

**AVON TOWN COUNCIL
MEETING MINUTES
June 2, 2016**

I. CALL TO ORDER

The meeting was called to order at 7:30 p.m. at the Avon Town Hall, in the Selectmen's Chamber by Chairman Zacchio. Members present: Mrs. Maguire and Messrs: Stokesbury, Speich, and Pena.

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chairman Zacchio.

III. PUBLIC HEARINGS:

15/16-72 Neighborhood Assistance Act

The Public Hearing was called to order at 7:30 p.m. by Chairman Zacchio. Chairman Zacchio waived the reading of the following legal notice:

**“LEGAL NOTICE
NOTICE OF PUBLIC HEARING**

Notice is hereby given that the Town Council of the Town of Avon, Connecticut will hold a Public Hearing on Thursday, June 2, 2016 at 7:30 p.m. in the Town Hall, Selectmen's Chamber, 60 West Main Street, for the following purpose:

To consider participation in the Neighborhood Assistance Act in accordance with Public Act 95-268.

Dated at Avon, Connecticut this 6th day of May, 2016.

Brandon L. Robertson
Town Manager”

Chairman Zacchio reported that the Neighborhood Assistance Act (NAA) process requires a town entity to have a public hearing to hear applications for anyone who wishes to apply for grant monies that come in through the NAA. He noted that the Town acts as a conduit in this process, to open and have a public hearing and to submit the applications to the State. He added that the process is for the applicants who have an amount of money that they are trying to raise and will solicit donations from local businesses who would then be able to get a tax deduction through the program. Chairman Zacchio invited any applicants to speak briefly tonight.

Jennifer Bennett, Senior Center Coordinator, Avon Senior Center, reported that they are applying for 3-D printing programming for the Senior Center and their goal is to bring new programs to our older adults. She noted that the Library is going to allow them to use their equipment if this does get funded and classes will be held there.

Rob Shillington, President, Avon Volunteer Fire Department, reported that they have submitted proposals over the last couple of years but have not had a lot of success. He noted that this year's proposal is for energy efficiencies at their various facilities around Town, including light

fixture upgrades, kitchen improvements, etc. He noted that some of these items have been presented in the past under their capital budget presentation so they are trying to use this opportunity to fund some of these items. Mr. Speich commented that there are four items listed on their proposal and he questioned if a person can come forward and select one item. Chairman Zacchio responded that he is not sure how the State handles the process but one business could donate enough money to fund an entire program or could make up of 5 or 10 businesses. Mr. Stokesbury commented that perhaps if they get less than the total they could redefine it for that one that is funded. Mrs. Bennett reported that they do not have to fund the entire project as she has received money before but not fully funded.

Mark Rinaldo, Chief of Police, reported that the Avon Police Department had submitted a proposal but have since decided to withdraw it at this time.

On a motion made by Mr. Pena, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council close the public hearing.

Mrs. Maguire, Messrs: Zacchio, Speich, Stokesbury, and Pena voted in favor.

On a motion made by Mr. Pena, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council approve the following requests for submittal to the Department of Revenue Services:

- a) Nutmeg Symphony Orchestra - \$82,135.00
- b) Avon Senior Center - \$1,880.00
- c) Avon Volunteer Fire Department - \$119,000.00
- d) The Sam & Elizabeth Colt Industrial and Frontier Heritage Foundation - \$150,000.00

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

IV. MINUTES OF PRECEDING MEETING: February 6, 2016 Budget Work Session May 5, 2016

On a motion made by Mr. Stokesbury, seconded by Mr. Speich, it was voted:

RESOLVED: That the Town Council accept the minutes of the February 6, 2016 Budget Work Session as submitted.

Mrs. Maguire, Messrs: Zacchio, Pena, Stokesbury, and Speich voted in favor.

A correction to the May 5, 2016 Meeting minutes was made as follows:

On page 6, 1st paragraph, 11th line, change “produce” to “reduce.”

Mr. Stokesbury also acknowledged his error under “Communication from Council” as he had the wrong date for the Migli Golf Tournament but he does not think that it misled anyone.

On a motion made by Mr. Stokesbury, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council accept the minutes of the May 5, 2016 Meeting as amended.

Mrs. Maguire, Messrs: Zacchio, Speich, Stokesbury, and Pena voted in favor.

V. COMMUNICATION FROM AUDIENCE

Val Ferro, 88 Daventry Hill, commented that she is here tonight for emotional and political support and noted that June 11th is the 2nd Annual Play for Kurt lacrosse game. She noted that Kurt Skelley, who played lacrosse at Springfield College and was an all-star athlete, took his own life. She added that her son and Will Patten got together last year and renamed the alumni lacrosse game to “Play for Kurt” and it was a huge success which raised \$10,000 and Kurt’s mother, Lisa Ludwig, was instrumental as were a number of other parents. She noted that this year we have three times the number of participants. She commented that the players purchase a piney that has the number 10 on it which was Kurt’s number. She is asking the community to talk it up as much as they can. She noted that they are looking for food donations. She invited everyone to attend and if there are any other mechanisms to get the word out she would appreciate it. She noted that the Recreation and Parks Department will be sending out an e-mail blast. She asked if they could use Town sandwich board signs. She noted that Kurt’s mother, Lisa, has setup a web site, www.mindsatcapacity.org, and is a play off a piece of work that Kurt had done in a reflection of what was going through his mind. She closed by stating the game will be played on June 11th at Buckingham at 1:00 p.m. and if you cannot make it but would like to make a donation please go to the web site. Chairman Zacchio asked the Town Manager to look at the use of the Town sandwich board signs. Ms. Ferro commented that a flyer is posted at Luke’s, the Library, the PTO is handling notifications through the schools and has media assistance from the Hartford Courant and Avon Patch.

Adam Lazinsk, 88 Deepwood Drive, reported that last night he attended the annual boy scout cookout at the pavilion at Sycamore Hills Park and has been noticing over the last several years the deteriorating condition of the pavilion, primarily the fascia board along the edge of the roof line and is significantly rotten and the roof on the north side is starting to collapse in on itself and lots of moss growing on the roof as well. He asked the Town to look into making repairs while it is still on the cheaper side before it becomes a bigger problem and perhaps cut back some of the trees. Chairman Zacchio responded that we have money in this year’s capital budget to repair all of that and is being scheduled as the summer progresses. Mr. Lazinsk reported that last night was Bill Roell’s last official act as Scoutmaster of Boy Scout Troop 274 for as long as he knows and thought if it is appropriate the Council might send a letter of appreciation to him as he has been so instrumental as well as his wife over the years.

Deborah Key Mundair, 39 Gatewood, Board Vice President for Avon Historical Society, reported that they were present tonight to provide an update on the Derrin House fire that occurred on May 11, 2016. She, on behalf of the Avon Historical Society, thanked the Avon Police Department for stopping traffic very quickly and for the fast response from those passing by who alerted the Avon Volunteer Fire Department and to the quick action by the Avon, Canton, Simsbury, and Farmington Fire Departments that saved the buildings. She noted that the building is structurally sound but there is significant smoke damage in almost every room and artifacts have sustained a lot of smoke damage which has corrosive effects. She added that they do have insurance but there is a significant gap between what they have coverage for; they have one report and waiting for the other. She noted that they will have to make decisions on what artifacts to keep and go through the restoration process. She commented that some of the land is State land so they have assistance from the State, who has been the liaison with the Military Department, to see how we move forward in terms of remediation. She noted that the timing is

terrible; after twenty years of significant volunteer effort to restore the building on the eve of the 250th anniversary of the granting of the land deed to Lucy Derrin and a full year of programs that they have been doing with the Library and engaging very actively with the community. She noted that the fire was ruled an accident by spontaneous combustion. She added that they will have several fundraising activities and would specifically like to do something with the Avon Volunteer Fire Department that talks about spontaneous combustion and how it happens and make sure that people know that in their homes and garages that they should take preventative measures to make sure that they are safe. She added that most artifacts were old but not directly related to the three Derrin families that lived in those properties. She noted that they are still going through the triage process with State libraries and historical associations to share learning points with other towns. She added that there is a network of people that have been forthcoming with practical experience, advice, and recommendations on how what to do. She noted that they have already setup a Go Fund Me site and sandwich boards ready to display around Town once approved. She shared photos with Town Council. She noted that the building has been secured with plywood and tarps to prevent anyone from gaining access. Another member of the Avon Historical Society Board commented that any help in advertising fundraising efforts would be greatly appreciated. Mary Harrop, Avon Historical Society Board member commented that they do not have a figure from the insurance company yet and how much it will really cost to restore it but we know there will be a gap. Ms. Mundair commented that other historical organizations have given very clear advice about companies that are very reputable and expertise in this area but they are not cheap. She noted that tough decisions may need to be made. Chairman Zacchio appreciated the Avon Historical Society coming out tonight. He noted that it was incredibly lucky to have the Avon Fire Volunteer Department be able to respond in the manner that they did and Avon Police Department coordinate with the traffic; it is so much a part of our heritage and landmark for Avon and we are behind you in the restoration and anything we can do to help. He appreciates all of their efforts in what they are doing; it is heartbreaking but thinks it will come back and be better than it was. Mr. Pena asked where the Go Fund Me information is advertised. The response was that it is posted on the Historical Society's web site. Ms. Mundair commented that they have fantastic media coverage from the Courant and Avon Patch and have shown interest to do a feature every week.

VI. COMMUNICATION FROM COUNCIL

Mr. Stokesbury commented on the unfortunate fire at the Derrin House and we are watching to see how the reconstruction and noted that he played a hand early on in that project so it is close to heart. He commented that as he drives by Old Wheeler Road every day, he has seen that they are ready to go with the project, the big orange signs are up, and they should be in the ground the day after school gets out so it is nice to see that road project move forward. He reported that he spoke with a neighbor in the Vermillion Drive neighborhood and the local reaction to the house fire where they are looking at and talking with Town officials over fire water supply and perhaps some good will come out of that tragedy.

Mrs. Maguire commended the Recreation and Parks Department and Department of Public Works for the outstanding job they did for the Memorial Day soccer tournament – 27th annual – it was nice to see the fields come alive, there are 88 teams, it was a huge success, things went smoothly, parking is always tough, and a shout out to Lt. Walsh for doing traffic duty. She noted that even though we did not have a parade on Memorial Day it did not dampen the spirit and true

meaning of the day holding it at the Senior Center, it was well attended, and is glad Avon celebrates and remembers Memorial Day.

Mr. Pena reported that he attended on behalf of the Town Council the recent Eagle Scout Ceremony, it is always a great event and he read the proclamation to the Eagle Scouts. He distributed copies of the ceremony program to Council members. He commented that the Memorial Day parade is one of his favorite events and that did not diminish even though it was held indoors this year and he thanked everyone involved with it.

Mr. Speich commented on the lack of turn out at the budget referendum and disturbs him in a way that residents do not think enough to come out and vote for the budget, not even the minimum. He noted that the Board of Finance, Town Council, and Town staff work very hard on the budgets every year and to see not even a minimum is disheartening at the least. He added that only if there are issues out there do we get a ground swell of support one way or another but it is our right to vote and we all should exercise that right. Chairman Zacchio noted that it is right on spot and it is important and communities all around us have been struggling the last few years and votes passing via the Charter versus the actual referendum and it is disappointing. Mr. Stokesbury noted Newington that went through many rounds and do have to recognize the good efforts we put into it and the results we provide the residents.

Chairman Zacchio congratulated the girls' track team who won the State MM Championship yesterday by one point by placing 6th in the last race, then moved to 3rd place and ultimately 1st place. He noted that the boys' baseball team is doing very well in the State tournament and has their third game on Saturday at Buckingham at 3:00 p.m.

VII. OLD BUSINESS

14/15-20 Presentation: Old Farms Road Relocation Feasibility Study (State Project # 04-129) and Old Farms Road Bridge and Intersection (State Project # 04-116 & 118)

Chairman Zacchio commented that the idea of relocating Old Farms Road has been around for decades and before this body since the late 1960s. He added that a couple of years ago we decided to anti in and make a decision on how to move forward and included a feasibility study which had to be step on in the building block process and how to address the east-west portion of Old Farms Road in the near future. He noted that we hired someone to do the study and tonight we will get a glimpse of what we are finding and what some of the costs might be so we are in a better position to start making decisions on how to move forward.

Larry Baril, Town Engineer, reported that the feasibility study has been completed to draft. Russ Adams, C&C Consulting Engineers, LLC, was selected to do the study and has done a tremendous job and will speak about it. He noted that we will also talk about the comparison of relocating the road versus rehabilitating the road in place and what's next. Chairman Zacchio clarified that we are only talking about the east-west portion from Thompson Road to Tillotson Road. Mr. Baril concurred.

