

Transcript for Feb. 23, 2022 Public Hearing regarding Blue Camp Applications
Public Hearing - 23:52 to 3:46:08

Art Moran: Okay, I'd like to move onto Public Hearing B, um, Special Exception Application 2021-03 Blue Camp Connecticut LLC applicant Mashantucket Pequot Tribal Nation owner of a property located at 451, 455, and 495 Route 2. Development of the – a comprehensive luxury recreational campground.

Zack: I have to recuse myself.

Art Moran: Yeah, Zack, you can recuse yourself. Um, before I let the applicant speak a couple things I'd like to, uh, announce: number one, um, I think back in December when we had the site walk? So back in December we had a site walk planned for the Commission to walk the property, um, the day it was, um, happening I was out of town and I couldn't make it so I contacted attorney –

Mike Sinko: Can you hold the mic up? It's just – it's muffled.

Art Moran: It's muffled? Okay. *Clears voice* So I contacted attorney Heller and asked if I could get a site walk done on the property since I was unable to make it. We went the following Friday afternoon at 1 o'clock, I believe the date was the eleventh. Um, things that were discussed: was where the glamping would be, the boat dock, the path going to the boat dock, the buildings, the office, the—the um, maintenance buildings. Those were the only things that were discussed. I just want to be upfront and clear on that. Also, tonight um, as—as most of you know the wetlands meeting is going to be a very long presentation. Um, so I would like to possibly end the public hearing at 11 o'clock tonight – if it goes that long so we can finish our regular meeting. Um, if there is anybody here that well – can't make next month's meeting, if there is only a few of you, if you want to come up and say something tonight I would appreciate it if we could maybe save all the comments when everyone will be fresh next month. If you can't make it next month you can write them – hand write them and give them to us and we can read them outloud and submit them into the records.

Unidentified Male: Mister Chairman?

Art Moran: Yes Sir?

Unidentified Male: You suggested the hearing would end at 11 o'clock. If you could just make it clear, at 11 o'clock you will have it continued to next month. I know it is implied by your last question, but you might as well mention –

Art Moran: Correct. It – it will still be continued until the next month. I'd just like to stop the public hearing tonight at 11 so we can finish our regular meeting. Um, and everybody will get a chance to speak whether it is this month or next month, but uh, oh one other thing is anybody, even if you're not a taxpayer, can speak on this application. Whether you are in favor or against it. Just want to make sure everyone is clear on that. *clears throat* And would you like to add anything?

Kathy Warzecha: Well I am going to, actually I just asked our town attorney, um, we have 44, um, exhibits. They have all been posted on the town website. I am not going to read them because it is a very long list. Um, if anybody would like a copy I can give you a copy. Um, also, it is all on the website. Alright?

Art Moran: Okay, um, Attorney Heller?

Unidentified Male: Are we – Are we open hearing?

Art Moran: The hearing is open, yes.

Unidentified Male: Okay

Attorney Heller: Good evening, Mr. Chairman, members of the commission. My name is Harry Heller. I am an attorney with an office at 736 Route 32 in Uncasville and I am representing the applicant Blue Camp CT LLC. Um, and I have authorization to act on behalf of the property owner, uh, The Mashantucket Pequot Tribe and you have written authorizations both from the applicant and the property owner in the file that were submitted with the application. Um, just to follow up on the announcement that the chairman made, uh, since I was present both at the regularly scheduled uh, site visit, on this application uh, with the commission members and then um, also attended a site walk with the chairman. We followed the same route at both site walks, we looked at the same things that um the chairman indicated that were looked at um, on our site walk on December 11th and no matters were discussed other than the locational aspects of where things that were on the site plan were physically located on the grounds so that was the extent of the discussion on the site walk. Uh, we have a number of presenters this evening I'm going to hand out to the commission and I have uh, for the public a presentation agenda of what the applicant is going to present this evening.

Kathy Warzecha: And I will need that exhibit and so that will be Exhibit 45.

Attorney Heller: Yes I – I sent it to you today I don't know if it got –

Kathy Warzecha: I didn't – no, I did not get it. So this will be Exhibit 45.

Attorney Heller: And I will put a number of them over here if anyone from the public wants one. The application parcel is actually 3 parcels as lineated on your assessor's tax maps. Uh, all located on the northerly side of Route 2 and the easterly side of Route 164. They are known as 451, 455, and 495 Route 2. And in total comprise about 65 acres of land. Uh, which is the application parcel that is being presented for consideration. The property is abutted to the north by the south shore of Avery Pond and also to the northwest by Avery Pond. The application is an application as submitted for a 304 unit recreation campground. Which is a use permitted by special permit – uh, special exception under Section 18.5 – I'm sorry, 18.11 of your zoning regulations. The property that is the subject of this application is located partially in the Resort Commercial District and partially in the R-60 Zoning District. The approximate zoning line, sorry district line bisects the property in an easterly to westerly direction. Um, so that the area we are calling the northwesterly peninsula along the southeasterly shore of Avery Pond is located in the R-60 District and the most northeasterly appendages of the project are also

located in the R-60 District. The rest of the property is located in the Resort Commercial Zoning District. The use is a special permit used in both zoning districts. So in evaluating the application you will consider the site planned element requirements contained in your zoning regulations as well as the specific evaluation criteria for the recreation campground use that are contained in Section 18.11 of your zoning regulations as well as the general evaluation criteria that are contained in Section 18.4 of your regulations. And I will address those in detail later in the presentation. At this time I would like to introduce Emily DeMarco who is the Project Manager from Blue Water Development. I think it is important in a proceeding of this nature that the Commission know who is proposing to develop in your community there are performance standards contained in your regulations and you should have comfort that the developer who is uh, presenting initiative and nature has the wherewithal and the ability and experience to fulfill the obligations that are contained in the regulations so with that I will introduce Emily to tell the Commission a little about Blue Water.

Emily DeMarco: Thanks Harry, I have handouts for the Commission. I brought copies of the presentation.

Kathy Warzecha: That will be Exhibit 46.

Emily DeMarco: You're welcome. I also brought copies for the public. I will leave some on this side and I will leave some on this side. Thank you for the opportunity to introduce BlueWater to you and I just appreciate your time in listening this evening. And, Todd Burbage planned to be here this evening, but unfortunately um, got very sick and unfortunately couldn't be here, but he does send his regards and he apologizes for not being here, but I appreciate the opportunity and fun pleasure to provide you with this presentation. If you notice page 3 in your packet, there are slides, we'll go right to slide 3. So Blue Water is a family run company founded by father and son, those being Zack Burbage and Todd at his side. It was founded almost 20 years ago and we have done about half a billion dollars of development work, both in the subdivision and commercial real estate; but in the last decade we've expanded our purpose to really include hotels um, and high end destinations RV resorts. Um, and I thought it was really important for you all to really understand our mission, um our mission, and vision, and values and I just wanted to share that a little bit with you. Um, our mission in particular as an organization is to create unique destinations, provide memorable experiences, and appreciate the time our guests entrust with us. You know, one is the importance of people. Vacations are priceless and it is our responsibility to ensure what when people come on vacation that we deliver on our mission. Um, our vision is to revolutionize the guest experience and create an elite asset for them. When we build our resort um in the industry it is not about quantity it's really about quality and making sure that we continuously bring the top of our industry. Um, values, very important to us. We live and breath these values both in our corporate headquarters, but also across all of our campgrounds and we instill those in every employee that we hire and as a new leader, that we are coming into and a new area um, when we do ground docs or redevelopment

when we acquire new properties you know we teach these, we talk about these values and everything that we do. And I thought it was very important to showcase these values; talking about absolute integrity, compassion, being adaptable, quality, being happy, having fun in what we do, and being innovative and those are all qualities that we feel are really important and we instill in our corporation and our company and our people every single day and that comes through in our guests' experiences and making sure our guests feel that experience as well. If you go to the next slide 4, I want to share a little overview of our property. So privately we have 10 hotels, 17 RV resorts, and 4 attractions and they continuously grow. We have handed out 100 million dollars of revenue across all of our assets today. We concentrate specifically in the mid-Atlantic, when we started, but now over the last several years we have grown that up and down the east coast from Maine all the way down to Key West, Florida, so come and visit. Um, and we really focus on destination locations that compliment our portfolio whether we are in the mountains, or on the water um we really kind of have a portfolio that compliments one another so that we have a really oil-based following that they like know to – you know, have those experiences so we really try to create those experiences for them. Our properties include branded to unbranded resorts. We work with Marriott, Choice, Hilton, and we have strong relationships with all of them. On the campground side, we have trusted partners in both KOA and Jollystone as well as Sun Outdoors. On the next slide, 5, Sun Outdoors, um, if you haven't heard of them, they are part of Sun Communities. Um, and Sun Communities, we are in a joint venture with Sun. Sun is a 23 billion dollar REIT, which is a real estate investment trust based in Michigan and they specialize in the RV industry and they have got almost 600 properties across the country and now in Europe as a matter of fact. And their outdoor brand is their premium high end resort brand and when, I am hoping I am being optimistic here, when this project gets approved um, we have selected Foxwoods to be a Sun Outdoors brand and that is really truly exciting because they see that there is a really high end resort in the chosen and want this reflection of that – their brand on this property. Um, and in addition to that Blue Water is Sun's preferred development partner additionally. Um, they see our experience in developing ground up campgrounds and we have over 23 projects that are in process with them right now. We are developing water parks with them, we are redeveloping and we have ground-up projects with them. So we have a really strong relationship with Sun and they are – uh you know, have um, confidence in us, in this Foxwoods project. We are really excited about that. On the next slide, um, hoping many of you are campers or have experiences in either whether you have camped, if you have gone tent camping or you got an RV in some situations, but we thought that it was really important to be able to highlight some really interesting camping statistics for you. I know there are a lot of statistics on this line, but I wanted to draw your attention to just a couple. You know the RV industry is seeing unprecedented growth especially in um with the pandemic the last couple years. You know, everybody wants to be outside um, you know everybody felt really safe to be outside. Um, and it's growing exponentially and there is no slowing it down. It is in

the news all the time, but I wanted to highlight a couple of things for you. If you could look at the box on the left side, you can see just how over 10 million households were going camping. That's just last year. That's incredible. That's just showing the popularity of camping. If you look at the box in the middle you'll see that in 2001 – since 2001, RV ownership has grown 62%. RVs are hitting the road more than ever and again you'll hear in the news that, similar to cars, there is a huge backlog in RV production. You can't get one. It's 18 to 20, you know, to 2 years. And when you do have an RV there are actually not as many campgrounds around either. So you have an RV but the sites, you know, where all of our campgrounds are mostly sold out all for next year. So people can't find campsites so again it's just demand. And then you look at the demographics you'll see over 50% of campers have children in their household. And you'll also see that first time campers are significantly more likely to come from a higher income household. and we are certainly starting to see that in all of our campgrounds. They are working professional families and they have a higher income as well. Over 41% with an average income of 100,000 dollars or more. There are also working families with extended families, right? So they are reserving 2-3 campsites because they want their grandparents to come with them. They want their siblings to come with them who have their children so they want their cousins to play with each other. So we are seeing multiple people reserve multiple sites. Um, and they want the campground experience, a really really fun time you know. On the next slide 7, alright so a little bit about what makes our properties unique and um, if you can kind of see a little bit of commonalities across all of our properties listed out a little earlier, we really focus on things like whether it's the mountains, or whether it's the water, or whether its nature. Those are the things that really are unique about all of our properties. We are pretty particular about the type of properties that we go after. A lot of people call us and say, "Hey, check we've got this great campground. Are you interested?" and we say "Well, what is unique about it? Does it have this quality? Does it have this quality?". And if it doesn't, we pass on it. Um, so we are pretty particular about what properties we like to be interested in. And nature, natural environment, we typically use the existing surroundings, it's really important to us. Our campers like that natural environment. They like to just be able to look up at the stars, they like to be able to hike or bike or take nature walks. That's really important to them. They like having their kids be able to run around and enjoy that natural surroundings. Um, state of the art technology is something that we invest heavily in at Blue Water. Um, it's important we actually just hired a chief technology officer at Blue Water because making sure our guests can check in quickly, efficiently and making sure that they can get right to their site whether they do it online before they come, whether they can get their pass so they can just scan it and get right to their site, those are the thing that we are trying to be innovative about, you know and be advanced. And so we are continuously innovating that. On site amenities is something also that we are really proud of and we are continuously innovating there as well whether it is getting a new pool, new water features, tons of activities, whatever that may be at any of our sites, that's something that we

