these housing options were within walking distance of the village centers, both merchants and seniors would benefit. As housing develops in our village centers other amenities such as playground areas, community gardens and pleasant congregating areas would follow. These areas could all be connected with walkways and promenades which would be easily negotiated and beautiful.

Goals for our village centers include:

- increased ease of pedestrian circulation, vehicular circulation and parking.
- incorporating more varied housing in the village centers, and
- improving the overall aesthetics.

— Attachments: _____

Possible Parking Layout at Bauer Park.pdf

1.8 MB