Russ Adams, C&C Consulting Engineers, LLC, made a presentation (a copy of which is included and made part of these minutes). He noted that Mark L. Banks, PhD, did the archaeology and historical part of the study. Chairman Zacchio questioned that the design could support up to the speed limit of 45 mph but does not drive what the speed limit could be. Mr. Adams responded that is a design criteria for laying out the horizontal/vertical curves. Mr. Baril added that the design speed is intended to give you a minimum safe speed to travel the roadway but are designed for speeds greater than the posted speed because people travel faster than the posted speed. Mr. Adams noted that the significant fill area at the vertical alignment adds to the cost of constructing this roadway. Mr. Speich questioned what the R. Hart site is. Mr. Adams responded that it is a historical foundation that has been documented and is known site and should not be disturbed. Mr. Adams noted that Crossing 3 is the major crossing across Thompson Brook. He added that one of the criteria that Avon Old Farms School asked, who is in partnership with the Town on this as they would be donating the land in which the roadway would be built, that they be able to pass a small maintenance vehicle through there at any time. He noted that the total estimated construction cost is \$19,698,900.

Mr. Stokesbury questioned if you are on Tillotson Road and looking at the farm fields how far south of the existing road the southerly most point is and if we go into the farm fields. Mr. Adams responded approximately 800 feet. Mr. Baril added that the road is going completely through the woods. Mr. Stokesbury commented on the regulatory overview on the archeological/plant life/wild life and questioned who the regulatory agencies are for this project as planned. Mr. Adams responded that the primary one that we will be meeting with to go over the findings on the wetlands is the Army Corps of Engineers. He noted that this agency was back and forth before we started this project that defined the scope of work and wanted to see more detail. Mr. Stokesbury questioned once we are beyond that step if it is a federal or state review. Mr. Baril responded that it is a state review, CT DEEP for the Natural Diversity Database, the archaeological is the CT Office of Historic Preservation. Mr. Stokesbury commented that any of those reviews might be adversely impacted by the State budget and the pace of that review. Mr. Adams commented that the archaeologist has walked the site and has shown the Deputy State Historic Preservation Officer what is being proposed and also submitted an "in the field work" letter presenting the findings and has had correspondence with the two Native American tribes and have corresponded back with no objections to any of the work being proposed with the relocation.

Larry Baril, Town Engineer, reported that we have investigated the Rehabilitation Option to do a comparison between the cost of the feasibility to relocate the road or to rehabilitate the road in place with the same basic interests along with the possibility to add a bike/pedestrian pathway. He noted that the proposed conditions soften the curves in the same corridor. He added that they softened the design speed to 35 mph. He noted that the proposed conditions include an 8 foot bike/pedestrian pathway. Chairman Zacchio commented that the bike/pedestrian pathway would run the east-west section and we could have discussions with the Thompson Road property owners about continuing that and making it continuous from MH Rhodes property and/or the schools to Fisher Meadows. He noted that the total construction cost estimated cost is \$6,990,134, based on CT DOT numbers. He added that one of the premises is to determine the differential and Avon Old Farms School in concept was going to participate based on that differential with initial estimates at \$2.4 to \$2.5 million which got us into the feasibility study

and now there is a difference of almost \$13 million. Mr. Adams commented that the amount of wetlands being disturbed has caused the structures to be much more significant than we thought.

Chairman Zacchio commented that our intent by going through this process was to determine a) if these estimates we initially had were close and in negotiations with Avon Old Farms School who has been a very good partner in this determine whether or not it made sense to relocate the road to the south location in partnership with land that would have connected potentially the MH Rhodes property to the Fisher Meadows property which would probably pick up a bike path and connected some of our trail systems. He commented personally that the estimates put the relocation option at \$19.6 million off the table. He does not think that Avon Old Farms School could or would want to participate at that level because they would not get the value out of it that we first determined and what we get is a relocated road and nothing else; our goal was to make the road safer and maybe in the process get some open space and land in partnership with Avon Old Farms School but it does not feel like we are there. He noted that we should start to pivot here and think about a renovation project for the road as it sits today.

Mr. Speich questioned the possibility for State funding for this project. Brandon Robertson, Town Manager, responded that in terms of construction he does not think there will be funding for the east-west portion but we have always talked about the north-south portion being 80/10/10 – Town/State/Federal respectively. He added that is something that we recently had a meeting with CROCOG Transportation Committee meeting about as the north-south portion has been bouncing around for years and part of the purpose was to have a reset with them and having to go through the feasibility study we have been on hold but want to plant the seed that we are going to pivot the approach and see what we can do for federal assistance through them but it will primarily be local funding. Chairman Zacchio noted that the dollars we spent so far for the feasibility study are reimbursable to us, one portion at 100% and another at 90%.

Mr. Stokesbury questioned with the east-west rehabilitation option, what approvals outside of municipal funding approval would be needed to put the shovel in the ground and undertake that project. Mr. Baril responded that the Town's Inland Wetlands Commission would need to approve, have to be vetted by CT DEEP and if we disturb more than 5,000 square feet of wetlands we need an Army Corp of Engineers non-Category I permit. He noted that based on the history of the project and conversations with the Army Corp of Engineers prior to doing the relocation feasibility study was that they were in significant support of rehabilitating the road in place because they felt that even though they might have a greater volume of wetland impacts the wetlands they are talking about are much lower quality and already compromised as the road is there so he doesn't expect much push back if we have to go that route. Mr. Stokesbury commented that moving forward with deliberate speed how far away are we from being in the ground on a rehabilitation option. Mr. Baril responded that the next step would be to get into a design and development mode but do not have funding in place for FY 16/17 so we could request funds for FY 17/18.

Mr. Pena questioned if the rehabilitation option includes a bike/pedestrian path. Mr. Baril responded yes for a section of the project. He shared his opinion that the Town and Avon Old Farms School would not be in favor of the relocation option.

Mrs. Maguire commented that she travels this road all of the time and her biggest concern is safety. She asked Mr. Baril's opinion if money was no object. He responded that rehabilitating the road in place is more economical and keeps the road where it is, people like where the road is. Mrs. Maguire commented that it is cost prohibitive to move the road and as long as we can rehabilitate it and make it safe and she likes the bike path idea and just wishes we could do it sooner. Mr. Pena added that people like the character of the road so it might be easier accepted. Mr. Adams noted that the rehabilitated road will not be your existing road; it will be an improved road much safer to travel. Mrs. Maguire questioned how long the construction process will take from start to finish. Mr. Baril responded roughly one year by keeping the road open. Mr. Pena noted that we need to keep in mind the impact on other roads as a result of the construction. Mr. Speich likes the idea of the rehabilitation and adding the bike path. Mr. Stokesbury commented that the consensus is the rehabilitation option but does come with an \$8 million price tag which still needs a fair amount of review and effort with the public. Chairman Zacchio commented that we are still pretty far off. He asked the Town Manager and Town Engineer to discuss timing and whether or not FY 17/18 for design and development is the right cadence or should we go at this a different way and have discussions with the Board of Finance on how to move more swiftly if it is necessary and to make a recommendation to Town Council on how to forward. He noted that there is consensus from Council on us moving forward with the rehabilitation project. He added that we still need to work with Avon Old Farms School who has always been a good partner, who may need some crossings and continue to keep that dialogue open with them as you progress through this process as they will have interest in how we move forward as well. The Town Manager commented that he and the Town Engineer gave a similar presentation to their Board of Directors and their reaction was very much the same as what he is hearing here. He noted that to really appreciate the length of time this project has been out there and the trajectory it has taken this is a big deal, a major decision point in the life of this project because going back to the 1968 Conservation and Development depicts the same illustration seen tonight. Mr. Pena suggested to physically invite us to see the site.

Mr. Baril commented that Mr. Adams has created this draft report on the relocation option and his request is to let Mr. Adams finish it unless there are other comments to make on it. The Town Manager reported that he read the report cover to cover. Chairman Zacchio commented that he would yield to Town staff's expertise on that. Mr. Baril thanked the Council. Council expressed their thanks.

14/15-43 Fire Training Center-Use of Fund Equity from Fire Apparatus Project

Chairman Zacchio reported that we have dollars sitting in reserve for both the new fire engines coming in and allocated extra dollars for fire apparatus that we had given the Avon Volunteer Fire Department the go ahead on the Fire Training Center with the caveat that if they needed to tap into some of those capital dollars in order to move forward with the project or finish it that we would make those dollars available to them and still have enough to purchase the two fire engines that are coming this year and the remaining dollars, approximately \$186,000, to the Fire Training Center that is currently underway with the Avon and Farmington Fire Departments.

On a motion made by Mrs. Maguire, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council authorize the Town Manager to use equity in the capital account for fire apparatus replacement in an amount not to exceed \$186,871 for costs related for the construction of the Fire Training Center.

Mrs. Maguire, Messrs: Zacchio, Speich, Pena, and Stokesbury voted in favor.

Mr. Stokesbury noted that he spoke to the Town Manager and requested a running total so we see that project as it develops. Mr. Speich questioned if the running total would include any donations that have come in. Mr. Stokesbury responded yes.

15/16-25 Appointment: Avon Water Pollution Control Authority (R - 12/31/2018)

On a motion made by Mr. Stokesbury, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council table agenda item 15/16-25 Appointment: Avon Water Pollution Control Authority (R – 12/31/2018) to the July 7, 2016 meeting.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

15/16-42 Appointment: Wild & Scenic River Study Committee (R – 12/31/2017)

On a motion made by Mr. Stokesbury, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council table agenda item 15/16-42 Appointment: Wild & Scenic River Study Committee (R – 12/31/2017) to the July 7, 2016 meeting.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

15/16-43 Appointment: Youth Services Advisory Board (R – 12/31/2017)

On a motion made by Mrs. Maguire, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council table agenda item 15/16-43 Appointment: Youth Services Advisory Board (R – 12/31/2017) to the July 7, 2016 meeting.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

15/16-66 Appointment: Avon Clean Energy Commission (R – 12/31/2017)

On a motion made by Mr. Pena, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council table agenda item 15/16-66 Appointment: Avon Clean Energy Commission (R – 12/31/2017) to the July 7, 2016 meeting.

Mrs. Maguire, Messrs: Zacchio, Speich, Stokesbury, and Pena voted in favor.

VIII. NEW BUSINESS

15/16-78 Presentation: Plan of Conservation and Development

Steve Kushner, Special Projects Manager, made a presentation (a copy of which is included and made part of these minutes). He reported that we are about 85% through the update to the 10-year Plan of Conversation and Development. He noted that the State statute requires that the Planning and Zoning Commission review and update this Plan every 10 years and the last one was adopted in 2006 so we are right on target. He noted that he and the Planning and Zoning

Commission have been working on this for eleven months and meet again later this month and hope to have final draft near the end of the month and hold a public hearing to adopt the Plan in September/October 2016.

Mr. Kushner reported that what was distributed to Council was selected pages to the Plan of Conservation and Development. He noted that we have 14,454 land of acres in Town and about 14% is in private ownership, undeveloped. He added that not every town in the State had a Plan in the 1950s; some towns did not have zoning regulations until the 1970-80s.

Mr. Kushner noted that the updates in the Plan recommend additional opportunities to maintain the same ratio of single and multi-family homes in Town. Chairman Zacchio questioned how much leverage the Town has with the Plan of Conservation and Development such as this one around State and/or Federal loops holes that allow higher density developments to happen on parcels that would not qualify under our own regulations but are popping up, qualify and we do not have local control. Mr. Kushner responded that the Housing Chapter talks about affordable housing and there is a provision under State law, H30g, which permits a private real estate developer if they are proposing an affordable housing development has to meet certain criteria, 20% of the housing units have to be sold or rented to families that are at or below the median family income for the Capital Region and if any development like that is proposed it can be done so with the developer writing their own rules. He noted that Old Farms Crossing was an affordable housing project which was initially denied, the Planning and Zoning Commission's concern was public safety, it ended up in Supreme Court, and the reason for denying the project need to be more compelling than the need to provide affordable housing. He added that in Chapter 7 – Housing we want to create pathways that might provide opportunities to create some more moderately priced housing, multi-family rentals and condominiums and he has identified about twenty-five properties that might have potential in that area. He noted that the State has set a goal that every town have 10% of their housing in the affordable housing category and Avon is at about 3% and if the goal is met the town is exempt from that affordable housing legislation.

Mr. Kushner noted that the Commission undertook a survey in December 2015 and surveyed 250 residents through a professional research firm and found that people are very satisfied with the community the way it is. He noted that the Commission is aware that there will be some modest changes as we move into the next 10-year planning period and beyond.

Mr. Kushner noted that many rules and regulations were fairly controversial when adopted because any time you adopt new rules you are limiting personal property owners as to what they can or cannot do with their property. He noted that under Chapter 4 - Natural Resources there are recommendations to tweak the relative regulations to make some improvement in each of those areas. He discussed Low Impact Development (LID) and noted that by concentrating in man-made structures and discharging water at a higher velocity without filtering out any pollutants before entering the wetlands or brook may not be as good as LID where you can try to discharge the water into the ground. He added that we may introduce some of these techniques in the Avon Village Center Project on private land in connection with private infrastructure and burden the private development community to maintain those in accordance with an agreed upon schedule. He noted that the grant we wrote in 2005 paved the way for the Avon Village Center Study and led to the creation of the mixed use zone and was funded by DEEP because we were

trying to create a mixed use walkable environment which checks a lot of boxes for Avon but at the same time will create a more urban environment and create more runoff and we need to think of creative ways to manage storm water and led to discussion on LID.