are really proud of that, you know, we set up full schedules, and events, always making sure there is some activity and wide variety of goodies that our guests can choose from whether they take advantage of them or not that's their choice, but we want to be able to offer that to them. And we have a full time activities director at every one of our camps. That's important to us. And the other thing is that we continuously evaluate and reinvest in our camps. So, we have a process that we go through every single year. We are always continuous, we have very loyal families and they go to our campgrounds all the time. So they can go to Foxwoods down to Lebanon down to Key West down to the Outer Banks and then come back up to Foxwoods. They want to see oh what's new, what did Blue Water put in this time, what did they do here so we are always making sure we are maintaining and keeping up good quality of all of our parks, that is very important to us. Um, on the next line, um, I shared what makes our properties unique, but I really want to take a few minutes just to share what our properties are not. They are not year round, they are not – families don't live there, um, their kids are not going to school there, they don't set up roots at our camps, they are not allowed to have anything um, um, um, that's not required or not – they cannot put up their own materials on their space. We have rules and regulations at every one of our campgrounds. So they can't set up space or can't set up their home, quote on quote home in our campgrounds. Um, or they are not bright or they are not noisy. Um, we will talk about that a little bit later. You know, we try to keep it very low light, serene, um, you know they're not noisy, um so it's not – it's not your traditional year round trailer where they're set up and people can do whatever they want in their space. They are very uniform, they are very clean, we have a maintenance staff, we have rules and regulations, our staff are well trained, and um, you know, we have security on staff, we have quiet times that are enforced, um, we have our guests aren't there, they're there for a week, they're vacationers and then they go home. Our average stay is 3.4 so they are either there for a long weekend or they're there for a week. Sometimes they come back next month because they really enjoyed it but they won't be able to come back next week. So there, and we spend a lot of our time on landscaping and making sure that everyone has privacy in between their sites. So we are very, you know, very clean. We maintain our campground so that it is beautiful to look at and somebody feels that they are clean and it's comfortable to be there. Um, slide 9, one of the things that we pride ourselves on is that we engage in the local community. Whether that is local vendors to help us, um, maintain the communities from an operation standpoint. Um, so whether it's the pool, you know, the pool maintenance right so anything like that, you guys have supplies locally, we repair locally. That is really important to us. There is a lot of history, I grew up in Connecticut, I know this whole lot of history here. There is a lot of things to do here. Families want to take day trips, you know, we want to hire locally so they know, "Hey what's around here" you know, we want that expertise to be able to share with our camp guests so they know, "Oh wait, hey you can go so and so and this thing down here and this there". Um, that's important to us to be able to partner locally to do that. We also form great community

partnerships to do fundraising, work the schools, or work with the chamber, or work with fire, the police, whenever there's opportunity to do so we want to do that. All of our campgrounds have those special local relationships. Um, I know that we will do the same thing here. On the next page, just to kind of highlight this, this is what we do, these are some of our corporate sponsorships, but we have the same opportunities at our local campgrounds as well. Um, and this is just a small highlight of the things that we do and I included in your packets just some of our recent press releases that we have done locally. Um, Todd and Jack include giving their time but also financial resources as well. They are very generous with, with that and you know they received a lot over the years and now they want to be able to give it back and partner and they have been very generous with that. On slide 11, our awards and accolades, we have – I don't personally think we have proved this enough but again that is just how we are, this is just high, uh um, level of expect, experien, ah expectation we have of ourselves. You know, these awards are extremely difficult to get, these are high level bars that we have to set at all of our camps. Um, and we receive these awards year after year after year. There wasn't enough room on the slide to put all of them. These are customer service awards, these are, um, different types of awards and different categories that we received. And again this is a high bar that we set for ourselves and we expect all of our employees at these camps to have as well and we are really proud of that. Um, ah, these are very prestigious awards that we have and um, again bring that to this property as well. On the next slide, these are some testimonials, you know, we have a lot – a lot of great strong relationships that we built when we come into these towns all over and there are relationships quite frankly in my role that I have built, you know, I talk with so many people in my role and I am really proud of those relationships and you know there are people that we have to work with once we get approved and there is so much communication that has to go on and so, you know, I include Mike O'Connell because they have been so instrumental in helping us navigate the waters and navigate, you know where to get resources, and how do we get this, and hey can you help us with this, and you know they have been really great, and they have had their own specific vested interest in this approval process and then after the approval process so I just thought this was, you know, they were unsolicited folks that said "Hey anything that we can ever do for you let us know" so like "Great, yeah, can you tell us about, you know, share with us what your experience with Blue Water was?" So, it was useful that folks did that and I thought that was great of them to ask. Um, again, these next couple of slides are some photo examples, if you haven't taken the opportunity to look at our website or go to some of our camp, campground websites, um, these are some photos of you know different examples of our property resorts. This is what they look like, I mean these are real life photos that we have um, from our different campgrounds. These are our glamping tents. So, ah, they're beautiful, they have a kitchen, they are fully stocked, they have a bed, they have a bathroom, they have an outdoor space. Um, and they have plenty of room for families to hang out and socialize. Um, the last page, page 15, these are our park models. Again, they have a fully stocked kitchen, they

have a bedroom, they have a bathroom, they have an outdoor space. Um, and you know they are fully furnished, they have you know doors, furniture. So I just wanted to show that this is – this is how we kind of present, this is how we deliver um, you know, in our parks. And, that is the end of my presentation. Thank you for listening and thank you for the opportunity and I appreciate it. Thank you.

Art Moran: Thank you.

Attorney Heller: Thank you, Emily. Um, at this time I am going to introduce William Walter. William is the Project and Design Engineer. He is a professional engineer licensed in the state of Connecticut. He is employed by Alfred Benesch and Company. The, um, firm that has prepared the site plan for this development initiative and he will review in detail with the Commission the site plan, of what we are proposing to develop, and how we are proposing to develop it.

William Walter: Thank you Harry. Good evening members of the Commission. For the record, uh, Will Walter. Professional Engineer. Been a registered professional engineer in Connecticut for about 21 years. Um, so, the existing site, in fact if we can move this, I want the Commission to be able to see this. So the existing site as Harry had mentioned is about 66 acres. Uh, if we were to point straight up, Avery Pond is up here, Route 2 runs east to west along the southern border. Um, the site is bordered by wetlands. I mean the pond is here, but wetlands are on the west. And, there are wetlands pretty much all around the site. The topography is such that the middle of the site is a high point and watersheds off towards Avery Pond. There is actually a stream back on the west side that is connected to Avery Pond. Watersheds back to the stream, out here are wetlands. Indiantown Brook meanders around and under Route 2. This watersheds to the pond. The wetlands eventually all gets to Indiantown Brook and goes underneath the culvert and Route 2. Um, this plan has undergone quite a number of tweaks, massages, and revisions over the last several months. We have been coordinating with the Wetlands Commision. We've responded to quite a number of their comments. As a part of that we are actually creating about 15 or 16 thousand feet of new wetlands. Uh, we've coordinated and responded to comments from a third party engineer, Tom Cummings of CLA, has reviewed the Wetlands application and this application and has had a number of comments. We have responded to those comments including several Zoom meetings and going to his office. We have coordinated with a third party Solosun Scientist, Joe Thereau, and uh, we responded to a number of his comments including pulling all disturbance away from – uh, 25 feet away from the wetlands. It is one of the main things we've done with this as a response to his, to his comments. We received comments from your resident trooper, we met with him and tweaked the plan based on his comments. We've had comments from superintendents of schools and of course your planning staff. Quite a number of comments that we have addressed. So for the site plan, the main entrance is down off of, down off of Route 2, which is the existing entrance to the site. Right now we are working on the secondary emergency access back here. There is currently a no access limit across this, of course CONDA owns this. We are working with CONDA

to open that up as a secondary means of emergency egress and we actually have a secondary means of emergency egress right next to the boulevard entrance in the form of grass pavers so in case anything happens where, you know, this gets clogged there is a secondary means of access. Of course we would like to have another one over here. We are working on that with CONDA. But as you come in the main entrance, this is the welcome center, that has, uh, not only where you check in at the Welcome Center, but all kinds of great amenities: tennis courts, some water features, pool, bocce courts, playground, uh, volleyball courts. So that is the Welcome Center. There's three or four different types of campsites. We got 24 foot drive aisles kind of running east to west. And the campsites, some of them you can pull in and then pull through when you leave. Some of them you have to back in. We've also got ah out on the peninsula out here where we have compact campsites, ah that are a little bit smaller to stay away from the wetlands down there. And then we have the glamping tent campsites, which are up in the two peninsulas up here and those are not going to be accessible via vehicles, only by golf carts. Uh, there are a number down here that anybody who is renting those sites will have a golf cart, in addition to, I believe, anybody on the site can rent a golf cart. Um, on Avery Pond back here we have an elevated boardwalk that comes down to a floating dock – that's on the water. This has been specifically designed to minimize disruption to the trees down there. We have actually surveyed all trees down there – 10 inches in diameter and greater. Quite a large effort to survey down there and we've – this elevated boardwalk is going to be sitting on stanchions. So we are not just going to clearcut, we are actually going to be drilling piles and then putting our elevated boardwalk, which is going to be ADA compatible, and it's been designed to go around the trees. So all those trees, we are not disturbing, we are not going to be removing any trees more than 24 inches in diameter and we are only removing, per our survey, 3 trees 10 inches in diameter. We have worked really hard to minimize the clear cutting down there and so it's going to be quite a beautiful amenity. Um, regarding the storm water, there's, there's always 3 things that we look at when we design storm water for sites. As required by your regulations and really the regulations of every municipality. The first one is hydraulity. We have to analyze where the storm water is going right now, we look at ground cover, we look at things like water concentration. Ah, we determine the peak flows, we set up a hydraulic model with our software, and then we build another model with the post site because of course there is more imperviness so this generates more runoff and so we have to design stormwater management features in such a way as to capture the water with our catch basin, our air, our piping, our swails, and get them to our stormwater management areas and then the water goes in, it infiltrates, and the soils are very conducive to infiltration out here, infiltrates and then if larger storms come in it is infiltrating and as the water is rising it is slowly being released, um, to the same areas that it's going to right now, but the volume and the quantity being released is less than under current conditions specifically so that we are not going to be causing any flooding to the adjacent properties, any erosion to developing structures, and

things of that nature. And essentially what we got for our stormwater management areas; we have located them on the periphery of the site so they are up around here, over here you can see there, ah and see there's a couple small ones up there and what we got is we've taken all this flow and directed it to these storm water management areas, it's infiltrating, and then when it gets release to the wetlands, the streams, the Avery Pond, it's been cleaned and the volume and the quantity that's going to these resource areas is less than under current conditions and this is part of the third party engineer's review. We have done and exhausted the stormwater manager's report, had a lot of back and forth with him and he signed off on this. That is the first thing that we look at with stormwater, the second thing is water quality and we have to capture this water and we have to treat it and the main source of pollutants is vehicular exhaust and, um, and some of the sediment and the exhaust, you know, it has heavy metals and it gets into the sediment so the first bit of rainfall, we call it the first flush, it washes off, that has the pollutant. So we have designed these stormwater management features in a manner to capture this water and infiltrate it and treat the water and it's done per DEEP standards so that is also part of our report and that has also been reviewed and approved by the third party engineer and the third party soil scientist. Uh, the other thing we look at is capturing the water in the pipe network and making sure it can get to the stormwater management areas, uh, and we have done that for up to the 25 year design storm which is an extremely large design storm. So we have done that as well. Uh, as far as, ah each campsite is going to have a hookup for water, sanitary, and power and tele-communication as well. Ah, so we are going to have quite a few utilities, water, and sanitary are served by the Preston Plains Utility Company and we received a Will Serve letter from them that says they can service all of these campsites, they have a capacity in their system and it will not impact any of the neighbors or any other, uh, anyone else in the town that is already receiving service from them. Now the, the ah, sewer plant is located on the tribal property and there is an existing force main in Route 2 that was put in 25 years ago, that goes up to that so we're going to be, uh, we have already actually designed a pump station to gather all the sanitary from all the campsites and going to pump up to the tribe's wastewater treatment plant. Uh, the other thing that we look at is erosion control and we have to do that per DEEP standards. Ah, so the focus, the focus of erosion control is protecting the resource areas which of course are Avery Pond, the wetlands, and the streams. And we had quite a few interactions with the third party engineer and the soil scientist and we really beefed up these, ah these erosion controls. Each of the stormwater management areas – that's going to be the first thing, those ponds are the first thing that they are going to do. They are going to excavate those ponds and those are going to be utilized as temporary sediment traps so as the site is getting cleared and it rains, water sediment and water is going to run into these areas and sediment goes in and then it is able to settle out on the other sides of these areas. We have 2 rows of silt fence. All that disturbance like I said is 25 feet from the wetlands. And we are using all the, you know, construction entrances, filter fabrics, diversion swails, water

bars, all the standard things that DEEP requires for the rainwater and that is the standard that we utilize is DEEP standards. Ah, and the last thing that I want to mention about erosion control is that by the nature of the undisturbed part is going to be beholden to a general stormwater permit from DEEP um which we will prepare after we get the land use approvals, but that is essentially going to require a, a week at the minimum sometimes it can be 2 or 3 times a week of the entire site and, and reports need to be written and kept on site and it's going to require collecting stormwater samples at various locations one time per month when it rains, testing that for lucidity and sending it into DEEP on a monthly basis. So the applicant is certainly committed to uh to erosion control and protecting the resource areas as, ah for the record of course I am committed to that and have designed it to meet those standards, but just to give the Commission this extra sense of security, DEEP is going to be looking at this and we are beholden to their permit as well. This time I am going to have Harry, do you want to introduce Ryan? Thank you.