Mr. Kushner noted under Chapter 5 – Open Space and Recreation that the average resident believes think that open space is forever and is not forever in some cases as the parcel may be used for some other purpose. He used the Haynes Road/Staffordshire construction that was recently approved and able to work out an arrangement with the Avon Land Trust to exchange a more valuable parcel of land from a natural resource that the Avon Land Trust was deeded from Sunlight Construction off Chidsey Road.

Mr. Stokesbury questioned under Chapter 9 – Business and Industry what the Commission looked at regarding the east side of Route 10 North (Board of Education, old school property); is it exempt because it is Town owned? He noted that it is an important bridge between one of our oldest neighborhoods and our most exciting project. Mr. Kushner responded that it is missing from the Plan and he would like to talk to the Town Manager, Superintendent of Schools, and Director of Recreation and Parks as we have had different plans for that property in the past. He noted that the Board of Education is talking about making some upgrades their school administrative offices possibly expanding where they are currently at; the Recreation and Parks Master Recreation Plan shows improvements to that property including expanded parking, and in 2006 when we wrote the POCD we had a landscape architect do a preliminary design that talked about the Town possibly selling off a portion of that land for commercial development and if the Avon Village Center got up and running it may be a valuable asset for the Town to receive dollars from the sale and holds true to the Town Center Project.

Mr. Kushner noted under Chapter 10 – Transportation a decision was made by the Commission to not encourage the formation of sidewalks in front of newer developments as the interest wasn't there as it is today, there was great concern over the cost of maintaining those sidewalks and the infrastructure, and there was a real concern had the Town transitioned from a rural to less rural place to a more suburban place. He noted that we have made some improvements over the last ten years. He noted that with regards to bicycles the discussion is much the same. He makes a recommendation to the Commission to conduct an additional study to see how we can make this work.

Chairman Zacchio questioned the timeframe for completion and the process that the POCD goes through or adoption. He thanked Mr. Kushner's for his work on this, his history here has been a huge difference and willingness to stay on after departing will have a major impact on this for years into the future. Mr. Kushner responded that we are hoping to have the final draft completed by the end of June/beginning of July, and by State law the Commission has to refer to Town Council at least 65 days in advance of the public hearing, a referral has to be made to CRCOG to review it for consistency with the Regional POCD, and hope to have a public hearing to start the adoption in early fall, probably October. Council thanked Mr. Kushner for the presentation.

Chairman Zacchio acknowledged that members of the Avon Historical Society were in the audience to speak about the Derrin House fire.

On a motion made by Mr. Stokesbury, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council re-open Item V – Communication from Audience.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

15/16-79 Review, Discussion & Approval: Agreement: UCONN EMS Services

Mark Rinaldo, Chief of Police, reported that the agreement with UCONN is only for six months as it is unsure that they will be in business after that as there has been talk about disbanding their fire department but not certain at this time. Mr. Speich questioned how often we use their services. Chief Rinaldo responded not as much as we used to because AMR has a dedicated ambulance in Avon. He noted that they respond if AMR is not available and for larger incidents. Mr. Speich questioned which service is better for the residents of the Town. Chief Rinaldo responded that they are both important right now. He noted that UCONN cut their agreement cost in half from the previous fiscal year from \$56,000 to \$27,000 and part of that was because they did not come to Town as often. He added that AMR goes first, if they have an ALS unit heading to a heart attack and a second heart attack occurs we send either a second AMR ambulance or UCONN comes out. Chairman Zacchio noted that the UCONN agreement gets us through December and we will reassess based on if they are still in business and what we think the need will be. Chief Rinaldo responded that we do not know what the State is going to do. Chairman Zacchio questioned if there were any changes from the current service model. Chief Rinaldo responded no. It was noted that the recommendation by the Town Manager was to execute the both the UCONN and AMR agreements.

On a motion made by Mr. Speich, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council authorizes the Town Manager to execute the agreement with UCONN for paramedic services for a period of six months from July 1, 2016 to December 31, 2016.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

15/16-80 Review, Discussion & Approval: Agreement: AMR Ambulance Services

Chairman Zacchio commented that this agreement is for the full fiscal year. He noted that the recommendation is to continue with the agreement as it is. He added that the Chief is working with them on their response and use of sirens that is non-related to this and more policy related. Chief Rinaldo commented that it is an AMR policy and they are dispatched under EMT protocols and he has asked AMR to look at that but it looks like it probably won't change. Chairman Zacchio commented that we had a resident concerned about the early morning sirens going off and whether or not they are necessary and whether we should be asking emergency services not to use those and does not think that the Town wants to get in between what the policy is, what the statutes recommend, and what the drivers will make as a determination of what is safe and not safe and it is not the person that is not on the road but the person that does not hear them. He noted that there were some suggestions and the Chief is reviewing with AMR. Chief Rinaldo commented that you are operating as an emergency vehicle only if you are using lights and sirens and cannot go over the speed limit unless you are operating these utilities per State statute.

On a motion made by Mr. Stokesbury, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council authorizes the Town Manager to execute the agreement with American Medical Response (AMR) for ambulance services for a period of one year from July 1, 2016 to June 30, 2017.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

15/16-81 Fire Training Center-Contract Award with Nosal Builders for Concrete Work

Chairman Zacchio reported that we are executing this as we are a partner and co-owner of the facility with Farmington and asked us to co-sign and falls within the provisions of dollars that the Council has to approve to move forward. The Town Manager reported that Farmington is running the entire purchasing purchase. He noted that because it is in excess of 1/10 of 1% of the current year tax levy he requires Council approval to execute the agreement. He noted that the same applies to the second contract award. Mr. Speich noted that when we add the two contracts together it totals \$326,000 and we approved \$186,000; where does the rest of the funding come from. The Town Manager responded that the two contracts are shared with Farmington. Mr. Speich commented that 50% of that comes to us. The Town Manager responded that he is not sure yet and will find out as next week's meeting. Mr. Stokesbury commented that they are still within the context to be expected costs. The Town Manager responded no. Jamie DiPace, Town Council Representative for Avon Volunteer Fire Department, commented that these prices are at a lot lower than we initially had. The Town Manager added this is the result of the re-bid.

On a motion made by Mr. Stokesbury, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council authorizes the Town Manager to execute the agreement with Nosal Builders, in partnership with the Town of Farmington, for concrete work related to the Fire Training Center.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

**15/16-82 Fire Training Center-Contract Award with Al Rose Construction, LLC
for building erection**

Chairman Zacchio commented that this item has the same caveats mentioned under item 15/16-81 with shared costs with Farmington.

On a motion made by Mr. Stokesbury, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council authorizes the Town Manager to execute the agreement with Al Rose Construction, LLC, in partnership with the Town of Farmington, to erect the Fire Training Center.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

Mr. DiPace reported that the building is arriving on Monday, June 6th. He noted that Avon Public Works did a fantastic job at the site. The Town Manager commented that Avon Public Works spent a significant amount of time at the site and as a result our road projects have suffered a little bit but to date tracking our in-kind services we are up to approximately \$83,000 and counts towards our match. Chairman Zacchio questioned if we are in any danger of missing the season for paving. The Town Manager responded no, we are on target.

15/16-83 Sign Tax Warrant (Rate Bill)

Chairman Zacchio commented that it is the Town Council's responsibility to give the Tax Collector the authority to collect taxes. All Council members signed the Tax Warrant/Rate Bill.

15/16-84 Appointment: Avon Clean Energy Commission (D – 12/31/2017)

On a motion made by Mr. Pena, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council table agenda item 15/16-84 Appointment: Avon Clean Energy Commission (D – 12/31/2017) to the July 7, 2016 meeting.

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

IX. TOWN MANAGER'S REPORT/MISCELLANEOUS

Misc. A: Purchasing Update: The Town Manager reported that yesterday the Town Planner, Town Engineer and himself spent the day interviewing candidates to provide on-call Peer Review Services for the Avon Village Center Project; professionals that will be available to interface with the developers' consultants on the Town's behalf. He noted that we have an ordinance in place to charge the developer and applicant for these services. He added that we have some very good firms that responded. Mr. Speich questioned that this is typical for a large project like that. The Town Manager responded yes; the first time around we were in a difficult transition period because the original Avon Village Center application came in the first week in July last year but it was right at the time that Steve Kushner was retiring and bringing Hiram Peck onboard so we did contract with a firm to help us with that initial phase. He added that we wanted to go out and test the market again; we have more experience with the applicant and application. He noted that it is very common.

The Town Manager reported that we expect the new Engine 11 to arrive next week. He added that we have begun work in the basement of Company #4 to get ready for some renovation and a project to strengthen the floor to make sure that it will hold the truck's weight. Mr. Stokesbury questioned where the new engine will be until then. The Town Manager responded that it will be parked in Company #1.

The Town Manager reported that the Director of Public Works is continuing to work on the cost estimates for the Avon Police Department Renovation Project and working with EZIQC. He noted that there was some sticker shock looking at the initial project costs given the scope at over \$2 million and should have a good result.

The Town Manager reported that there are bids in preparation for the installation of sidewalks on the east side of Simsbury Road. He noted that he, the Town Planner, and Town Engineer met with the Avon Meadow homeowner's association last night to answer questions about granting easements in front of their properties so we can have the connection all the way through Avon and with the new development that is going in Simsbury they will be extending sidewalk there as well.

Misc. B: Construction Update: The Town Manager reported that he spoke to the Director of Public Works today about the road improvement schedule and noted that we will be starting at

Kingsbridge/Copplestone/Hammersmith. He added that we did lose a significant amount of time at the front end of the season but we are confident that we will make good time once we get started.

The Town Manager reported that Old Wheeler Lane Bridge Project will be ready as soon as school gets out, it is well posted, and notices have gone out to residents on the street.

The Town Manager reported that with Sycamore Hills the pavilion is on the list of projects to take care of in FY 2016/2017. He noted that we are going to have move the opening for the pool back about one week as we ran into some unfavorable weather which delayed the painting; a notice was sent out through her department to let people know and in the interim they have come up with an arrangement with Canton so Avon residents can use the Canton pool at Canton rates. The Town Manager reported that one of the tennis courts at Sycamore Hills will be used for pickle ball.

Misc. C: High School Synthetic Turf Field Recreation and Parks Sub-Committee/Fisher field Expansion: The Town Manager reported that the Sub-Committee had a meeting on May 23rd with another meeting scheduled for June 13th. He noted that BSC Group talking about all of the decision points, different types of turf, different choices that communities have made with infill material; the Sub-Committee is doing a lot of in-take, they are on track and will probably see a recommendation from them by the end of summer. He noted that a question was raised at the last meeting about the status of funding and planning going forward and he told them that at this point other than funds that have been appropriated for design and development there is no funding available for construction and in our debt modeling we looked at \$1.5 million for athletic field and facility improvements and once the design and development process is complete and Council has a recommendation that is the point at which we talk more about local funding, private dollars through fundraising and some participation from the State as they have been very generous in funding other communities with these types of projects. He added that it is important to keep in mind that as we go through this design and development process and debt modeling going forward we still do have a need for more athletic fields. He asked the Director of Recreation and Parks to spend time quantifying that and prepared a memo that he asked Council to review. He noted that the Fisher Meadows Field Project would go a long way in closing that gap and setting ourselves up for the full build out of Avon. He noted that just as we built out the Library in anticipation of that we should be thinking about our athletic facilities in the same way. Chairman Zacchio commented that we are getting so close to that build out number and makes sense to package together what the needs are and do it once just like we did with the Library and High School so the methodology has been used before with success. Mr. Pena questioned the time of the meetings. The Town Manager responded 7:00 a.m. Mr. Pena commented that he has heard from folks who cannot attend due to the early meeting time. The Town Manager responded that for the Sub-Committee members this seems to be the time that works best for them but will bring that to their attention.

X. EXECUTIVE SESSION:

A. Pending Claim/Litigation

The Town Manager reported that information was given to Council in their packet but does not have an update at this time.

XII. ADJOURN

On a motion made by Mr. Pena, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council adjourn the meeting at 10:08 p.m.
Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

Attest:

Ann L. Dearstyne, Town Clerk

Old Farms Road Relocation Feasibility Study

Avon, Connecticut

Presentation to
Avon Town Council
June 2, 2016


C&C
CONSULTING ENGINEERS, LLC
214 LINCOLN STREET, BOSTON, MA 02134



AVON
CONNECTICUT

Presentation Outline

- * Relocation Option - Feasibility Study
 - * Purpose and Need Statement of the Feasibility Study
 - * Project Objective
 - * Feasibility Study Tasks
 - * Results of the Study:
 - * Construction Cost Estimates
- * Rehabilitation Option
 - * Design Criteria and Constraints
 - * Design Review
 - * Construction Cost Estimates
- * Cost Comparison

Purpose and Need

The Purpose and Need of this project is to provide transportation improvements:

- 1) to address safety and operational needs in the Old Farms Road corridor, and
- 2) to support the land use objectives established in the Town's current approved Plan of Conservation and Development adopted on May 2, 2006.

Project Objective

*The MUNICIPALITY and Avon Old Farms School (AOFS) are the only abutting stakeholders along the proposed Alignment I. As such, the MUNICIPALITY seeks to demonstrate that the proposed Alignment I roadway **meets the applicable engineering, environmental and archaeological criteria requirements of the state and local laws and regulations** while improving the safety and recreational opportunities of the general traveling public and the citizens of Avon.*

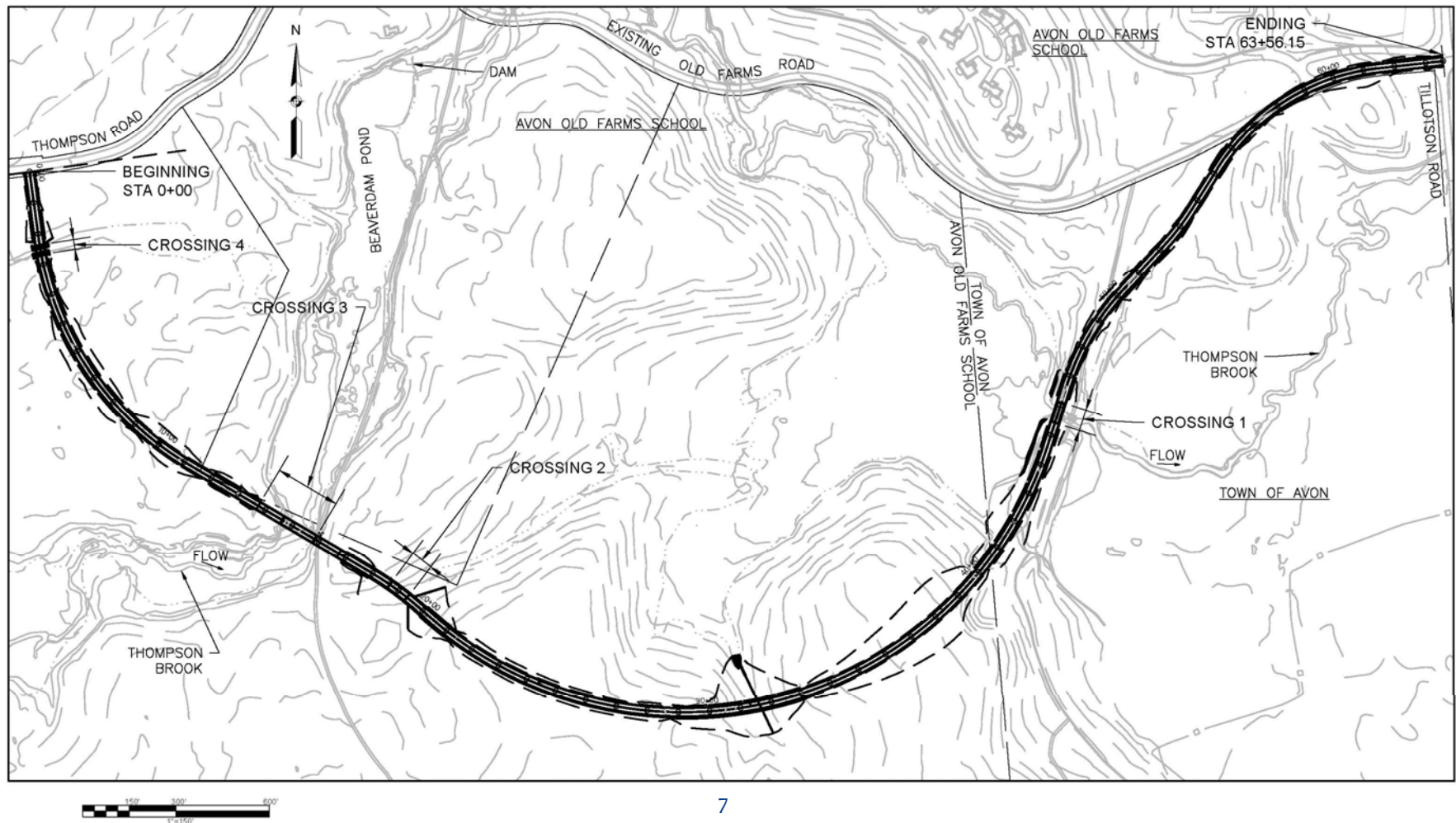
Feasibility Study Tasks

1. Field Survey and Base Mapping
2. FEMA Flood Plan and Hydraulic Evaluations
3. Additional Wetlands Mapping (EPS)
4. Archaeological Assessment and Reconnaissance Survey (MLB)
5. Preliminary Subsurface Investigations Program

Feasibility Study Tasks (Cont'd)

6. Alternative “I” Roadway Alignment
7. Bridge and Culvert Type Study
8. Estimates of Probable Construction Costs
9. Feasibility Study Report
10. Project Management

Proposed Old Farms Road Relocation



Study Results – Environmental

- * Disturb less than 5,000 Square Feet (SF) of Wetlands
 - * Category 1 of Section 404 of Clean Water Act (CWA)
 - * US Army Corps Wetlands (Federal)
 - * Both temporary and permanent counted
- * Wetlands Identification by EPS (subconsultant)
 - * Flagged both Corps and State wetlands
 - * Wetlands at four crossings plus one fill section
- * Proposed Alignment I-12A disturbs <2,900 SF
- * Wildlife Surveys/ Natural Diversity Database (NDDDB)
 - * CTDEEP letter – Field Survey Required (in future)

Study Results – Environmental (Cont'd)

- * Vernal Pools (VP)
 - * Also protected under Section 404 of CWA
 - * 750-foot radius from edge of vernal pool
 - * Four identified, roadway inside only two – VP3 and VP4
 - * Complies with less than 25% of Critical Terrestrial Habitat (CTH) disturbed
 - * VP3 – 17%
 - * VP4 – 19%

Study Results – Historic/Archaeological

- * Phase 1A Archaeological Assessment
- * Phase 1B Reconnaissance Survey
- * 117 Shovel Test Pits dug along Alignment I-12A
 - * Native American artifacts/ lithics recovered at 2 locations
 - * Test Pit 22+00 site – 25 artifacts recovered, 4 test pits
 - * Test Pit 55+67 site – 21 lithics recovered, 4 test pits
- * Stone Arch Bridge/Canal at Crossing 1
- * Turning Mill site at Crossing 3
- * Future Phase 2 Work
 - * Recovery excavations/understanding (no relocation)

Study Results – Engineering

- * Design Criteria
 - * Rural Collector, ADT 2000 vehicles/day, 45 mph
 - * Two 12-foot Travel Lanes with 3-foot Shoulders (Total 30 feet paved width)
 - * Minimum Horizontal Curve Radius – 485 feet
 - * Maximum Vertical Grade – 8%

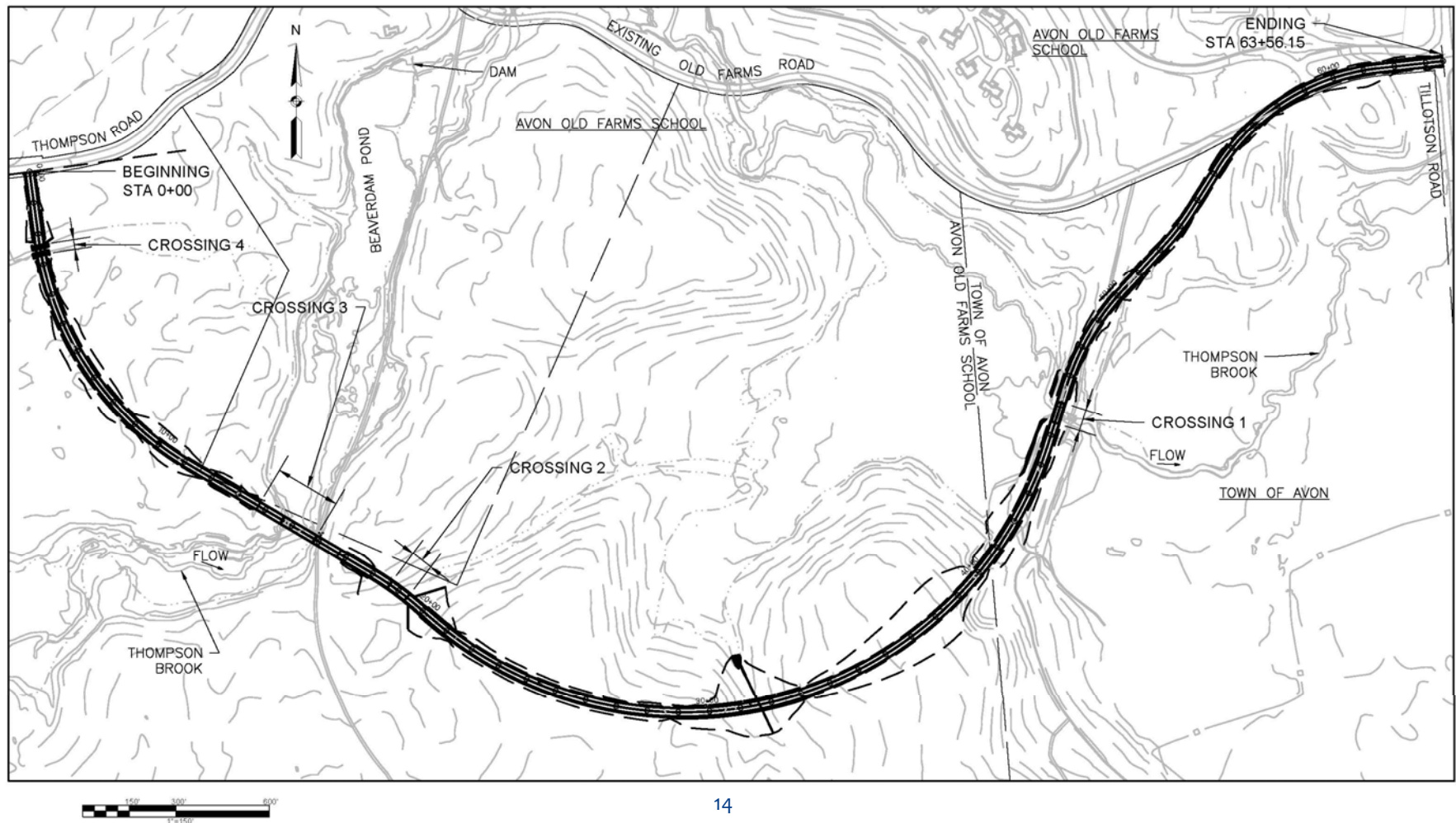
Engineering (Continued)

- * Alignment Challenges/Constraints
 - * Horizontal Alignment
 - * R. Hart site avoided
 - * Farmington Canal Crossing
 - * Thompson Brook Crossing 1
 - * Wetlands at Crossing 2
 - * Vernal Pool 750-foot CTH
 - * Crossing 3 Turning Mill site remnants

Engineering (Continued)

- * Alignment Challenges/Constraints
 - * Vertical Alignment
 - * 40-foot Cut at Station 37+50 (Max 8% grade)
 - * 35-foot Fill at Station 31+50 (35-foot fill, 30-inch culvert)
 - * Minimum 10-foot clearance over Multiuse Path (Crossing 3)

Proposed Old Farms Road Relocation



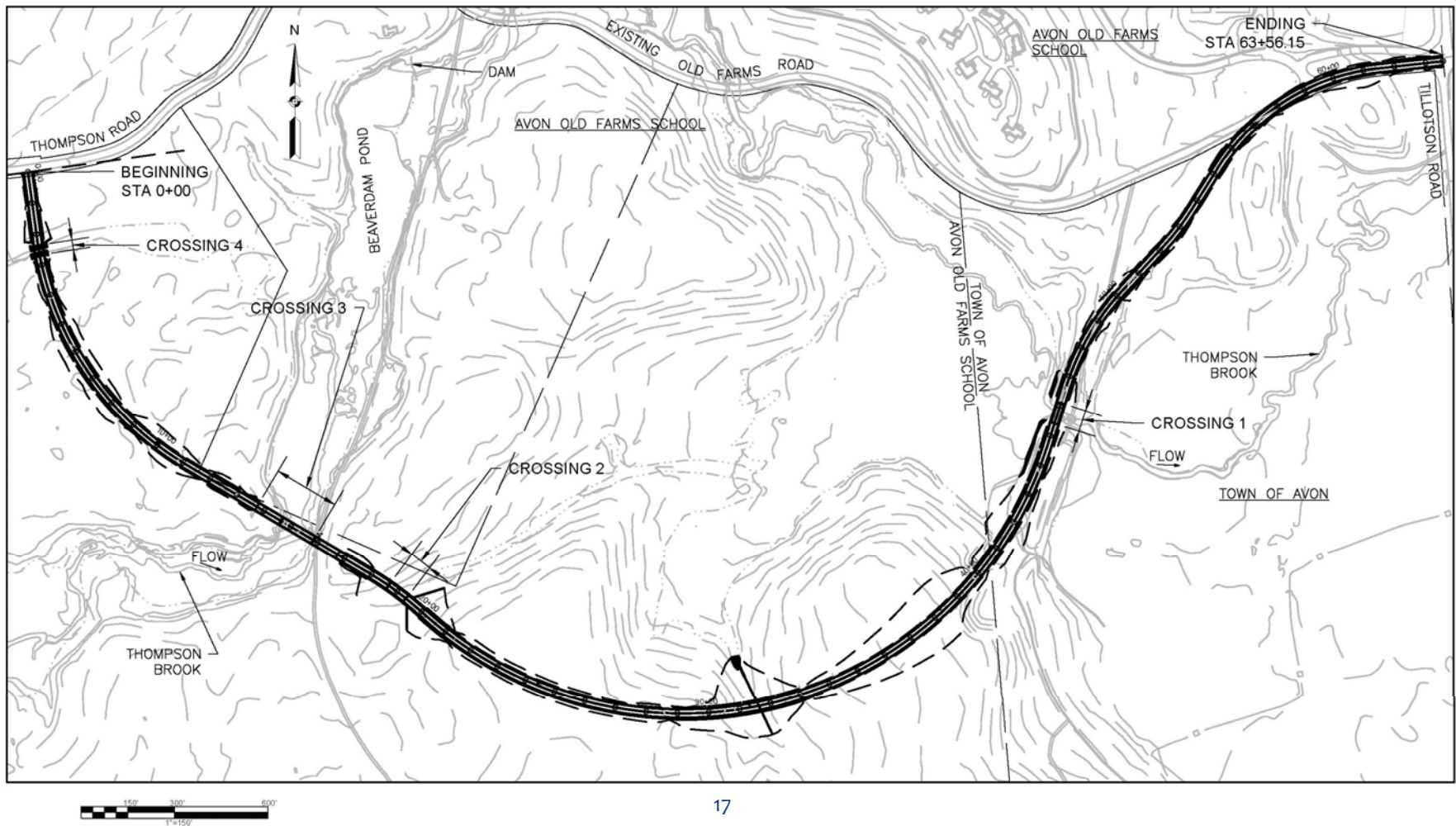
Engineering (Continued)