Art Moran: Thank you.

Harry Heller: Again, for the record, Harry Heller. I am going to introduce Ryan Dean in a moment. Ryan is the Landscape Architect on the project. He is a licensed landscape architect in the state of Connecticut. Uh, his mission on this project has been to soften the site uh to soften it with plantings and to work with our Wetland Biologist and Project Ecologist, George Logan from REMA Ecological Services to incorporate things like buffering, ah to address the lighting to make sure we don't have lighting migration off the site and things like that um that I'll have Ryan talk about in a moment. Uh, just a couple things though that I just wanted to mention on the site itself. The easterly portion of the site, particularly the appendage of upland, along the easterly periphery of the site, is located within a matrix of wetlands. This whole area is located in a flood zone, based on your FEMA flood mapping. And it's not an area of exact study so there was no base flood elevation on the maps, but it is in the flood zone and without a map amendment we have to meet the flood protection regulation contained in your regulations. So, the for the review process with your planner and before the Wetlands Commission, ah we have had to modify the grading, ah modify the grading of the easterly portion of the site. And Will has mentioned we are creating about 16,000 square feet of wetlands in that area. Ah, that wetlands accomplishes two things. First of all, it's it's mitigation we're creating more habitat areas on the site and between Ryan Dean and George Logan, ah they have design those areas to create a diversity so that we have a different type of wetland habitat, a wet meadow habitat that generally does not exist on this kind of site. And it has specific plantings, that are on the planting plan, that are part of your plan set. But what it also does is create more stormwater storage in that area. Ah, because under your flood regulations, contingent on your Planning and Zoning Regulations we have to provide an equal conveyance and equal storage of the design of the design the 100 year design storm event. Ah, so, that's what the regrading of that area and the creation of those ah, wet meadow wetlands accomplishes. Ah, the other thing I'd like to

mention about the site is; as you can see by reviewing the plan, we have extensive footage on Route 2. Ah so we have designed, as a project design along the frontage of Route 2, ah, along its entire frontage, a landscaped berm. So, an earthen berm, about 8 feet in height, and it will be landscaped with plantings. That's going to do two things. It's going to protect the campground from the noise and traffic on Route 2; but it's also going to visually segregate the campground itself from the traffic on Route 2. So, aesthetically landscaped, ah, and again the planting plan for that is in the plan set that was presented with the application. Ah, as Will mentioned the installation of the boardwalk to the floating dock in Avery Pond, has been redesigned so now it will only require the elimination of 3 trees, 10 inch calipers. When we originally submitted the application to the Wetlands Commission, ah we had a little bit different vision for that part of the site. And we were proposing to do a selective cutting of trees under 24 calipers. And on the Existing Conditions Plan, um, ah, it, all of the trees in that area are highlighted with that caliber. So, as a result of some of the feedback we received through the Wetland review process, that whole area has been redesigned and now we are removing just 3 trees in order to affect that installation. And to allow access to the pond for passive recreational purposes, kayaking and canoeing. Um, the thing, oh one other thing, originally submitted the application was for 304 spaces. Through the review process before your Wetlands Commission, ah, we have redesigned some of the spaces, we've eliminated some space, and put spaces in other locations in order to obtain that 25 foot uniform setback from the wetlands and watercourses that was required by the Town's review consultant Joseph Thereau. As a result of that we have reduced it from 304 spaces, we're now down to 302 spaces. So there's been a net loss of 2 spaces. When all of you speak I'm going to give you the courtesy of allowing you to stand up here and not making comments, um while you're speaking. I hope you give me the same courtesy. Um, this area has been historically utilized for agricultural purposes. Ah, you may recall that originally that ah, that the Tribe had its natural resources department, ah, basically in the area where the tennis courts are purposed now, near the entrance along Route 2, ah and historically there was also a single family dwelling back in the wetlands matrix, in the easterly portion of the site. However, most of the site was in agricultural purposes if you look at the Conditions Plans, in your plan set, ah you will see that the site is extremely flat, except in the northwesterly peninsula, the embankment areas down to Avery Pond, and the, I call it the central peninsula that extends out into the wetlands near Indiantown Brook. But the primary portion of the site is very flat, it's in post agricultural successional growth now, there are a number of invasive species that have taken root on the site. And in conjunction with the development of this site, George Logan has developed an aggressive invasive species mitigation plan in order to eliminate these species and control them from re-establishing themselves on the site. Ah, with that I'll introduce Ryan Dean, to go over the landscaping for the site as well as the, ah, the, ah, lighting.

Ryan Dean: Thank you, Harry. I think the first message is that we have about...

Art Moran: Could you state your name?

Ryan Dean: I'm Ryan Dean, Landscape Architect with Bensch from Glastonbury. Ah, we have 606 trees at minimum, 2,121 shrubs on the site. Um, as a general rule, um what we're talking about for buffering along the Avery Pond area. About up here. As it, you know there was a 50 foot buffer that was assumed and what we're going to try to do, to be with the existing buffer on site, is that we're going to maintain that with ah, new plantings and everything we can do, to ah, just to not impact the site, you know, and damage anything while things are going on. Ah, but, ultimately, Harry took all my stuff. As a general design rule any areas that were lacking in deciduous trees, evergreens, or buffers they're going to get addressed as part of the design's plantings. So, if everyone in the town, um, isn't in agreement with what was built based on what we're proposing, um, er, and the type of plans as the next portion of that is the stormwater management, stormwater management areas. The catchments where we're not only looking at catchments, we're creating, ah, er, new wetland areas for, for, you know, wetland plants and, and habitats. But, we'll also be looking at keeping areas clean that are for, ah for mowing and, and, ah, and professional, you know, maintenance that will ideally, you know, for long term growth of the community. Um, and, thank you, I think it covers it, ultimately stormwater management areas are really going to add to the, the style core areas. There's going to be growth for the plants, and, and, ah, and for all areas of growth for new animals and plants. But really, the best bet is for conveyors, really every portion of the site is going to be grown by a large amount, like you said earlier one shrub to be added to the back space that's all new open habitat area that was not there before. Um, ah, I think additionally to that the lighting area, I apologize...

Another voice: What is that memo?

Ryan Dean: So the lighting plan, in addition with the water, the transient light that we have, um this is a very low-key lighting lamp, pointing down. Ah, everything, you know, that they have put on paper will a, a, ah have a light every 100 feet along the street, it will be turned off at 8-10 o'clock at night. Everything will be very low-key, and there's nothing that's going to be, ah everything goes exactly as planned including, you know, all the key glamping sites that are on the island, ah the northwest peninsula. So, ah, a, which are very different, you know, aesthetically that all wild wood the northeast vernacular and, ah, da of design. So that should really be like a Preston kind of vernacular.

Harry Heller: Just for a follow up, and again for the record, Harry Heller, to follow up on a couple of points that Ryan was making. If you look at sheet SL 1.0, which is your site lighting plan. Um, it shows the fixtures that are proposed for the project. And there are a variety of fixtures. On this plan which is a demonstration plan, it's not part of the plan set. So we should enter this into the record because I'll be, it's just a presentation plan, but we need to add it into the record.

Kathy Warzecha: Okay, so, we'll add it into the record, that will be Exhibit 47.

Harry Heller: So it shows the different type of light fixtures that are proposed throughout the site, they're all cut off light fixtures so there will be no migration of light. And then the color

coded site development plan, ah delineates by color coding where those lights are proposed. So you can see we have the more institutional light fixtures in the area around the Welcome Center and the recreational amenities and the maintenance building. Ah, then we have the lower profile lighting around the remainder of the site and that's color coded. Now, on the Site Lighting Plan, we also have, if you look at sheet SL 1.1 and SL 1.2 that's the plan's matrix illumination plan, to ensure there will be no light migration off of the site. And, if you look, there's little numbers all over the site that show the lumens in any particular location. We do have to have a certain amount of illumination just for safety, um, control within the site itself. And if you look along the periphery along Route 2, along the periphery of Avery Pond, and the northeasterly side of the site you'll see that everywhere, consistently throughout the site you see 0.0, which means there's no light migration at all for those areas. So we're containing the lighting entirely within the site itself. And going back to the ah, the landscaping. Give me a second here. No, I got it.

Kathy Warzecha: I have copies of the plan. Would you like me to put them out on the table for you? I have 2 sets, there are 4 sets all together.

Art Moran: I can share with Rich.

Harry Heller: All set?

Art Moran: Kathy you all set? What page are you on Harry?

Harry Heller: Well, let's go back for a second. If you go back to where I was speaking about the site lighting. The details on the fixtures are on SL 1.0, and then the illumination plan are SL 1.1 and SL 1.2 and that, that's where the entire site is mapped for lighting and demonstrates that we will not have any light migration off site. And then I want to go to sheet C 5.2, which is the planting plan, I just want to highlight a couple of things there. Um, up in the top left hand side of that plan you can see we have the partial periphery of the southeasterly shoreline that is Avery Pond. And as we indicated initially we were proposing to do some limbing in that area and taking down some trees less than 24 inches in caliper. That has been removed through the review process with Wetlands. Now, nothing on that embankment area will be touched other than three 10 inch caliper trees to install the elevated boardwalk to the dock. Remember now, under your regulations and under BlueWaters proposal this is a seasonal use. The campground can only be utilized from April 1st to October 31st. So for the predominant operating season those deciduous trees are going to be vegetated. But the landscape architect has beefed up the periphery in that area. As you can see we have a mix of deciduous and evergreen trees to infill those areas. Ah, to comply with the buffering requirements, which I'll talk about when we go through the, um, regulatory compliance of this project with your regulations. And then if you turn to sheet C 5.3, which is the next sheet, you'll see the northwesterly peninsula. Ah, which is the glamping area that we discussed earlier. Now this area right here, which is the southeasterly shore of Avery Pond. And again, initially we were proposing to do some grading in that area, which would have required a cut of a portion of the northwestern embankment of that

peninsula. That has been eliminated now. There is no disturbance, um when we were out there on the site visit you remember there's an old cart path that goes there. That's the high point on that peninsula. And nothing westerly or north westerly of that point is being touched. So everything will be benched into the existing topography there and again looking at the planting plan view 3a and 3b, you can see the landscape architect has, ah, has specified a number of additional plantings along the nor westerly side of that peninsula in order to supplement the natural streaming from the natural vegetation that exists today. Now as I indicated this project requires a Special Exception from the Planning and Zoning Commission. Ah, Connecticut General Statutes Section 8-2, ah, which is part of the enabling legislation for the zoning in the state of Connecticut gives municipalities zoning commission the authority to render certain types of uses that may generally be compatible with the district that have unique aspects or impacts that require special attention from the Commission. So, in your zoning regulations the recreation campground is a special exception use. And it is authorized both, ah, in the vacation resort section of the uses enumerated in the Resort/Commercial District, and just a Special Exception use in the R-60 Zoning District. So, in evaluating this application the Commission needs to make a determination whether or not if the campgrounds contained in Section 18.11 of the regulations as well as the general evaluation criteria contained in Section 18.4 of your regulations. Now, I'd like to go through those at this time, and demonstrate how this application is in compliance. Section 18.11 regulates recreation campgrounds. It requires a minimum size of the campground of 10 acres. This site is 65 ½ acres, ah, so it's certainly in compliance with that parameter. Section 18.11.2 has specific road regulations: it has to have an interior vehicle road system; a 100 foot long, 24 foot wide primary access road, which is specified on the site plan. When we were out there on the field walk, this is the location where we drove into the site and parked and then reviewed the site. Um, this section of Route 2 is what's called non-access. Back in the 19, in late 1960's the State of Connecticut took by eminent domain the right of access to this property. So, the entire frontage along this property, but for the area where the access is being proposed today, is non-access. If you go by there today, you'll see out in the easterly portion of the site, there is a curb cut. And that curb cut probably led to the driveway to that old house that was down in the north easterly section of the site. But, that's in violation of the non-access line and there is no authorization for that curb cut. Ah, as Will Walter indicated in his testimony to the Commission this evening, we are working diligently to attempt to obtain a break in that non-access line from the State of Connecticut Department of Transportation, but it's a complicated process and in my experience it takes a long time. Sometimes years, ah, if that break is ever obtained we will align a driveway, a second access, um that will line up with the north-south access drive along the easterly side of the site. In order to comply with your current regulations, within the area we have available we have on the westerly side of the site, we have a structural grass area. And when I say structural, it has grass pavers embedded in the soil to give it structural stability, which will allow emergency