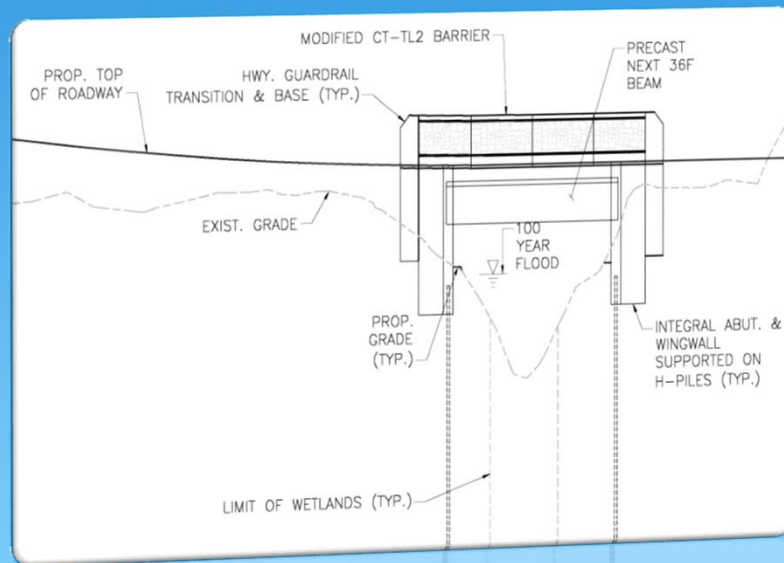
- * 100-year/500-year Flood Plain
 - * Span 100-year (FEMA) at Crossings 1 and 3
 - * Compensatory Storage for 500-year (Town)

Engineering (Continued)

- * Four Brook/Wetland Crossings
 - * Crossing 1 – Thompson Brook at Station 45+75
 - * Crossing 2 – Wetlands at Station 19+00
 - * Crossing 3 - Thompson Brook at Station 15+24
 - * Crossing 4 – Wetlands at Station 2+50

Proposed Old Farms Road Relocation

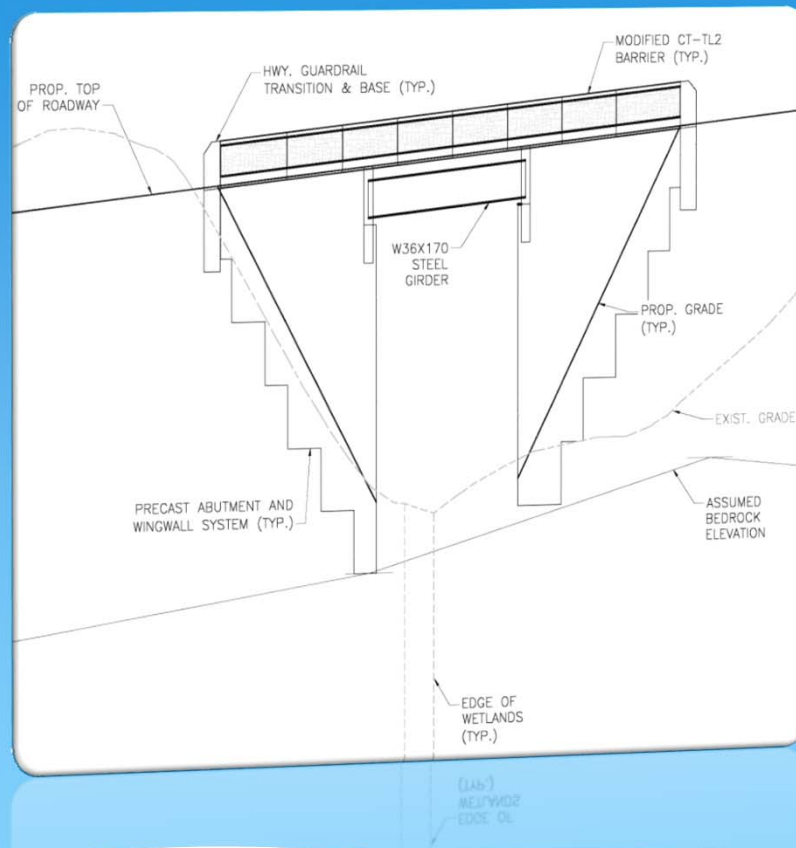




Crossing 1

Station 45+75 Thompson Brook Crossing

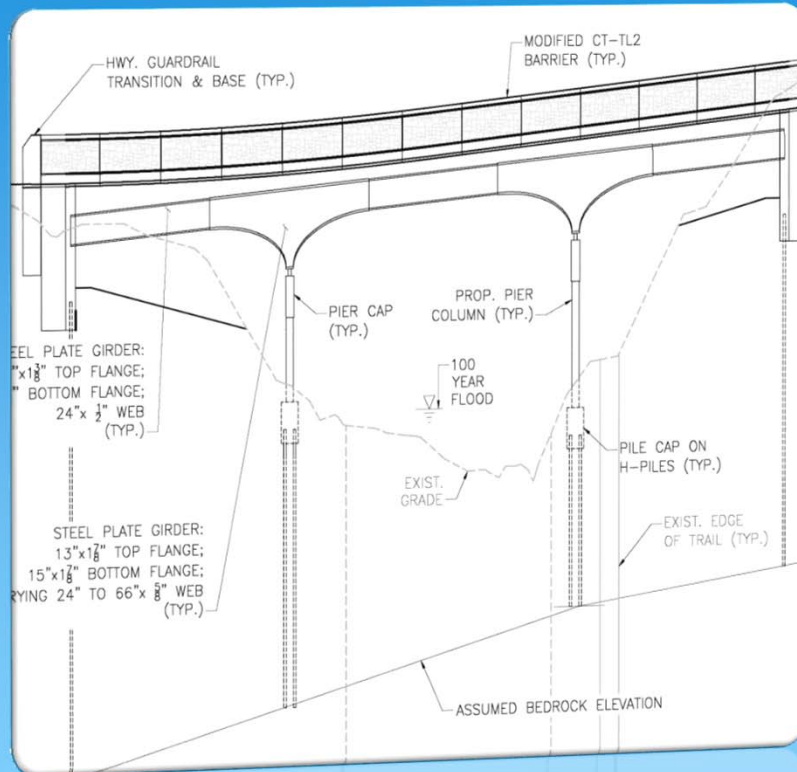
- 70 feet long
- 60-foot deep Pile Foundations
- Precast NEXT 36F Single Span
- Downstream from beaver dam
- Adjacent to Rebuilt Stone Culvert/Farmington Canal



Crossing 2

Station 19+00 Crossing of Wetlands

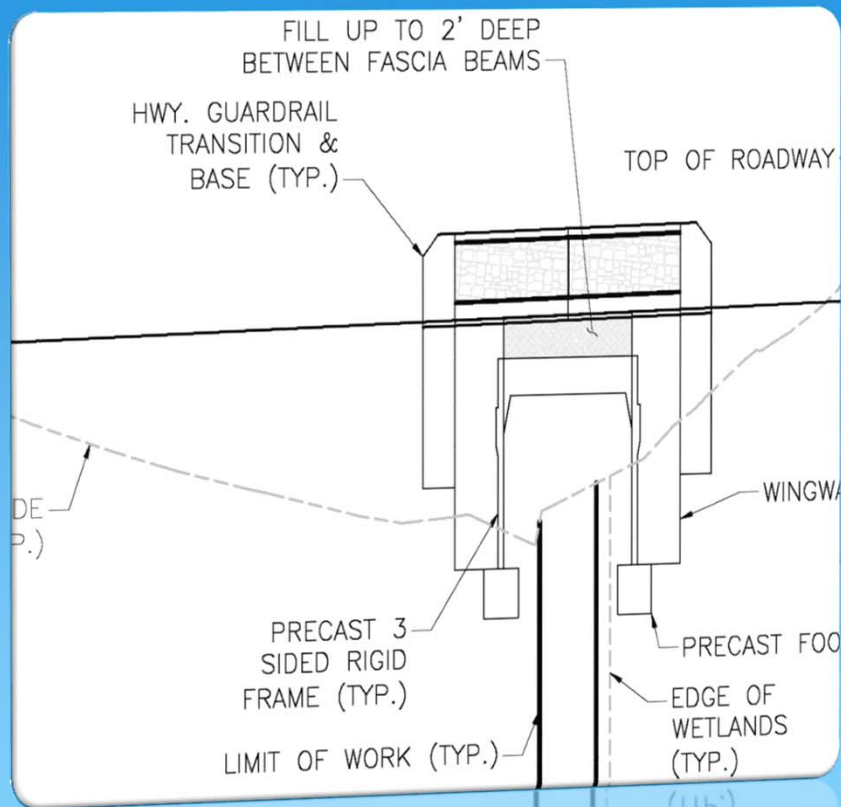
- 70 feet long
- W36x170 Steel Single Span
- Crosses drainage swale
- Precast Abutment and Return Wall System avoid wetlands on both sides



Crossing 3

Station 15+24 Crossing of Thompson Brook

- Longest crossing at 300 feet
- Steel Plate 3-span Continuous Girder
- Outside 100-Year Flood Zone
- Minimum 12-foot vertical clearance over access path
- Turning Mill site remnants below western span



Crossing 4

Station 2+50 Wetlands Crossing

- 30 feet long
- Precast 3-sided Rigid Frame (open bottom)

Construction Cost Estimates

- * Basis of Engineering Estimates
 - * Connecticut DOT 2015 Cost Estimating Guidelines
 - * Cost Items compiled using July 2015 CTDOT Bid Item List
- * Assumptions
 - * Estimates are 2016 Dollars
 - * No inflation – Construction date unknown
 - * Prior engineering experience and direct contact with suppliers
 - * Major unit quantities from preliminary drawings
 - * Percentages from Cost Estimating Guide, plus 25% overall contingency

Construction Cost Estimates

STRUCTURE BREAKOUT	COST
CROSSING 1 - Precast NEXT 36F Single Span	\$1,225,300
CROSSING 2 - W36x170 Steel Single Span	\$2,167,100
CROSSING 3 - Steel Plate Three Span Continuous	\$4,478,200
CROSSING 4 - Precast Three Sided Rigid Frame	\$534,500
STRUCTURES SUBTOTAL	\$8,404,900

Construction Cost Estimates

COST ELEMENT			COST
ROADWAY			\$2,771,700
STRUCTURES (see breakout below)			\$8,404,900
ENVIRONMENTAL COMPLIANCE (to be determined)			\$0
TRAFFIC			\$0
CLEARING & GRUBBING (% of total contract items)	6.0	%	\$670,600
M & P OF TRAFFIC (% of total contract items)	0.5	%	\$55,900
CONSTRUCTION STAKING (% of total contract items)	3.0	%	\$335,300
MOBILIZATION (as % of total contract items)	6.5	%	\$726,500
Minor Item Allowance (% of roadway and structure)	25.0	%	\$2,794,200
BASE ESTIMATE			\$15,759,100
CONTINGENCY (at designated %)	25.0	%	\$3,939,800
TOTAL ESTIMATED CONSTRUCTION COST			\$19,698,900