vehicles access into the roadway network in the interior of the site in the event that the primary driveway is ever blocked and can not be accessed. At the entrance we have a staging area, with diagonal parking to the west of the Welcome Center that will accommodate 17 recreational vehicles staging, ah, to enter the site. Sub-section a., has roadway width requirements for all roadways interior to the campsite, ah, different parameters in width for the two-way traffic and one-way traffic. We exceed all of those requirements. It requires a 6-inch, a 6-inch compacted gravel sub-base and a 4-inch gravel base. We are proposing, originally we proposed paving all the maneuvering aisles within the site. Um, as a result of some of the review comments we received from Wetlands, and in order to, ah better manage stormwater run-off, the access drive for parking, the golf cart storage area, and immediately around the amenities will be paved. The rest of the site, all of the maneuvering aisle will be double the specifications required in this regulation and the various surfaces will be treated with stone dust. Ah which on the grading proposed will be non-corrosive and dust free. Um, all dead end roads shall have a cul-de-sac added to it, to allow for turn around of camper trailers. We either have cul-de-sacs or we have maneuvering aisles that loop back back and forth through the site with radii sufficient to allow, um, ah recreational vehicles to maneuver in order to access the site. As Will Walter indicated, in the two peninsulas, the northwest peninsula and the central peninsula, there will be no vehicle access to those sites. Those sites will be accessed by golf carts only, and people using the glamping facilities or the facilities in the central peninsula will lease a golf cart when they camp at the site. And that has been done primarily for environmental reasons particularly with respect to the northwesterly peninsula, you can see the cart path that leads up to that peninsula. So, in order to mitigate impact in this area, ah we have a temporary disturbance of about 900 square feet of wetlands that will just be disturbed by putting down matting to allow construction equipment to access that area during the development of the site. After the site is developed a elevated boardwalk will be installed in this location that will be able to accommodate golf course, golf cart traffic and the area will be restored New England wet mix, ah, which is a multi seed wetlands habitat mix to revegetate that area. Ah, so for that reason, we would have much more disturbance if we were to try to access that area with traditional vehicles. Ah, a track dumping substation will be provided for the use of independent type camper units, of course, in this case we have governmental sewer as Will Walter indicated we will be interconnecting through the municipi, rather the governmental sewer system that is maintained by the Mashantucket Pequot Tribe. And we will also be obtaining a potable water supply from the, um, Preston Plains Water Company, which is also owed by the Tribe. You have as part of the record, Will Serve rough letters, ah, from the Mashantucket Pequot Tribal Utility, ah that indicates that they have the capacity, both the treatment capacity and the transmission capacity to provide those utilities to this project without any compromise of service to its existing customers. Um, outdoor electrical outlets shall be waterproof. They will all be the utilities proposed in this project are underground utilities. Ah, the electrical lines will be

installed in conduits in accordance with the Connecticut Light & Power Company requirements. Um, so that addresses the next comment; we are not going to have any overhead lines in there and we're certainly not going to have any lines running along the ground. Um, Sub-section e is an operational requirement, and that will be governed by the rules and regulations of the campground, ah, which will be established by Blue Camp and Sun in order to meet the requirements of your regulations concerning, um, ah, concerning liquefied petroleum gas accordingly. Ah, again, Sum F portable fire extinguishers will be required by each RV camper unit that will be included in the operational manual. Ah, and the rules and regulations of the campsite that each camper will have to abide by in order to gain access, ah, to the campground. G campsites shall be occupied by one camper unit, unless located in a group camping area. We're not proposing any group camping in conjunction with this application. Ah so, it's one unit per site, and as per the site plan, the sites are numbered, they're 1 to 303. There is no 301, so there are 302 campsites. Um, 18.11.8 deals with off-season use, ah, and we're not proposing any off-season use in this campground, ah, your, your regulations do allow some latitude, but we're, we're not proposing that; this campground will operate from April 1 to October 31. Um, the average stay at a Blue Water campground is about 3 ½ days. Um, so, this is going to be a very different project from Strawberry Park where you have a lot of long term, seasonal campers. We're not saying there won't be any seasonal campers, but there will be fewer and they have to comply with your regulations. Um, this campground is designed to appeal to a different clientele, um it's a more upscale campground and the cultural practices of the people that frequent these types of campgrounds are different. That's why you have the shorter, duration stays. 18.11.10, is ah operational, the campground is required under your regulations to maintain a register. Ah,

Mike Sinko: Going back a bit. Going back a minute ago on the seasonal stays. Is it going to be if I stay a season, I'm gonna get a better rate. Is it going to be a different rate or a per day rate? If you want to stay for 180 days you're gonna pay a 180 day rate.

Harry Heller: No, I'm not sure, but I'm sure it's a discounted rate. Ah, 18.11.11; we're not proposing a caretaker on site. There will be a general manager for the project who will live in close proximity to the project, but we're not proposing any permanent resident in conjunction with this project on the site. Accessory uses, ah, we do certainly have accessory uses here. We got the amenity center around the Welcome Center, we have tennis courts, we've got a swimming pool, we got bocce courts, and we've got a small waterpark. Those are all amenities associated with the recreation campground and there are accessory uses permitted under Section 18.11.12 of your regulations. 18.11.13 deals with music festivals; we're not proposing any music festivals, ah there's an attached page to that in the application. And it has been also noted on the plan that music festivals are not allowed. Um, Section 18.11.3 deals with buffers, and, ah, we've had a considerable amount of discussion with the staff about this section. Ah, there are two parts to it. The first section indicates that when a campground abuts any property

under a separate ownership, other than the campground, an area used as a state forest or a lake, or other forested land of the campground owner, a tree buffer strip shall be provided at least 50 feet wide. Where a landscape buffer strip is required, such a strip shall consist of an interplanting of evergreen and deciduous trees and shrubs a minimum of 6 feet in height and shrubs suitable in the judgment of the Commission to provide in a reasonable time a visual barrier to the adjacent property. It is in our opinion that the plan complies with this requirement. We discussed the planting plan; both the maintenance of the existing vegetation and the supplement to that vegetation along the southerly and southeasterly shore of Avery Pond and along the northwest edge of the northwesterly edge of the peninsula. Those are the only areas of the campground where we're in close proximity to the edge of our property. Um, along, also along the extreme westerly periphery of the property. The second section of Section 18.11.3, says notwithstanding the above, no campsite shall be situated closer than 75 feet to a property line of a parcel under a separate ownership. And we've had a discussion with staff, I'm not sure where we are, ah, but we are of the strong opinion that our, first of all, that our plan complies with that requirement, and second of all that that regulation does not apply to our perimeter along either Avery Pond or the northwest corner peninsula. And our rationale for that is as follows: when you're called upon to construe the meaning of a regulation and there is any ambiguity in the regulation you're required to construe that regulation in a manner in which the regulation in the context of the overall body of your regulations can be read in one consistent manner. And in looking at your regulation, there is no definition of the word parcel. So in construing Section 18.11.3, the definition of parcel is the following - any contiguous piece of land, including one or more contiguous lots of record, unified under the same ownership whether or not each piece of land was acquired at the same time. Another one, a contiguous piece of land owner controlled by the same person or entity and to be developed as a unit. A third one, a piece or area of land formally described and recorded with map, block, and lot number by leaps and bound, by ownership, or in such manner as to specially identify the dimension and or boundaries excluding any parcel of land that is a lot define in these regular, regulations, informally as land in general. Avery Pond is a water body. It does not meet any of those requirements. It does not have a parcel number, or a map number assigned by their municipal assessor. Most importantly when you compare that regulation with the one immediately above it, in Section 18.11.3, that requires buffering, it requires a tree buffer from property of a separate ownership other than the campground an area used as a state forest or a lake. So, in your legislative capacity, you have specifically provided buffering requirements from a lake. So you treated a lake as something differently than a parcel under separate ownership by the very language you've used in enacting your regulations. So you have to admit that they have separate meanings. I also call your attention to the definition of lot in your regulations. And you define lot as a contiguous lot or parcel of land, other than entirely submerged land, so in your definition of a lot you're treating land underwater as something different than a parcel. And you

define separate ownership in your regulations. And you define separate ownership as a parcel of land is owned separately under different name and separate deed. There's no deed to Avery Pond. Its ownership is unknown. So clearly, under the context of the four corners of regulations this is not, Avey Pond is not a parcel under separate ownership and the setback requirement of 75 feet does not apply. Section 18.11.4 establishes a density requirement for recreation campgrounds. And it provides that you can not have more than 5 recreational campground sites for every gross acre of the campground. So we have between 65 and 66 acres, which would allow between 325 and 330 campground sites. We're proposing 302. So it meets the density requirements. Section 18.11.5 establishes individual site measurement requirements of campsites. They have to be 25 feet by 60 feet, and a minimum square footage of 1500 square feet. Um, and in addition, a minimum distance of 3 feet shall be provided from the camper unit and, or any deck or addition to the side, front, or rear line. In the Site Development Plan that we've submitted we have ah, typical, we have 3 types of campsites other than the glamping sites in this, ah, proposed project. So excluding the glamping sites, we have compact unit sites, we have the pull-through sites that Will Walter mentioned, and we have the back-in parking sites. And the details included in the Site Plan, indicate that all of those three different types of sites meet the dimensional requirements of Section 18.11.5. 18.11.6 is not applicable because as I indicated we are not proposing any group camping in this app, application. Um, and again 18.11.7 is inapplicable because we have municipal water and municipal sewer provided to each site within the project. So, we submit to the Commission that the project has been designed and has been modified through the interim process of staff review and Wetland review is in full compliance of Section 18.11 of your Zoning Regulations. We are also required to comply with Section 18.4 of your regulations, which are the more, more subjective general evaluation criteria that you consider as a Zoning Commission in determining whether or not a use, ah, is appropriate for a site even though it is designated as a potentially acceptable use in your zoning regulations. Now, in evaluating those criteria you have to take into consideration the fact that there's been a recent change in the enabling legislation that has not yet been incorporated into your zoning regulation. Zoning did not exist under the English common law, it only exists by virtue of the authority granted to you by the municipal zoning commission, to adopt zoning regulation to regulate land use in your community. And that enabling legislation is contained in Chapter 124 of your General Statutes and specially in Section 8-2. This year the Connecticut Legislature made some fundamental revisions to the provisions of the enabling legislation that I want to review briefly with the Commission. Ah the first one is - Zoning Regulations adopted pursuant to Subsection A of this section shall be made in accordance with a comprehensive plan and in consideration of the Plan of Conservation and Development. Previously it said, be made in accordance with a comprehensive plan and in adopting such regulations the Commission shall consider the Plan of Conservation and Development. Previously this Statute said that zoning regulations shall be drafted with reasonable consideration as to the character of the

district and its peculiar suitability for particular uses and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout such a municipality. There's been a very fundamental change in that language. It now says that they will be drafted with reasonable consideration as to the, they've eliminated character, and they say as to the physical site characteristic of the district and its particular suitability for particular uses with a view to encouraging the most appropriate use of land throughout a municipality. So, they've eliminated the consistency with character requirement and they've also eliminated the requirement that the regulation be adopted to conserve the value of buildings. And the final important change in the context of this proceeding, is they have added provisions to Section 8-2 that say zoning regulations adopted pursuant to Subsection A of this section shall not, it says shall not be applied to deny any range of application, including for any site plan approval, special permit, special exception, or other zoning approval on the bases of a district's character, unless such character is expressly articulated in such regulation by clear and explicit physical standards for site work and structures, we find no such explicit and numerations in your regulations. So, in evaluating the compliance of this project with the evaluation criteria we find the application complies. In interest to the enabling legislation contained in Public Act 21-29. Now, ah, the general evaluation criteria fall into two categories, ah they've labeled site design and appropriateness of locational use in your regulations. And site design says you can consider overall design, architectural treatment, aesthetic character shall be in harmony with the surrounding area. Considerations should be given to the following: the design of the proposed use of buildings and the developmental relationship between the buildings and the land, the relationship between buildings and structures, the overall physical appearance of the property building development, and its subsequent compatibility with surrounding development and the neighborhood. Based on the changes required by Public Act 21-29, you have to consider the suitability of the use based upon the physical site characteristics of the district. And when we look at the district, in general, we have a piece of property that is located at the intersection of two arterial roads in your municipality and there is a requirement for certain uses in your zoning regulations that require access, um, to arterial roads or state maintained roads. You have a piece of property that is located diagonally across the street in full view of the largest casino in the world; and from an area which has been developed with a Hilton hotel on the adjacent property to the east. And with a Dunkin Donuts and parking lots in close proximity. So, we would submit to the Commission that this use, is primarily in the resort/commercial district, is a use that is totally consistent with the physical site characteristics of the district. And you adopted a resort, you created a resort/commercial zone and adopted resort/commercial regulation many years ago. Your Plan of Conservation and Development indicates over the last 10 years you've only had 5 or 6 site plans, not just in the resort/commercial district, but throughout the town that have come before your Commission. And you've had very little activity in your resort/commercial district. The resort/commercial district current uses, and