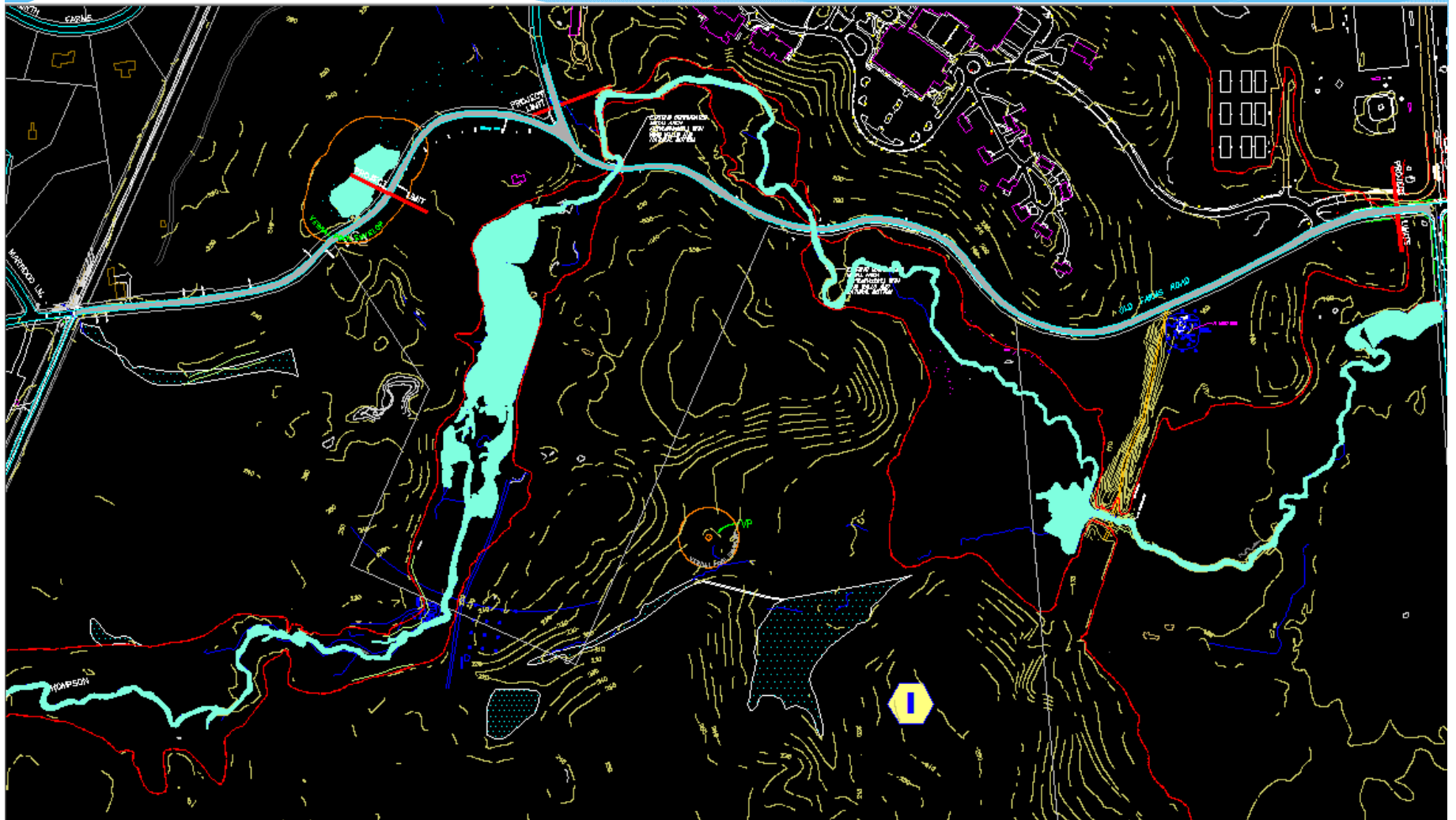
Rehabilitation Option

* Design Criteria and Constraints

- * Improve safety of the roadway
- * Improve sight lines
- * Follow Town standards for roadway widths, etc.
- * Stay within the existing roadway corridor where feasible
- * Minimize impacts to wetlands and abutting property
- * Improve OFR ← → Thompson Road Intersection
- * Determine if dedicated bike/ped path is feasible

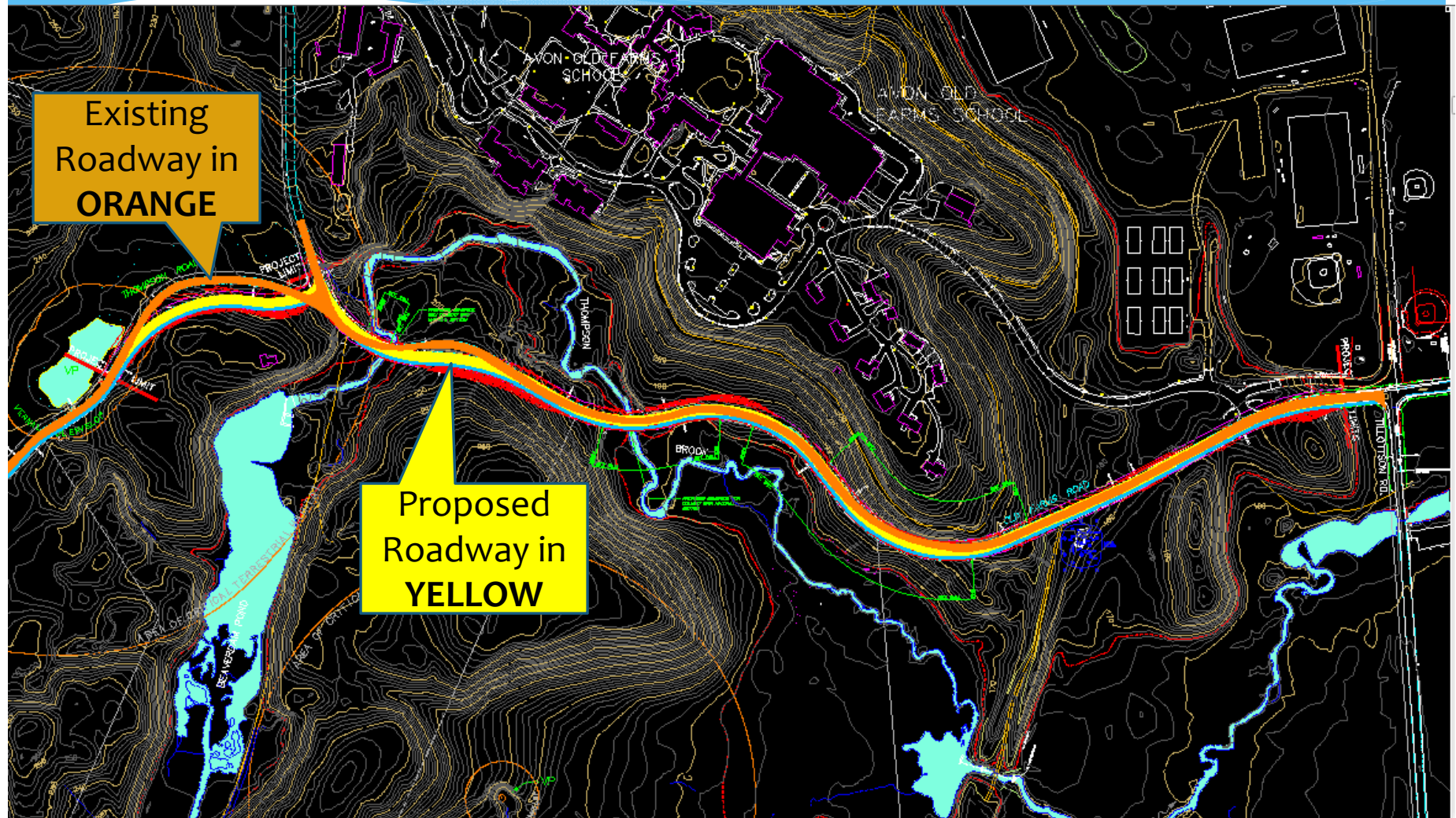
Rehabilitation Option

* Existing Conditions



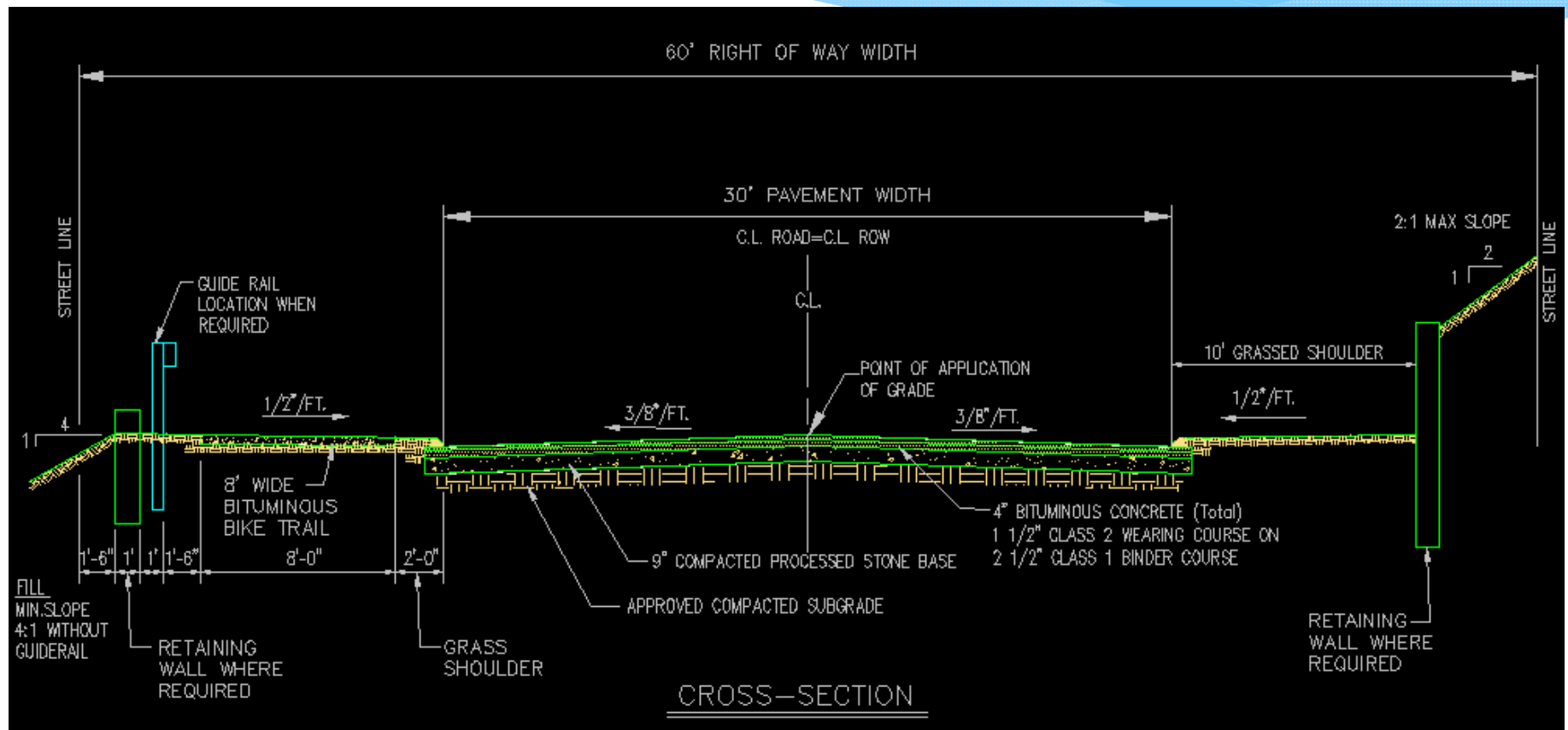
Rehabilitation Option

* Proposed Conditions – Overall View



Rehabilitation Option

* Proposed Conditions – Typical Cross Section



Rehabilitation Option

* Proposed Conditions – Cost Summary

REHABILITATION CONSTRUCTION PRELIMINARY COST SUMMARY			
ROADWAY		\$	3,700,274
STRUCTURES (included in roadway estimate)		\$	-
ENVIRONMENTAL COMPLIANCE		\$	-
TRAFFIC		\$	-
CLEARING & GRUBBING (as % of total contract items)	3 %	\$	111,008
M & P OF TRAFFIC (as % of total contract items)	10 %	\$	370,027
CONSTRUCTION STAKING (as % of total contract items)	3 %	\$	111,008
MOBILIZATION (as % of total contract items)	6.5 %	\$	240,518
Minor Item Allowance (as % of roadway and structure items)	25 %	\$	925,068
	BASE ESTIMATE	\$	5,457,904
CONTINGENCY (at designated %)	25 %	\$	1,364,476
	CONSTRUCTION COST WITH CONTINGENCY	\$	6,822,379
OPTIONAL BIKE / PEDESTRIAN PATH - RAIL TRAIL TO TILLOTSON			
CONSTRUCTION COST		\$	134,204
CONTINGENCY (at designated %)	25 %	\$	33,551
	OPTIONAL BIKE PATH COST WITH CONTINGENCY	\$	167,755
		\$	-
	TOTAL CONSTRUCTION COST ESTIMATE	\$	6,990,134