current zoning districts. And the intensity of the proposed project development shall be compatible with the adopted POCD. The use and project shall be compatible with adjacent established uses and the neighborhood. The project and its uses shall not degrade or decrease the value of surrounding properties. So again, in the context of that requirement, you have to consider that requirement in light of Public Act 21-29. But I also want you to feel comfortable that we're not trying to shove something down your throat here, we have listened to the comments we've received through the review process, and a lot of modifications have been made to this plan in order to address those concerns. And as I indicated, we are proposing to buffer this project from Route 2 and buffer Route 2 from this project by the installation of a landscape berm, which is a very effective means of providing visual, ah, and sensual separation between the project and the adjacent highway system. We have modified significantly the development along the periphery of Avery Pond and the northwest corner peninsula to eliminate grading that was proposed, to pull the development back, um, and just for the record, this visual that you're seeing here, on the northwest corner peninsula, is not the current version. If you look at your site plan, I think it's view 3A and 3B, that, that's it right there you can see that the density has been modified significantly, ah from, ah there's the current one, modified significantly we've eliminated almost half of the units on that northwest corner peninsula. We've significantly supplemented the landscaping in order to meet the intent of the buffering requirements in your regulations and to lessen disturbance in that area in order to attain the compatibility the regulations dictate. Ah, as far as intensity of development with the Plan of conservation and Development, and ah in response to review comments that we've received from your staff, I've submitted into the record a lengthy narrative, my opinion is that the Plan of Conservation and Development by statute is a tool to be utilized by the zoning commission in adopting zoning regulations for the municipality. Ah, in this case you're a combined Planning and Zoning Commission. In your planning capacity you adopt a Plan of Conservation and Development and then in your zoning capacity, um, you may or may not implement regulations in order to achieve the goals and objectives contained in the Plan of Conservation and Development. Um, ah, but that's the purpose of the Plan of Conservation and Development. In my opinion it is not a tool to be utilized to evaluate compliance of a proposed project with the evaluation criteria for a special exception. Notwithstanding that we have gone through the Plan of Conservation and Development in detail and you have a narrative in the ah, the record of this proceeding that delineates on a point by point basis, ah, where we have felt the Plan of Conservation and Development has been met. The next section is B2, adjacent feeder streets shall have the ability to handle peak traffic loads and shall not cause traffic hazards. We have had a comprehensive traffic evaluation prepared by a traffic engineer for this project, ah Steven Ulman from Bensch is our traffic engineer and he will be making the next presentation, um, to the Commission as to how this project is consistent with the requirements. Ah the obstruction of light and air shall will be reviewed as it relates to impact on center views

and solar access, the use will not create excessive and reasonable noise that is different from what currently exist with in the neighborhood, consideration shall be given to light levels, smoke, odors, gas, gus, ah, noxious or offensive quantities and the distance between offensive processes and adjacent properties. We've already talked about lighting, ah, we've had the light plan for this project prepared by a professional engineer that specializes in lighting. It demonstrates that there will be no migration of lighting off of this site. As Emily indicated, Blue Water, owns and operates many campgrounds throughout the United States and in conjunction with hotel properties they are consistent with the parameters that are enunciated in this section of your zoning regulations. And I'm going to submit into the record, ah, a copy of their policy and regulations from Macy's Landing, which is one of their projects, um, and you can see that they have in all of their campgrounds what's called quiet time. In Macy's Landing quiet time is from 10 PM to 8 AM. Ah, and it has regulatory controls, in the event that there are violations. Ah, so, noise should not be a problem. They have experience in regulating conduct and they have policies and procedures in place, ah to make sure that those policies are followed. We've looked at the topography, walls, habitat areas, and trees or other unique vegetation on the site. We have reviewed the natural diversity base maintained by the Connecticut Department of Energy and Environmental Protect; there are no listed species on or close proximity to this site. The closest one is on the easterly side of Watson Road. Um, as I indicated this is a relatively unremarkable site, ah the vast majority of the site is a farm field in successional growth. Um, there is one area along, the ah, bluff above Avery Pond, ah that was identified by the Mashantucket Pequot in their archaeological investigation of this site, as an area containing historic resources, and that has been designated as a conservation area on the plan. Blue Water does not have the authority to conduct any activity within that marked area, and that area will be protected. Um, those of you who were out there on the site walk, you saw there are no stone walls, or anything else, or any kind of uniqueness on this site. So, it is the applicant's position that the project complies with the general evaluation criteria contained in your regulations. This is good development for the Town of Preston in the narrative I have submitted into the record, ah based on our projected, ah construction cost for this project; we estimate that this project will take about \$238,000 in annual property taxes to the Town of Preston; which I believe is probably, I believe, the second largest tax payer in your community. So, again I say this is good development, its development that is compliant with the regulations, and it provides a service. Not only will it provide taxes to the community, it will provide jobs, and it's going to provide opportunities for residents not only of Preston, but for the region in general who want to take advantage of the product that Blue Water will bring to your community. Ah, at this time I'd like to introduce Steven Ulman, who is our Traffic Engineer from Benesch, ah, to make a presentation with respect to traffic.

Steven Ulman: Good evening, my name is Steve Ulman, ah actually Steven Ulman, I'm a registered professional engineer with the State of Connecticut, I also have my Professional

Traffic Operational Engineering Certificate. Um, I work for Alfred Benesch & Company in Glastonbury, Connecticut. I've been a Traffic Engineer since 1980, working in this profession since 1986. I graduated college and went to work for a traffic simulating company before that, then became a Traffic Engineer. Um, I've done a number of studies in this area. First, let me note, we received at the end of January comments from a peer review by Tighe & Bond, I reviewed them, I incorporated them, I gave a response to the comments, I revised the traffic study that was submitted I believe this

Art Moran: Can you talk into the microphone a little bit more?

Steven Ulman: I believe that was submitted this morning to the Town. I doubt there's been enough time for Tighe & Bond to look at it, however, what I'm presenting here is based on a revised traffic study, so the changes I made to the traffic study in response to their comments I will be presenting tonight, to you. Um, as you know this site is at the intersection of Route 2 and 164. Route 2 is a primary arterial roadway, ah, in the Town of Preston. The posted speed limit along Route 2 at the site's frontage is 50 miles per hour. To the east of, to the west of 164 is 45 miles per hour (mph). Route 164 is classified as a major collector roadway, ah posted speed limit on that is 35mph in this vicinity. Ah, um, I will go into more depth about the fact that this is a non access line along Route 2. Along the site's frontage, Route 2 is four lanes wide, with 12 foot lanes, two in each direction. There's a 12 foot painted median in the middle. Ah,

Mike Sinko: Sir could you please...

Steven Ulman: Ah, sorry, um 12 foot median in the middle. At the intersection, there is a eastbound left turn lane provided to go on Route 164. There is a westbound right turn lane onto 164. And off of 164 there are two left turn lanes and a right turn lane. Um, turning maneuver accounts were done for this development in May of 2021 at the intersection of Route 2 and 164 and I did 24-hour machine counts, automatic traffic counts along Route 2 to the east of 164. Um,...

Doreen Rankin: Excuse me, what was the date that was done?

Steven Ulman: May of 2021.

Doreen Rankin: Thank you

Steven Ulman: Last May, crash data, um crash data from the UCONN Crash Repository was obtained through a five year period of January 1, 2017 and December 31, 2021 for the intersection we studied and the general roadways in the area. When we reviewed this data it showed there were no patterns or things that jumped out and said that geometric or signal changes were needed nor were there any changes that occurred due to Covid, that were noted in the crash data. Now the 24-hour count becomes important here, since the Covid pandemic has reduced traffic patterns, reduced volume, the way people drive; um traffic counts we took we know are low. What we do then is by review traffic data analysis done previous to the Covid pandemic, and in this case there is a count station in Preston in '09 just east of, ah, um, 164 and Route 2 and in 2017. Those counts show that the counts taken this past May needed to be

expanded by 19% roughly to be an equivalent of a 2021 volume if there had been no pandemic. That means that in order to get to 2017, those lines were expanded by roughly 14 ½ to 15% and to go from 2017 to 2021 they were expanded again by 1% every year. Um, the traffic impact proposed for this development is determined from the, um, by how many new trips will be generated by the development. Ah, we used the ITE trip generation angle, which in addition, in this case really helped out. And, ah and there is calculated, there's generation rates for various line uses. One of those uses is for line 416, cowp, campground recreational park, using that for 304 parking spaces. The during the peak hour, we anticipate 52 vehicles, ah new on the roadway. Nineteen entering the site, 33 exiting the site. During peak in and peak out we estimate there will be 55 vehicles on the roadway network. Thirty-five entering the site and 19 leaving. The trip generation manual does not have volume for Saturday mid-day, so we use the PM volumes the same for that. Um, I'd like to take a step aside. Harry wanted me to point out that there are a number of uses allowed in our, er, your zone: hotels, motels, restaurants, cafes. It's kind of tough to determine how much they're going to generate compared with this. This is a 45 acre site with one use. You put multiple uses on this site and you generate traffic. One use, I know you're familiar with is a grocery store, allowed in this zone. A grocery store would use 7-8 acres. I did a study on a grocery store on a 7.25 acre parcel for 62,000 square feet, and I can tell ya that generated at least 10 times as much traffic as this is going to during peak period. So, that aside, um, in terms of, questions were raised by those who queried and staff about to and from the casinos. The developers are going to develop a van program so it will shuttle patrons to and from the casino, ah from the site. So you won't have a lot of vehicle trips number one. Number two, those trips and any trips by patrons wishing to go to the casino, most likely are not happening at peak hours. We're studying the peak hours here to make sure we have enough capacity. And those trips would oh, be off peak. We measured the inceptional site distance from the proposed driveway. Ah, the proposed driveway, as has been mentioned, is the existing driveway to the old UTE land use office. Ah, we measured the site distance as 830 feet from that driveway in both directions along Route 2. That number was picked to use as a design vehicle, not as a passenger car, but of a SU30 box truck, which approximates the size and maneuverability of a large RV. So, that number 830 feet is significantly longer than you need for a passenger vehicle, ah, and that's also based on the measured 50 percentile speed, along Route 2, which is 53 mph. With the instructional study along Route 2, we're proposing to take the painted median along Route 2, remove the painted median and convert the section for a left turn exit into the site. So motorists accessing the site from Route 164 will have a left east, west sorry, it's been a long night, will have a left hand lane, to get out of the Route 2 through traffic. Be able to stop, find a gap in the westbound traffic, and safely turn into the site. And that will be long enough to accommodate any anticipated use. Regarding the potential for vehicles queuing along the entrance road while registering. Blue Water has developed a system to expedite the park entrance registration process, as part of creating a more comfortable

experience for the client as well as not creating a log jam of vehicles using the main entrance. The main entrance to this site consists of a boulevard drive that leads to 17 regatta style parking spaces all located adjacent to the Welcome Center. There, the, this, er, welcome center, the check-in process usually takes 15-30 minutes, which means the parking line is designed to accommodate 34-68 check-ins per hour. The average stay for an RV or tent camper is 3-4 days. Now 304 parking spaces that translate to approximately 76 to 36 check-ins per hour available. Ah, um, so then we get past the analyses of the intersection of Route 164 and Route 2 and site driveway for the 2023 no build conditions and 2023 build conditions. The 2023 no build conditions are the conditions on the roadway network that they anticipate to be there if this development was ever built. Um. to come up with the 2023 volumes, we took the 2021 lines I talked about earlier and about being adjusted for Covid and 1% per year for two years to come up with that number. I also consulted with the Town of Preston and the Town of North Stonington reviewed their ESTA and the state database, and all their major developments in the area that will add traffic to the roadways. That 1% for two years is meant to accommodate general growth, ah a small residential development someplace up the road isn't going to add to the traffic. The 2023 build conditions would then take the 2023 no build volumes and the slight generated traffic to the roadway network. Ah, the analysis shows that the intersection of Route 2 and 164 will operate at Level Service B at all three - the AM, PM, and Saturday peak times. Ah, will operate at Level Service C at the morning peak period; Level Service E during the afternoon peak period; and Level Service D at the Saturday midday period. Ah, this is not an uncommon level of service to a single line driveway to a principal arterial such as Route 2. Typically we see those driveways operating into Level Service E, and into Levels of Service F. What we worry about with those kinds of driveways are to make sure that there's room on the site to accommodate any que vehicles. Ah we did a queuing analysis for the ah, both intersections. Both roadways, both intersections, their lights, and lane through, in all directions can accommodate any ques easily and comfortably. Out of the site driveway we'll need room for approximately one car, even though it's a Level Service E during the community period, that's because he just has to wait a long time, it's not because it's backed up. Ah the only thing from the queuing analysis that looks problematic is that the eastbound left turn on Route 164, the 95th percentile queue, which is 95% of the queues will be shorter than this queue will have one car that kind of sneaks into that second through light. However, there's enough room for cars to bypass, without causing back seizures, and the vast majority will be able to maneuver around. Ah, let me now talk about the state process because it's been alluded to a couple of times. About emergency access, to the emergency drive. This development because of its size requires a full OSTA, Office of State Traffic Certificate. Ah, we submitted, Step, Step 1 of that the traffic finds, the counts, the volume adjustments, the generations, etcetera to the DOT, OSTA back in January and received the currents of those root numbers were good ah, in January 26th. The next is due process, which is where we file all the plans, the analysis and submit to the OSTA for

their review. Um, I held off on that until I incorporated all your peer review comments. I will be shifting next week through them. Ah, this is where we talk to the State about breaking the non access line. Typically, when we are here, as Harry pointed out, you hear things like - limited access highway, sensitive areas - getting a break in that non access line can be very, very, very difficult and not possible. I couldn't get a break in a non access line in a state owned parking lot. So it can be difficult. However, based on phone conversations I had with OSTA staff before he retired last year, ah, they didn't think it was going to be much of an issue. Especially if we were just proposing a emergency access, gated access, that would not be a full access driveway. However, that's going to take time in the process. Ah, that's what's proposed, so it's not a given. Based on the findings of this report, it's our opinion the construction of the Blue Water recreational campground at Avery Pond will not adversely affect traffic operations on adjacent roads and networks. And with that I'll turn it back over to Harry.

Art Moran: Thank you.

Harry Heller: Thank you, and I'd like to thank the Commission for your attention this evening. Ah, if you have any questions for either myself or our consultants, we'd be glad to address them for you. Again in summation, it is our opinion that this project is very well designed, it is in compliance with the permitting parameters contained in your regulations, and it will provide a benefit to your community. Ah, that, if you have any questions.

Art Moran: Anybody from the Commission have any questions? Before we open it up to the public.

Mike Sinko: I would like to know just one thing, Art. I would like to just understand, you want me to take that thing? Thank you. My, my concern, right now is water. Right, so, so, I mean that may not even be part of this. I don't know how we determine, ah, the water system to provide that provides water to a bunch, ah to several of our residents, maybe they've said this. So, how do we be sure, that the water that we supply here, and I know that there's 304 campsites, but there's also 2,700 planting that are going to need water. And all, so what is that volume? I want to know the volume of you, your water usage on this site compared to what you're pumping on the ground.

Harry Heller: The Preston Plain Water Company, which is owned and operated by the Mashantucket Pequot Tribe and they're operating on the reservation so they are a regulated utility under the control of the Public Utility Regulatory Authority. They have an obligation to serve all of their existing customers before they take on new customers, and they've made a determination that they have the capacity to service this project. But, I ah, I understand the question, I understand the concern, I will get you an answer.

Mike Sinko: I'd appreciate it.

Art Moran: Anybody else from the Commission?

Harry Heller: I may have an answer for you now.

Rich Chalifoux: Yeah, it's right on this page.

Mike Sinko: Yeah, it's already in there?

Rich Chalifoux: Yeah, 24,000 gallons per day.

Will Walter: For the record, Will Walter, Special Engineer, ah so we reached out to the state to figure our water uses, but that's data based on what's published by the State's Department of Public Health and Technical Standards for this type of use. So, we submitted that, ah, to the water company and we got around 24,000 gallons per day, but that's the demand if it's in full use. If it's not in full use it would be less.

Mike Sinko: So, I guess 24,000 is the number that you suggested that you need.

Will Walter: That's correct. Based on the DPH published data.

Mike Sinko: That includes irrigation and everything? 2,700 plantings that are gonna die in two weeks if you don't water them.

Art Moran: Any more questions there? Well okay.

Will Walter: Attorney Heller? How ya doing?

Harry Heller: Let me just add, answer this simple question. We have 309, ah, 302 units, and these are 3 bed-room units, and a lot of them are not, um you got water in there for the irrigation.

Mike Sinko: I see that now. Thank you.

Art Moran: That one's going dead.

Rich Chalifoux: I apologize sir for interrupting. I can speak very loud. I understand your position in terms of interpreting what parcel means in the regulations. Has there been a title search to determine, um, whether the bed of the lake is separately owned or whether the property owners adjoining the lake have...

Harry Heller: There has been a title search, but it has not been extensive enough to make any type of determination. I think we went back 60 or 65 years.

Rich Chalifoux: Thank you.

Art Moran: How bout the sewer? Is the wastewater treatment plant down there capable of...

Harry Heller: Yes, yes that Will Serve letter indicates that they have the capacity for both sewer and water.

Art Moran: And it's state regulated also? Along with the water treatment plant?

Harry Heller: Yes, any, any time they operate off reservation they're under state regulation.

Art Moran: Anyone else from the Commission? This thing's dying.

Doreen Rankin: Yeah I do, I have a question. Ah, what kind of a plan do you have in place for an emergency in the glamping area that's only accessible by golf cart?

Harry Heller: It's typical to see utility vehicles on a golf course. So if someone had to be transported off of one of those peninsulas, ah to where they could get ambulance service, they would have the capacity to do that.

Doreen Rankin: Would that vehicle be designated for emergencies?

Harry Heller: Yes.

Doreen Rankin: So it's designed in a way to carry all the equipment that might be needed or ...

Harry Heller: It's not an ambulance. It's a utility vehicle.

Doreen Rankin: I understand, but what I'm asking you is; if somebody has a heart attack out on the peninsula, certain equipment needs to be brought out there and that person needs to be brought back. So, what I'm asking you is what you're providing, would that be capable of moving that person?

Harry Heller: It would be capable of moving the person, it's not going to have emergency equipment on it like a ambulance would.

Doreen Rankin: Right, but it's capable of transporting that equipment on it.

Harry Heller: Yes.

Doreen Rankin: That answers my question.

Art Moran: Anybody else from the Commission? Everybody's good?

Harry Heller: Thank you.

Art Moran: Thank you. We'll open it to the public who would like to speak in favor of this, please anybody who comes up to speak state your name and address for the record please.

Steve Ballirano: Steve Ballirano, 107 Cooktown Road, I'd like to thank the Committee for allowing me the opportunity to address you tonight. I'd like to review several factors that support my recommendations as to why this project should be denied. Significant traffic impact

Art Moran: Excused me, I asked if there was anybody in favor first,

Steve Ballirano: Oh,...

Art Moran: Stay, stay right there. There may not be anybody, I'm not sure. Anyone in favor that would like to speak? Alright.

Steve Ballirano: Again sorry, the traffic impact studies that have been entered November 12th and again as recently as yesterday by the developer indicates that traffic counts were measured, your question earlier, made them May 17, 2021, turning movements on May 14th and May 15th 2021. The dates they selected understates the baseline traffic and actual impact used in a subsequent analysis apply to them. More accurate impacts need to include traffic counts from Memorial Day weekend to the end of October. I'll get to why in a minute. All scenarios should be included, especially the seasonal activity. Such as vacation and casino traffic, as well as the commercial vehicles that support the seasonal activity. With today's seasonal lines we experience longer wait times at the traffic lights on Route 2 and 164 at the corner. Also turning north onto Route 2 from Watson Road you take your life in your hands some days. That turn and turning back onto Watson Road from Route 2 is, is really challenging to say the very least. Why even turning left to leave the library, the Town Hall driveway, is almost impossible on certain days during peak season. Route 2A impacts were excluded from the report, and I don't understand why. Even as the recent road improvements that were made were welcomed upgrades, it also has much congestion at peak travel times. With traffic from southern points and traffic between both casinos. The State Hospital project that was, was approved earlier as

far as the excavation will only worsen the situation. And the people I talked to that live in that area of town are very concerned. This has to be factored into your thought process and into the equation. Other traffic concerns include the recent announcement of that massive casino project located in Ledyard, Connecticut; including the waterpark. As they attempt to be more family friendly, more family conscience and those are considerable traffic additions. Not to be overlooked in this discussion, are the 100's of additional vehicles and the impact on our very bus route that leads to this school right here. I recommend that the Committee require revised traffic counts for Route 2A, Route 2, as well as Route 164 as I stated from Memorial Day weekend to the end of October. Traffic counts need to include, and I didn't hear this and I didn't read it in any of the literature, so correct me if I'm wrong, I didn't see, I heard a shuttle bus possibly mentioned but no counts included. If you look at the raw numbers, it's all of the RVs, there's no employee traffic counts, there's no high security counts, no delivery counts, no entertainment counts, waste removal, maintenance, and secondary vehicles. And this is the point I want to stress, most RVs, as far as my experience goes, have a secondary vehicle. It's not practical to unhook and take a forty foot unit around the local venues. So, they bring, they bring a tow vehicle. It's usually a car, most of the time it's an SUV because they can flat tow those without a dolly, that and the jeep is absolutely the vehicle of choice. They also bring, which is not new to RVs, electric bicycles and mopeds, picture those zipping in and out of Route 2 traffic. Not a conflict in any of the studies. The secondary uses, um these numbers, all of these numbers are available, they have extensive, these guys have extensive experience with manipulating the numbers and identifying checkpoints of potential traffic impacts. To make a decision on traffic impact studies based on the numbers already submitted would be a mistake of epic consequences. I'd talk about noise pollution next. In a review, I tried to find State of Connecticut DEP and municipal noise ordinances as well as I sent a note to Uncas Health District, but I couldn't find anything specific to Preston, Connecticut. Um, so, I really can't speak to specific details at this time. But, I'd like to point out a couple of things at this time. Um, I looked at the activities, they mentioned no music, I looked at the activities at some of the venues and, and the list includes some of the following: pontoon parties, pool parties, Fourth of July fireworks, Mardi Gras, car shows, wine festivals, beer festivals, food trucks, jeep jamborees, just to name a few. It would be excessive and unreasonable with the possibility of up to 1,800 or more, um, people gathering in attendance. The noise is different from what exists in our neighborhood today. And that should be a consideration. I ask you to review all planned events as part of the application process. Public safety issues, my next concern. Increased traffic demand, ah increased demand on our other resources, fire prevention, law enforcement, emergency medical care, enforcement of special event regulations, public consumption of alcohol, especially in close proximity of this school, and compliance with noise and curfews and the like. The proposed development will increase demand for these services and put an undue burden on the Town, while increasing wait times for emergency services for town residents,

which is a major concern of our residents that I talked to so far. Next I'd like to talk about aesthetics. Looking at the Hilton Garden Inn, both the architectural and the design standpoint, what it, what it looks like as you drive by is very different than this project. It's a very basic form of rental property with 300 large 40 foot metal cans parked on it. And, and I apologize to any of my friends and neighbors who own RVs because that was not a slight. If you look at the berm that was mentioned, the average height of an RV is 10 to 12 feet tall. Class A RVs are 13 to 14 feet tall. So driving into our rustic town, I get a visual image of a trailer park. The top third, depending on height, or two thirds of these units is going to be looking at your neighbor's garage. The top of your neighbor's garage. If you want to get a visual, that's what comes to mind for me. Hopefully that helps you make a decision. It's no surprise to me why the casino wants to relocate these RVs off the casino property as to not degrade their luxury destination image. The proposed development is not compatible with the adjacent, ah uses and the neighborhood. It will serve to degrade and decrease the value of the surrounding properties. In short I recommend the following:

- Traffic studies be resubmitted as I mentioned earlier, the key dates are Memorial Day weekend to the end of October, to do anything less would be doing the Town and, and every resident a disservice.
- A detailed list of events from the applicant.
- Public safety impact reviewed and defined costs outlined, you'll find that \$238,000 get eaten up pretty quickly and is unreasonable for the amount of services needed to support this project.

With all these factors it is my wish and I urge you to deny this project. Thank you for your time.

Art Moran: Thank you. Anyone else like to speak against?

Attorney Michael Crary: Yes, thank you Mr. Chairman, we have environmental intervention petitions on behalf of two residents of ah Lynn Drive.

Art Moran: Can you use the microphone?

Michael Crary: Yes, I'm sorry.

Art Moran: I'm sorry, I didn't catch your name.

Michael Crary: I'm Micheal Crary from Crary - Buchanan Law Firm in New London. Here to represent two of the ah, Ms. Hotchkiss and Ms. Holstein.

Mike Sinko: Could you lift the microphone a little bit?

Michael Crary: I tend to muffle with the mask on, I just have a few things to say after having reviewed the application and heard the presentation tonight. Several key questions that I jotted down as the presentation was made by the applicant. Um, first there were no traffic reports, no final traffic reports submitted until today so we obviously haven't had a chance to see that. Although the gentlemen who just finished speaking did a very good job I think on traffic. Um, I'm not even certain what dates are in the study, or whether the current plans that are submitted, there was a great deal, there were several instances which the applicants

representatives, ah mentioned that things have been changed, planting plans, ah road driveway plans have changed, and I'm not sure if any of those reflect in our plans. Um, I'm not sure whether they are correct. There's mentioned of a 25 foot buffer at the behest of Mr. Thereau. The Inland Wetlands Agency's soil scientist and my recollection of those proceedings was Mr. Thereau asked for a 50 foot buffer, but was signed off. But he was looking for a 50 foot buffer all the way, and I believe he wrote that in his last report. I don't know whether the submitted plans contain any protocol for maintenance of the plantings...

Art Moran: Can you pull the microphone a little closer?