Relocation vs. Rehabilitation Option

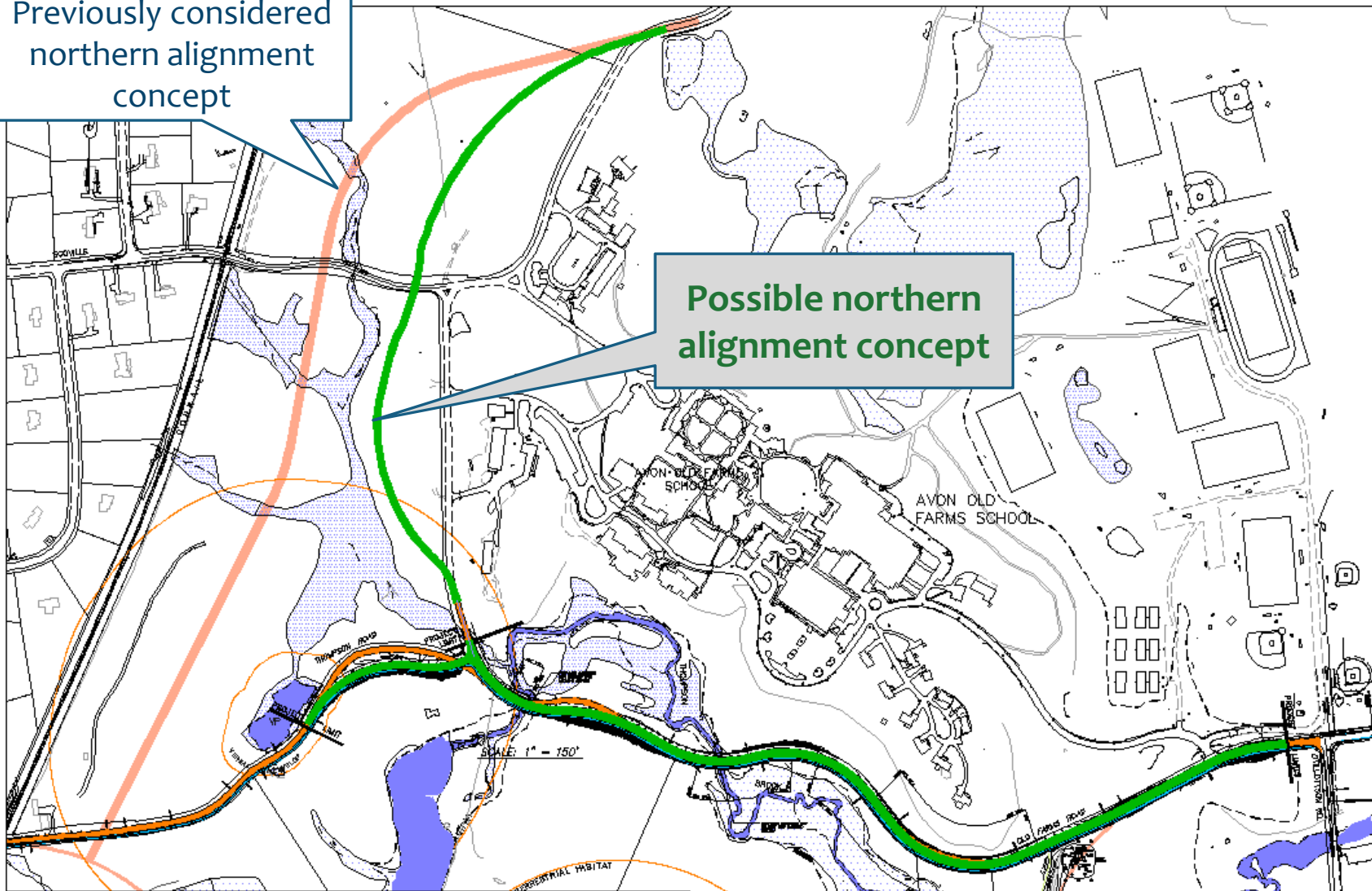
* Cost Comparison

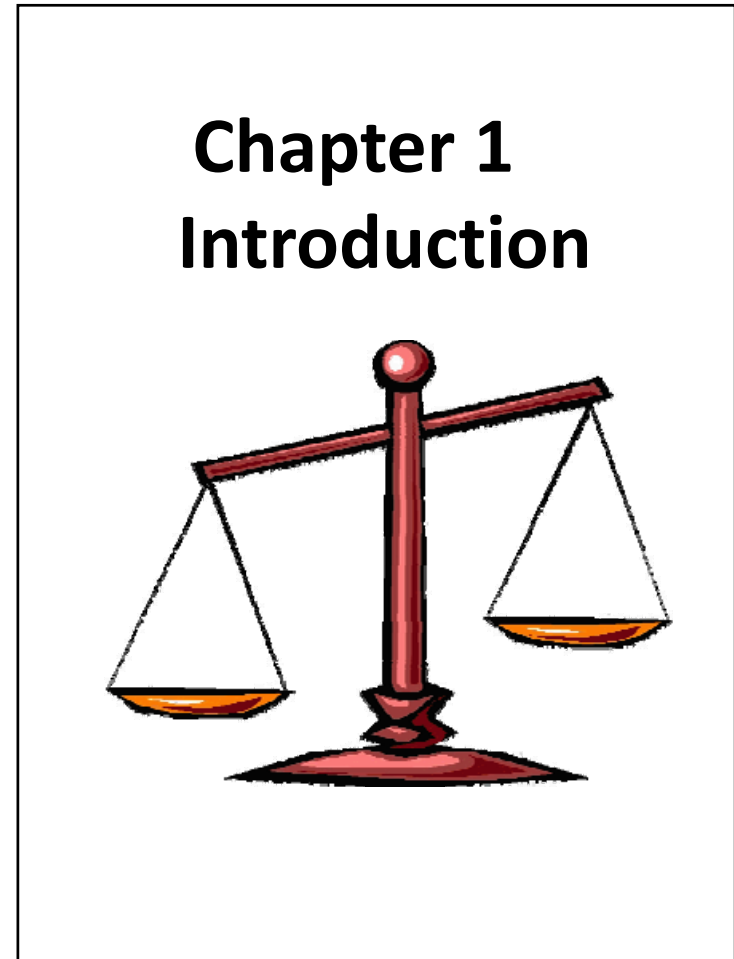
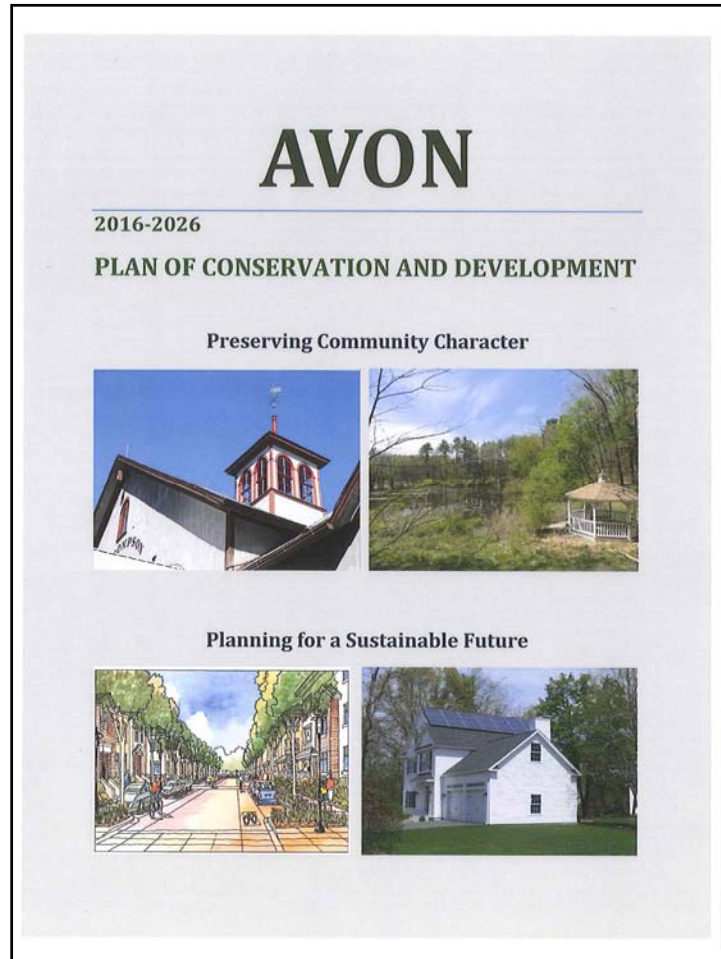
	Relocation Option	Rehabilitation Option	Difference
Roadway	\$ 2,771,700	\$ 3,700,274	\$ (928,574)
Structures	\$ 8,404,900	\$ -	\$ 8,404,900
Environmental Compliance (to be determined)	\$ -	\$ -	\$ -
Traffic	\$ -	\$ -	\$ -
Clearing & Grubbing (6% of total contract items)	\$ 670,600	\$ 111,008	\$ 559,592
M & P of Traffic (% of total contract items)	\$ 55,900	\$ 370,027	\$ (314,127)
Construction Staking (3% of total contract items)	\$ 335,300	\$ 111,008	\$ 224,292
Mobilization (6.5% of total contract items)	\$ 726,500	\$ 240,518	\$ 485,982
Minor Item Allowance (25% of roadway and structures)	\$ 2,794,200	\$ 925,068	\$ 1,869,132
Base Estimate	\$ 15,759,100	\$ 5,457,904	\$ 10,301,196
Contingency	\$ 3,939,775	\$ 1,364,476	\$ 2,575,299
Construction Cost with Contingency	\$ 19,698,875	\$ 6,822,379	\$ 12,876,496

The Northern Section

Previously considered
northern alignment
concept

Possible northern
alignment concept





Introduction

Avon is a picturesque New England Town that grew up along the wooded banks and meadows of the Farmington River. Avon is located in Hartford County in Central Connecticut, approximately 10 miles west of Hartford and is adjoined by the towns of Bloomfield and West Hartford to the east, Simsbury and Canton to the north, Burlington to the west, and Farmington to the south. The major transportation routes through Avon include Route 44 east and west and Routes 10/202, Route 167, and Route 177, north and south.

The topography of Avon is varied. The high-lands are in the easternmost portion of the Town. Avon Mountain on the West Hartford border is the most prominent feature with a peak elevation of 950 feet above sea level. The Town's western border with Burlington is delineated by the Farmington River. This part of Town also includes an area of higher elevation known as Huckleberry Hill. An area of lowlands located in the eastern third of the Town are part of the Central Farmington River Valley with the Farmington River flowing north through them.

The Town covers about 22.6 square miles. It has an average rainfall of 53" a year. The average daily maximum temperature is 63° F and the average daily minimum is 42° F.

Avon is part of the Capitol Region which is comprised of 38 towns in the Hartford area. Changes and growth trends within the City of Hartford have had an impact on growth and development in Avon. This will continue to be the case as we move into the future, although probably not as much as in the past. As suburban communities have taken on a more dominant role, Avon and the entire Farmington Valley area, consisting of the Towns of Avon, Canton, Farmington, Granby, and Simsbury, has become an employment center, shifting jobs from the core of Hartford to suburban areas. With the increase of local jobs as well as increased opportunities to work from home, employment and commuting patterns have also changed.

INSERT SMALL PICTURED MAP OF
CROG REGION W/AVON HIGHLIGHTED

Avon is a community of well-maintained, single-family residences, attractive condominium and apartment developments, two planned office and light industrial parks, good recreational opportunities, including significant areas of permanently protected open space, and a highly-ranked educational system.

Over 86% of Avon is currently developed for housing, commercial, industrial, institutional, recreation and open space uses. Approximately 13% of the Town is comprised of privately owned land which is currently undeveloped. Some of this undeveloped land is comprised of highly regulated floodplain, wetlands, and steep slopes. The remaining unencumbered vacant land comprises ___% of the Town. As of 2014, there were approximately 7,650 housing units. According to the U.S. Census, the estimated 2014 population was 18,597.

Avon has a very desirable set of characteristics which make it a highly sought after place to live and work. Much of this character is derived from an adherence to, and the successful implementation of, land use policies contained in earlier Plans of Conservation and Development. The Planning and Zoning Commission is charged with the responsibility to prepare this Plan and then update the Plan every 10 years. The Town's first Plan of Conservation and Development was adopted in 1956. Subsequent plans were adopted in 1968, 1979, 1991, and most recently in 2006.



This Plan plays an important part in creating a long-term vision relating to how land should be developed as well as preserved as open space. Through its implementation, using the principle tools available to the Commission which include zoning, subdivision, and inland wetland regulations, this vision may be realized. Since the preparation of the first Plan of Conservation and Development in 1956, there have been hundreds of goals established in these Plans that have been realized.

This has resulted in:

- The establishment of a network of roads that can safely and efficiently move traffic.
- A variety of housing choices including single family, cluster single family, condominiums, and rental apartments.
- Attractive retail shopping opportunities.

- Two business/office parks.
- Innovative changes to zoning regulations to encourage an attractive, mixed use, walkable Town Center development within Avon Park North.
- Creation of significant areas of protected open space and an extensive network of hiking trails.
- Significant advancements in the protection of natural resources in the areas of aquifer protection, inland wetlands, floodplain management, and ridgetop protection.
- Preservation of important historic structures.
- The allocation and acquisition of land resources used to accommodate community facilities such as schools, the senior center, Town parks, and fields for active recreation.

The Planning and Zoning Commission also has an important regulatory function. The Commission must review individual applications from land owners who wish to develop their property. This Plan forms the basis for adopting regulations in an effort to implement the goals and policies set out in the Plan. The Planning and Zoning Commission is in some instances given a certain degree of discretion when reviewing applications for development. In other instances, however, certain development activities are, by law, permitted "as of right". In these circumstances, there is very little discretion given to the Commission and an application must be approved if all regulatory standards are satisfied.