Michael Crary: ... for maintenance of the plantings being proposed. Ah, if it does have a protocol how long does it last and what does it consist of? With regards to the access to the glamp sites, ah at least on one portion of it, um, it seems to me all well and good, that there's a special golf cart that can go up and take out one person who has a health emergency. Um, I don't know if any of those glamp sites can burn. But it seems to me there should be access for fire emergencies and police emergencies. And I don't know whether at this point it's been determined. Vacation resorts are not permitted in R 60 zones, only recreational campgrounds are. Um, I ask what the upshot of that is. Um, cause I don't know, but half of the site is in a zone that vacation resorts are not allowed. I also note that there is nothing in the regulations setting out technical requirements for a vacation resort - dimensional requirements, setbacks, anything like that. Um, it seems that the regs just refer to recreational campgrounds almost making it odd why there's any reference to a vacation resort in the regs at all. But, I will note that when the regs introduce the term vacation resort, if I can find it, here I was criticizing everyone else, now I'm unable to find things, um, indicate that, I can't, based on the criteria I found on vacation resort which, um, by it's term vacation resort is talking about a self sufficient entity. Really, it's talking about all the needs of the camper right on the site. That hasn't been the suggestion here tonight. That this project will result in increases in business for existing or one hopes in the future businesses in the Town of Preston. And in and of this campsite is intended to be self sufficient, ah it seems unreasonable to think that there are ever going to be or could be any real significant increase in businesses locally.

Art Moran: Could you speak a little bit more?

Michael Crary: On account of this coming into existence, this project being built. Section 10.1 of your regulations require the vacation resort project to enhance the quality of the site and the Town. For reasons you've already heard from the preceding speaker, ah there's a real question whether this project will enhance the quality of the Town. I, I suppose, or even the site. Section 10.1 of your regulations says that the purpose of the resort commercial zone is to provide areas for commercial development, well it does not appear that recreational campgrounds are commercial in this sense. No, ah, er, commercial, ah recreational campgrounds are allowed to C1, if nothing else it's not commercial. Section 18.11, you right, indicates that recreational campgrounds are for RVs and tents. That's also stated in other parts of the regs. Ah, for

example, on page 14, Section 2 of the regs, definition of recreational campground. Um, they are intended to be occupied by recreational vehicles or tents. I don't know what the glamp sites are. I'm always concerned when I'm the first one that admits that perhaps I don't know a thing. Ah, and perhaps I'm really missing something here, giving that no one as far as I've seen made this point before. But, seeing what was depicted in Blue Camps presentation and slides, it looks like they're proposing to build permanent structures and their site, with tents attached to them. There's also nothing in the regulations that allows for the campsite, the campground to own recreational vehicles, to keep them on site and rent them to people coming to the site. But, that's purposed as well as I understand the application. Um, I had reason to consider these campground regulations before, and my recollections is that we went round and round trying to figure out how anyone would ever enforce the fire extinguisher requirement. Um, and I didn't hear anything tonight to suggest that, um, that this applicant has any better idea how to do it. And, ah, other operators of the campgrounds in the town have that. Um, I wonder, I wonder if, ah the emergency access up to the glamp site on the peninsula meets the requirements of Section 18.2 of the regulations. Um, but I had key points to make about and made me think that according to the regs any general special exception evaluations the Commission will consider the general environmental evaluation criteria set in Section 18.4. Section 18.4 by its terms, highlights how it implements or manifests for the purpose of the special exception cases suitable for its zoning, perhaps the intensity of the use, the, the nature of the use, ah, it needs some special attention more than simply reviewing a site plan to see if the application meets the dimensional, technical requirements of the regulations. And I think in this case this application falls short for several reasons when subject to that review. Section 18.4 requires that the project purposed, um, protect and promote, ah of, the environment. The 22.A position where we've argued or cited, um, the reviews at the Wetlands Commission was the same one we shared. Um that, that's what Lewis Analysis highlights, a number of ways for which the applicant's analysis was deficient. Fell short in terms of what was studied, how long it was studied, and the basically concluded that it was impossible for the applicant to make the conclusions that they made based on the nature of the examination by them. Turning back to 18.4, Mr. Heller talked tonight about Amendment General Statute 8-2, but I think he was suggesting, write the word character out of your regulations. For example Sections 18.4 small a., signage. For all purposes, Attorney Heller has also argued that part of your regulations here that requires the examination of your Plan of Conservation and Development is also essentially invalid. Because the purpose of the Plan of Conservation and Development is to assist in creating regulations and really not so much to assist in complying. I think both arguments has its place. In this case, Section 18.3 small a., requires you to find the proposed uses are in harmony with the surrounding area. We think the evidence demonstrates that the uses proposed shown over here on this plan for example are not harmonious with the residential neighborhood at all, or with what's there now. Or with that what's on the other side of the street, where there are

hotels and other substantial developments already. The real issue I think here, well let me , ah, stop, I've got another point to make with regard to the buffers. I disagree entirely with Attorney Heller's interpretation of recognition. Um, ah, er, the memo he submitted to you, it's number 37 in your record, he cites three unidentified definitions of the word parcel from a town, but we don't know from what town they were or I think you can go online and find the definition of a parcel, and other regulations could certainly turn it to the characteristic of that town. And limited to that town itself. I think what you really need to do here is look at your regulations, and try to understand what the purpose of them was. The purpose as I understand is to ensure that the campground use is contained within the boundaries of the campground use. I don't think it makes any difference if wh, I don't think it makes any difference who owes the authority property as long as it's not the campground. So, for example, if Strawberry Park, and that park at one point, at one point the park consisted of several parcels that were pieced together. Your regulations wouldn't require buffers at the boundaries of each of the properties because they weren't separate ownership. Here regardless of who owes Avery Pond, it's in separate ownership from the campground. The campground does not own it at all. Therefore in my view, the campground is required to create the buffer and to abide by the distance requirement, um, of Section 18.11.3. So, the word parcel isn't, isn't really; the definition of the word parcel becomes critical neither is the first part of that regulation uses the word property. The issue is that, the authors are required, because our required on the campground property so, frankly I think it's, um the application or at least certain documents that are in support of it, a finish report in response to I think the trooper's comment, indicates that liquor will be allowed on the property and they seek a beer license. Well, it seems a bit incongruent to say people are on vacation, ah in the summertime are going to bed at 9 o'clock or 10 o'clock and turn off all the lights. Um, the, what we're looking at here is a use that is going to potentially create a predicament, um, er, because we got people away from home enjoying themselves. This is not like the hotel where all the activity is going to be indoors. It's essentially just a parking lot, so any activity that's out of the individual camper is going to be in the lot. No evidences were presented that this project will work at this site. There's been no market studies, far as, not, not that's been to court. If this project is built and it doesn't work your, your, you'll be essentially looking at another parking lot, except for utility fixtures, um taken out of the ground. We submitted our environmental, ah, metric petition, your regulations 13.5, ah er, 18.11.um, er 4, require an analysis of environmental impact of the application of the project. We think he addressed them, and ah a significant question to ask then is the environmental efficacy of this use. I think when you talk though, about the appropriateness of the use, a key thing is to look at the density of the project. What I'm questioning is whether it meets your mathematical requirements. What we are saying is that even in meeting your mathematical formulas this is going to be too big, there's going to be too many people, and there's going to be too much stuff going on at the site to be compatible with the adjacent established neighborhoods. This project

will likely deflate or decrease the value of surrounding properties, and will impair their ability to develop consistent with their zoning district requirements and, and rights. I looked yesterday at Wikipedia; I saw that Preston had about 4,700 people. The traffic analysis suggests that there'll be 6 patrons per site at the campground, times by 300, that's about 1,800 people on site. The site and the existing neighborhood. The burden of this project is going to fall disproportionately on the nearby residents of Lynn Lane. Any noise or disruptions from the property; they will get no benefits of this. My guess is that the project will minimally will increase the value of property, ah, but not anywhere near what's suggested here. Um, um, any increase would be an anomaly. So, in, ah, your regulations this is not an appropriate use, even if it meets the technical requirements for a recreational campground, which we're not conceding it does. Thank you.

Art Moran: Thank you, anyone else?

Tim Hotchkiss: Tim Hotchkiss, 20 Lynn Drive,

Art Moran: Could you pull the mic up?

Tim Hotchkiss: Oh, oh, I'm ah...

Kim Lang and Art Moran: It's on, it's on.

Art Moran: Just hold it higher.

Tim Hotchkiss: It's on, oh, okay, sorry about that. Now I'm reading, I'm Tim Hotchkiss, 20 Lynn Drive, I'm reading this for Richard Morris formerly of 14 Lynn Drive he grew up there and now currently lives in California. I believe that's what, you'll find this in there on the website. The proposed recreational vehicle development on Avery Pond in Preston is really just a highly density parking lot. You got me distracted by the pool, pool, splash pad, kayaking, the word luxury or the promise of adding to the local economy. This parking lot will cause toxic runoff from the steady dripping of gas, oil, sewage from these luxury RVs. Having that toxic, toxic cocktail percolating through the gravel and dirt or runoff on the blacktop regardless it will make its way ro Avery Pond. The water table is high in this area, just below the surface. The stormwater collections are designed for the best case scenario. When I was in the Navy serving aboard the USS Hawkbill, SN 666 one of the first rules we learned was that there is no such thing as a perfect seal. These pollutants will leak into Avery Pond and the surrounding watershed. And an already fragile ecosystem will become more contaminated. The people of Preston need to look at the future of our environment. Everytime the automobile industry is trying to modernize through more pollution creating electric vehicles, this project is a haven for the dying RV dinosaurs. While growing up on the shores of Avery Pond, the osprey were on the verge of extinction. Thanks to the banning of DDT and the hard work of many Connecticut residents, the osprey is making a recovery. Now the osprey will once again have its natural habitat at Avery Pond, something it flies away from instead of towards. As a kid, my friends and I created a well worn path through the Galway farm, the proposed development site. We've gone through the abandoned Boy Scout forms, and take a turn at the hand operated water pump, slide down the sand hill or sit on the very edge of the stream that exited the pond. The

whole area was our backyard to have unsupervised play time. There we learned the importance of living with the balance of nature. The high density, environmentally damaging project is so out of balance that it should be resoundingly rejected by the good people of Preston. The words of Joanie Mitchell says it best; and it goes - "Don't it always seem to go, you don't know what you've got til it's gone. They take the paradise and put up a parking lot."

Art Moran: Thank you.

Tim Hotchkiss: And I just, um, on my own note, there is a lot of; we have a heron rookery on the other side of the property, so there is, and now we have an eagle's nest, um right across Route 2, and an osprey nest, and it'd be a shame to lose those.

Art Moran: Anybody else want to speak against?

Karen Stockton: Good evening, my name is...

Art Moran: You got to speak with the microphone.

Karen Stockton: I'm Karen Stockton, 16 Lynn Drive, why I'm here tonight is to present to you a petition signed by 384 residents who are also opposed to Blue Camp. I would like to read this petition to you. Oh my Lord I've lost my voice. It states; we the under sign being residents and or property owners in Preston do hereby petition that the Planning and Zoning Commission reject the application 2021-03, Blue Camp, (cough) Sorry, I'm just having trouble talking, anyway what I want you to know that it required surprising little effort to gather these signatures. Just a small group of people obtained almost 400 signatures, in a few hours, over a period of 10 days. And some of that time was in various weather conditions. Most people were eager to sign. Also what I want to know, even though I live on Lynn Drive, is not, this is not a not in my backyard issue. We have signatures of people from all areas of Preston - Old Jewett City Road, Miller, Barbers, Prodell, Mill Road, Lewis Road. The list goes on and on. The people of Preston are overwhelmingly opposed to Blue Camp. I urge you to consider the wishes of the residents of Preston and reject the Blue Camp application. Thank you.

Art Moran: Thank you. Anybody else? He was coming up first.

Michael Hotchkiss: My name is Michael Hotchkiss, I grew up at 21 Lynn Drive and currently live in Griswold. I do not pay taxes in Preston just to be clear. Um, I don't think everything is necessarily clear. We were given platitudes in their presentation up here that there is going to be no impact on fire, police, and things like that. And we obviously had some discussion up here that's not going to be the case. That there are very likely going to be people who tip their kayaks in the lake, there's going to have to be some police or emergency result. Another thing I'd like to point out, they started off this discussion by talking about the values and integrity of this company. Now I work in human resources, it's a very common practice to do background checks on their employees, and I'm definitely not, you know, implying that these are bad people and what not, but it is worth mentioning Steven Cramer is under investigation. At the time this project started he was still on probation, he stole money, you know, from NASA, the taxpayers. And they put him on the payroll, they put the fox in charge of the henhouse, as being in charge

of their contract organization so, the person's not listed as a director, but he is within the directors and organizational chart. I mean if you look at it he has a manager title. Um, I'd like to read very briefly a letter I wrote to The Day, it was published on June 24th. Um, in a very brief letter. So, on Tuesday residents of Lynn Drive neighborhood in Preston, attended a presentation by the Blue Water Development Corporation about a 50 year lease for a proposed RV park on Mashantucket Tribal property on Route 2. The Blue Water website was updated to remove any references to Steven Cramer, manager of tactical projects and procurements. Cramer, a former NASA executive was convicted in 2018 of taking kickbacks from NASA contractors, in otherwise enriching himself with taxpayers funds. A simple googling of Blue Water Development and NASA will reveal the details of Cramer's case and he got court approval to perform for Blue Water. Within the past week after bringing this matter to the attention of reporters and Tribal executives. Blue Water Development website has been updated. What does this say about the quote on quote smart people that Blue Water Development hires and can we really trust them to keep their word to neighborhood residents. Is Blue Water still employing this person? I just think we have to be careful of who we do business with. Thank you.

Art Moran: Thank you. You sir.

Andrew Stockton: Good evening, thank you for the opportunity to speak tonight. My name is Andrew Stockton, I live at 16 Lynn Drive. I just want to say a couple of things on my list here. Ah, getting all tangled up about this and this compatible, compat, compatibility with the surrounding areas, preservation of character. One thing I'd like to point out about Avery Pond and what this project does is really destroy, doe, doesn't, you know, doesn't persevere, but destroys the character of the pond. What you have today the residents truly enjoy, you know, sitting looking out the back windows observing wildlife and that adds value to their property. They put it up for sale, people appreciate that view, you sit there and look at the ducks, and look at the geese, look at the herrings and all the other wildlife you see out there, turtles. It's a fantastic place and all the wildlife is going to be lost. I feel when they start letting kayaks and canoes out there. Well, you start with 1,800 people, that's the number that seems to be floating around, today. A small of them, that could be easily 30 people out there kayaking. I really think that's going to be the end for the local fishermen, I, I don't know I'm not out there. So, once again, I'm having them sitting out there now having campfires on the other side, the smoke from that and propane being burned and whatever you have. That's going to be a big change. And it's going to depreciate, it's going to cause significant reduction in property value. I just like to say about the whole issue of what value it brings to the area because of Blue Camp. It's basically people are coming there, they'll spend their money right at Blue Camp, or they're be going over there to the casino. There's really nothing around our town to spend money, we know that. But, really I just don't, I just don't see any new business coming because, ah you know if you're coming there, you think you're going to attract Blue Camp patrons, ah pretty hard to make a business go if it's only gonna operate when your supply of customers are only

there 7 months a year. I, I just think this is very unlikely that this will do anything for us, except for whatever tax dollars. I think we'll find that those who come there with their RVs, they're going to be fully stocked when they get there and they're not going to be doing much shopping. Question about traffic, what I think is a point to be emphasized is um, excuse me a second here. I find the right page. But, ah, I look at things a little bit differently, about traffic. I mean I use Route 164 a lot, I use Route 2A a lot, I use Route 2. And, ah, you need to do a traffic study of the complete area. And to me there are a lot of things to consider on those roads. I think Route 2 for one can be a pretty hazardous road sometimes, especially traveling east and west. At night, not a good thing. It's very poorly lit, very little use of reflectors. Pouring rain, well you know rain takes the fun out of everything. So I think there's, when you think about bringing in a hundred RVs a day and having a hundred go; think of them traveling in conditions such as that. All the way down to North Stonington to get on 95; all the way over through Poquetanuck, the windy roads there and over the bridge and finally getting onto 395. There's a lot more than looking at traffic that needs to be done. What about the residents? You need your shopping, go to the doctor's, you're driving quite a bit on those roads. I just don't see the benefit to us bringing in something that brings no benefit to our town economically, I don't see where it is much, except that they're going to pay some taxes. And just cloud up our major transportation arteries. And they tell ya, will lower, you know, benefits of living in Preston. And they say, okay we're isolated and the places it takes us a little bit longer. Things basically as traffic goes has gotten a little bit better in recent times. And I'm not even citing before Covid. You go back a little bit beyond that you can see there's been a big reduction in the number of buses that, ah, we had on Route 2 and going through Poquetanuck. Basically because of a lot of the casinos in Rhode Island, and Oncore in Boston, upstate New York, um, one in Springfield, MGM Grand. Ah, don't think I visit these places a lot just because I know them. But, ah it, it took a load off our roads. And, ah, er, I, I enjoyed that gone; all those big buses coming up and down the road. You know, especially Route 2. Now that, you know, we got something we can enjoy, this brings back the congestion we don't need, like said, these are important, these roads are very important to us. Because we don't have a lot of stores in Preston. Basically, I think it would be really very interesting to learn more about such things as emergency services. Has you know, has any of this been reviewed by the fire chief you got his requirements in yet? Ah, does he need special new equipment? He would, you have to fight, deal with a fire in this densely packed, ah, mess of RVs. You know, these things carry, what, 40, 50 gallons of gasoline, propane all packed tightly together. I don't know, it's something you'd want to run by him. Give him the plan and get his opinion, what extra things would he need in order to deal with any ah, perhaps fire in Blue Camp. Um, there was talk here about I think the dock at the ah, when you reviewed the drawings about some additional drawings being made ah, to just give us a good elevational view of what all of this is going to look like for us, you know. Especially how it's going to look from the west side of the pond. Um, all of the, something I think we can all be interested in seeing the fu, seeing the

possible future for us. Ah, I'm just kind of thinking about having all this huge sewer system in Preston. That seems like such an oddity. You know, connection grew up basically to, ah 300 residents of Preston. So there will be sewers and everything that goes with that. Are we going to be hiring extra inspectors to do it? I assume that Blue Camp is going to move pretty fast on this. Has anybody looked ahead to see what that means? Make sure everything is put in properly and put in right, and properly and thoroughly inspected. Basically that's all I have to say here, I'll close here, I just think it's bringing down our property values, and ah lowering our quality of life, making life more difficult for us, and we're not getting any benefit out of it. I just don't see any. So, thank you very much for your time.

Art Moran: Thank you. Alright if we could limit it to one or two more because we do have another Public Hearing tonight that we'd like to get through. So, if you like to come on up. We will be continuing this until next month also if anybody would like to speak next month.

Maragaret Gibson: Margaret Gibson, 154 Watson Road. Just to include a little levity here, when I moved to Preston in 1975, ah I discovered that Route 2 was very infrequently trafficked except during beach traffic time in the summer. And I made the joke that one could lie down on Route 2 and take a nap for a half an hour and get up alive because it's in the summertime; and how that has changed. Um, I wrote a letter to your Commission in which I said that whenever I use the word environment, I don't just think of endangered flora and fauna and site and what might happen to Avery Pond, the damage to the wetlands. I also think of human beings and human communities that we are all part of in an interface and interlocking environment. Um, with that in mind, I have to say I was struck tonight when Attorney Heller was making his observation that Blue Camp fits into, is compatible with the neighborhood that included Dunkin Donuts, the casino or Foxwoods, at a sort of diagonal view, and also the Hilton Garden Inn. Those, that's all compatible with the resort with what, what Blue Camp, is being proposed. The environment is a 360 degree. If you turn this way you're looking at the neighborhood at Lynn Drive. If you stand with your back to it you don't see that neighborhood, but it is still there. And in the same way it is still there, and in the same way that many of the residents from Lynn Drive have been very articulate and writing letters, they are posting on the websites, you have a petition from 375, I think, signatures for people all over Preston who have questions about it or who have adverse reactions to the proposal. And I would just like to ask this Commission to consider that the human, environment, and community are part of and the effect on the Preston residents is definitely something to be considered. Now, I hadn't had that point of view from the get go. I was, um, kind of stunned and interested to read in Mr. Walter's letter responding to the Town Planner's ah, questions in number 66. On property values the Town Planner asked please provide proof that the project will not degrade or decrease the values of adjacent properties, and, ah Harry Heller has also referred to this, as um did Mr. Walter. Um, the response is this - this provision of the Preston Zoning Regulation has been preempted by the enactment of Public Act 21-29. It is now impermissible for a municipal zoning authority exercising zoning powers

under Chapter 124 of Connecticut General Statutes to consider either the character of the neighborhood or the impact of a proposed development on the property values when evaluating a special exception application. Um, I got curious about Public Act 21-29. I am not a lawyer, okay, and I'm not pretending to be. I went and looked at the act and it's very interesting and I, I just couldn't help but note it seemed to be um, about affordable housing, ah seemed to be an act that was encouraging affordable housing and multiple dwelling houses, it does include housing in mobile home parks with permanent residents, but it, ah, it would seem to me that the thrust of that act was to say we need affordable housing, we need to encourage it in our neighborhoods it's unfair to say it's going to drop property values ah, in neighborhoods around it. If that is what that, if that is what Public Act 21-29 is about, then I don't see how it applies here, and I'm sure that Blue Camp does not consider this proposal in any way affordable housing or anything like that. So, what I, I, I'm really asking questions for a mindset that are more prone towards legal analysis than mine; to please look at this and to evaluate that and to get some more opinions, valid. Um, I also read very in, ah a lot of interest and it's been mentioned tonight too, that Avery Point is not a parcel in any land use definition. Um, and I follow the argument, um that Attorney Heller made and um it makes sense. But whatever you call it - submerged land, a body of water, or a parcel, Amos L, ah Avery Pond is right there. And it is affected by whatever goes on, on this border and that seems to me to be reasonable. But ever you call it, for the benefit of the pond and the environment and the neighborhood. Language is important, because I'm a writer too, to deny that, but language is to serve us in the way we live and enable us to look at the welfare of the whole as well as the particular human desires to develop this, develop that. So, I would ask you to try to, to take a wider view point when possible. Um, I, I understand that, um, well, ah, excuse me I need to gather my thoughts here. I still think that it is the Town of Preston who decides what is the economic development that comes into Preston. I wonder what business friendly means. Does it mean that we watch and wait for a particular kind of development? Or do we have commissions that are sharply discerning that have taste and loyalty to its residents and the quality of life in its Town and so impose strict standards. You can also turn that question around. What is business friendly? Is the proposed business friendly to Preston? Um, I, there's been a lot of letters and you've heard a lot of opposition to that, or raises questions about traffic impact and so on. I think the answer though, is this business friendly to Preston, probably no. Um, ah, this is, is really a bit anecdotal, but the Town Planner would ask if, um, if the general public has access to Blue Camp recreational development? And the answer was no, it is for our patrons. The superintendent of schools also asked can our school kids go use the waterpark? No, it is for our patrons. So, it's an enclosed little world, separate from the rest of us. I see problems, which may be or may not be solvable problems, but problems, ongoing problems. I can't help think, again, this is anecdotal, but with the Hilton Garden Inn, which when it got established sent out letters to people in the neighborhood that said hey come down and have a drink, come down and have dinner, come

down and stay, whenever you have an overflow of family think of us. It was more welcoming and open to Preston, I liked that. It is, ah this article, er, in, an article in the paper, Todd Berbabridge was quoted as saying, if Todd Berbridge wants to go boating and use the public access to the bank, to Avery Pond, then Todd Berbridge has a right to do that for fishing, kayaking, canoeing for anyone, which is true, it's an already established public boat pond. But, we're not, there's nothing the residents are going to gain from having that recreational resort parking lot on Route 2. Um, I would just encourage the Commission to reread the letters from the community that does exist, right on the border, on the other side of Avery Pond, and to consider their ideas, and the petitions that, um, just names that have been collected so far attest to that. Let's take our time, let's do this right. I think that in, I, I, looked and I would hope that um, there have been changes in the plan that have been good and advantageous, um, and, I, I'm glad to hear that, I'm glad that there is some responsiveness to what the residents in Preston and the questions from it's really wonderful, hard-working Planner and Commissions have asked and made them rethink and go back over their plans. But the real question is what will be the long term impact to the environment, to the wildlife, and to human life. Let's consider that, we are a community, it's all we have to make our life good in this Town is each other. And the quality of life is important, I don't know if I'd lie down and take a nap on Route 2, but I think we should not be seduced by, or afraid of, ah, er, saying no to a little tax money when it's going to change what we like and how we want to live in this town. I think those are not quantifiable terms, but their valid terms, and I sincerely ask you to consider that kind of framework as you make the decision. Thank you.

Art Moran: Thank you. Okay, I'm going to halt the public comment for tonight and we'll resume, continue this public hearing until the March meeting. Cause we do have one more Public Hearing to do tonight.

Gentleman: Is the hearing closed?

Art Moran: I did not close it, it's continued til March.

Attorney Heller: Will your March meeting be on the fourth Tuesday? Not a Wednesday?

Kathy Warzecha: Yes, the school wasn't available on Tuesday so we met tonight.

The Public Hearing for Blue Camp ended and the Public Hearing for the Text Amendment began at 3:46:08 on the time counter.

Richard Moran: Richard Moran, formerly of 14 Lynn Drive, I just want you to be aware that Avery Pond is a very fragile wetlands system and the introductions of so many more vehicles with their exhaust and the runoff pollutants that I'm afraid that the heron and osprey I enjoy watching will be at risk. We have both heron and osprey rookeries and an eagle nesting, and I'm afraid they'll leave the area.