The Commission acknowledges residents' general satisfaction with the manner in which Avon has developed and the special character which it maintains. The Commission is aware that in many instances residents' sentiments are in opposition to new development in order to retain community character, protect the environment, and manage traffic.

However, the Planning and Zoning Commission does not legally have the right to simply stop development. Rather, Zoning Regulations must permit the "reasonable" development of privately owned property. Otherwise, in the event of a legal challenge, Connecticut courts will overrule the Commission with a finding of a "taking without just compensation". The Town, of course, has the option to purchase private property and limit development, such as the Town's decision to purchase the 317-acre Fisher Farm in 2002 and protect it as open space. This is discussed in more detail in Chapter 5.

State enabling law is designed to ensure a process of orderly development in compliance with the goals of this Plan, and Regulations enacted by the Commission to achieve these goals. This is a process that Avon has followed very well. More growth will occur but in accordance with this Plan and established land use regulations. At the same time, natural resources will be protected, safe infrastructure built, housing opportunities created, commercial areas developed, and selected open space assets preserved.

This Plan is intended to be a working document to guide the Planning and Zoning Commission and the citizens of Avon in making decisions regarding land use, transportation, public services, recreation, open space, natural resources, and housing, over the next decade.

The Plan also discusses certain capital needs relating to areas such as roads, sewers, and the construction of new or improved Town facilities. Under Section 8-24 of the Connecticut General Statutes, significant capital projects which the Town Council decides to pursue must be first referred to the Planning and Zoning Commission for a finding of consistency with this Plan.

Requirements of a Plan of Conservation and Development

A Plan of Conservation and Development is required under Connecticut General Statutes (CGS)

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8-23 to establish policies and goals related to both the development of land, as well as setting priorities for the conservation of land.

Connecticut Statutes state that the Plan shall:

- Be a statement of policies, goals, and standards for physical and economic development.
- Provide for a system of principal thoroughfares, sidewalks and multi-purpose trails.
- Promote coordinated development to have compact transit-accessible pedestrian-oriented mixed-use development patterns and land reuse.
- Recommend the most desirable use of land for residential, recreational, commercial, industrial, conservation and other purposes and include a map showing proposed land uses.
- Note inconsistencies with the following growth management principles: redevelopment and revitalization of commercial centers; expansion of housing opportunities and design choices; concentration of development around transportation nodes; conservation and restoration of the natural environment, cultural and historical resources and existing farmlands; protection of environmental assets critical to public health and safety; integration of planning across all levels of government.
- Make provision for the development of housing opportunities.
- Promote housing choice and economic diversity in housing.
- The Plan shall consider:
 - The need for affordable housing.
 - The need for protection of existing and potential drinking water supplies.
 - The use of cluster development and other development.
 - The State Plan of Conservation and Development (most recent Plan adopted in 2013).
 - The Regional Plan of Development (Capitol Region Council of Governments most recent Plan adopted in 2014).
 - Physical, social, economic, and governmental conditions and trends.
 - The needs of the municipality, including the objectives of energy-efficient patterns of development.
 - Protection and preservation of agriculture.

Sustainability

Sustainability is a concept that is embodied by every section of this Plan. A widely accepted definition is as follows:

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Doing so must integrate and balance economic, environmental, and social goals".¹

¹Footnote: 1987 Brundtland Report World Commission on Environment and Development; sponsored by the United Nations.

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Exhibit 1 illustrates the interaction of these variables.

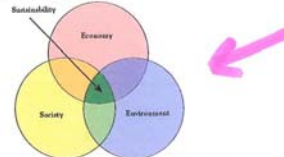


Exhibit 1 Sustainability Model Diagram

The main overall goal of this Plan is to create a dynamic balance between social well being, economic opportunity, and environmental quality within the context of the authority granted to the Commission under State law. Although this Plan is divided into 11 individual chapters, in order to place emphasis on a particular topic, in fact, no topic may be thought of as an isolated issue. Each must be integrated into a framework where it may be evaluated in context with all planning topics which are discussed in this Plan.

It can be argued that the current regulatory framework that Avon follows (as prescribed by State law) sometimes forces the fragmentation of these issues. The preservation of wetlands, for example, is analyzed without any analysis of social or economic benefits. This Plan provides an opportunity to think about how conservation and development relate, and how, in some instances, compromises must be made to achieve what the Commission concludes are the most important goals.

Most Chapters of this Plan contains a discussion as to how its various components relate to the principles of sustainability. Where appropriate, specific recommendations are made concerning regulatory changes which warrant further discussion in order to advance these principles.

In general, this Plan addresses Environmental Sustainability by:

- Recommending changes/refinements to existing regulations in the areas of floodplain protection, ridge-top protection, inland wetland regulations, and aquifer protection.
- Recommending the adoption of regulations to manage stormwater in a more environmentally sensitive manner using a concept known as LID (Low Impact Development).
- Setting priorities for the acquisition/preservation of additional open space.
- Setting priorities for the management of existing open space assets and the construction of additional recreational trails.
- Creating opportunities for mixed-use developments that will allow residents to gain access to services, shopping, and recreation by walking and biking.

Economic Sustainability by:

- Creating opportunities for commercial and industrial development that reflects the present and projected needs of Avon.
- Carefully analyzing remaining vacant land parcels for innovative development opportunities.
- Recommending a reduction in the rate of required parking in certain instances which will

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increase redevelopment opportunities.

- Encouraging investments in high speed internet to facilitate business communications and the ability of employees to work from home.

And Social Sustainability by:

- Creating opportunities for a broad range of housing that can meet the needs of both younger and older buyers (a significant portion of Avon's population) and reflecting an increased interest in the ability to walk or bike for goods, services, and health.
- Recommending changes to make it easier to establish accessory apartments.
- Recommending ways to make Avon more pedestrian and bike friendly by prioritizing locations for new sidewalk construction, designation of bike lanes, and adding crosswalks at several key locations on Route 44.
- Encouraging the preservation of important historic structures which help define community character.

The Capital Region Council of Governments (CROCOG) adopted the "Capital Region Plan of Conservation and Development 2014-2024" with an overall theme of creating a sustainable region. The Plan discusses ways that towns with the region can work together to accomplish these goals. In addition, with funding from the Department of Housing and Urban Development, CROCOG conducted a "Sustainable Land Use Code" project in 2014, which contains model land use regulations in the areas of energy conservation; local food systems; compact mixed-use development; and housing diversity and affordability. Both the Regional Plan and the Sustainable Land Use Code Project may be viewed on their web page at www.CROCOG.org



The Planning Process

This Plan is the outcome of the work of the Planning and Zoning Commission, many other Town boards and commissions, Town Staff, consultants, and the residents of Avon. In preparing this Plan, all previous Plans of Conservation and Development, as well as 7 past special planning studies, were reviewed.

In order to gauge public opinion on issues relevant to this Plan, a telephone survey was conducted by the survey research firm of GreatBlue Research. The survey was conducted during the month of December 2015. This survey consisted of 70 questions which were presented to 250 randomly selected residents. This selected group was of sufficient size to accurately represent the community. Participants were selected to fairly represent all age groups, genders, and geography. Survey methodology was selected to ensure statistically valid data. Questions were asked about policies relating to housing, open space, conservation, economic development, recreation, retail development, and proposed enhancements to Avon Center.

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Meetings that Plan was presented to the
Planning and Zoning Commission:

October 13, 2015
December 8, 2015
February 11, 2016
March 29, 2016
May 17, 2016

Chapter 3 LAND USE



Exhibit 3-1 and Table 3-1 present current land use in Avon.

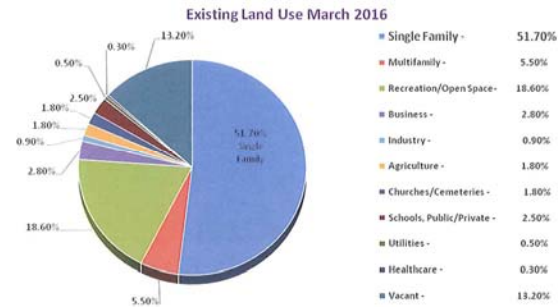
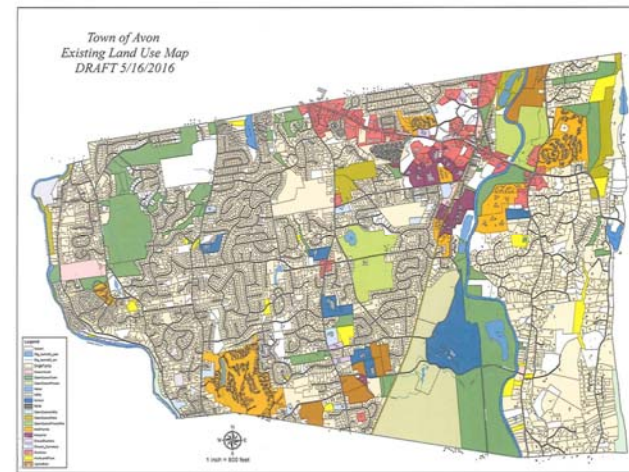


Exhibit 3-1 Pie Chart Showing Existing Land Use in Avon, March 2016

LAND USE	ACRES	% OF TOWN
Single-Family Residence	7,478	51.7
Multifamily Residence	804	5.5
Recreation/Open Space	2,693	18.6
Business	406	2.8
Industry	137	.9
Agriculture	270	1.8
Churches/Cemeteries	269	1.8
Schools, Public/Private	362	2.5
Utilities	77	.5
Healthcare	38	.3
Vacant	1,920	13.2
TOTAL	14,454	100%

Table 3-1 Existing Land Use in Avon, March 2016



Chapter 4

NATURAL

RESOURCES



- More frequent sweeping of Town roads and public parking lots to reduce the amount of sand draining into wetlands.
- A training program to reduce stormwater pollution from park and open space maintenance (including application of pesticides and fertilizer), fleet and building maintenance, and land disturbance.

Site Grading and Erosion Control

In accordance with State law, the Planning and Zoning Commission is charged with the responsibility to adopt rules aimed at controlling soil erosion during construction. A comprehensive set of regulations currently exist. Much of the remaining land which is currently undeveloped and in private ownership has steep slopes, which can require a substantial amount of regrading. This sets the stage for soil erosion if not properly controlled. As a means to better control erosion during construction, the Commission should consider regulatory changes which may include the following additional measures in connection with the review of subdivision applications:

- Require that certain lots be graded at the time of road construction.
- Require that the site feasibility plan presented at the time of subdivision approval be controlling.
- Require that the building lots be rough graded and stabilized prior to the issuance of a building permit.
- Require the preparation of an as-built survey map demonstrating compliance with approved site feasibility plan.
- Require the posting of a cash bond for each building lot.
- Require the preparation of a full graded "as built" site grading plan prior to the issuance of a Certificate of Occupancy (CO) to demonstrate compliance with the approved site grading plan. Require this plan for all new house construction as well as significant changes to existing single-family homes.
- Restrict the maximum change permitted to current topography in reviewing site grading plans for residential subdivisions including road construction and commercial site plans.

Low Impact Development (LID)

Low Impact Development (LID) is an innovative stormwater management approach with a basic principle that is modeled after nature; managing rainfall at the source using uniformly distributed decentralized controls. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as storm water disposal. Instead of conveying and managing/treating stormwater in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small, cost-effective landscape features located at the lot level. Many components of the urban environment have the potential to assist in LID. This includes not only open space but also rooftops, streetscapes, parking lots, sidewalks, and medians. LID is a versatile approach that can be applied equally well to new developments and redevelopment/revitalization projects. LID techniques include measures such as rain gardens, green roofs, permeable pavers, tree boxes, and bio retention.

LID has numerous benefits and advantages over conventional stormwater management (catch basins and pipes). In certain instances, managing stormwater by utilizing LID techniques can result in improved protection of natural resources at a lower cost. LID techniques may also be used to meet State and Federal mandates relating to stormwater management.

ORDINANCE	SUMMARY	YEAR ADOPTED
Floodplain Regulations	Greatly restricts filling of and construction in flood-prone areas	1955
Storm Water Management including Erosion Control	Requirements for detailed site grading plans including stormwater management that meets specific design criteria	1957
Wetlands and Watercourses	Restricts the filling of wetland soils and places limits on grading and construction within 100 feet of a wetland or watercourse	1974 Amended through 2007
Ridgeline Protection	Restricts grading and construction on certain portions of Avon Mountain and Pond Ledge to protect these traprock ridges	2001
Aquifer Protection	Prohibits certain uses that have the potential to contaminate major groundwater aquifers used for public drinking water supply.	2006
Illicit Stormwater Discharge Ordinance	Establishes fines for illegally connecting to, or discharging into, the municipal stormwater system	2013

Table 4-1 Town Regulations Relating to Natural Resource Protection

The following is a more detailed discussion of these Regulations and recommendations for future policy and change.

1. Floodplain Regulations

Floodplain Regulations were first adopted following the historic flood of 1955 and have been amended several times. They establish a comprehensive program, which greatly restricts construction and/or the filling of land in flood prone areas. As required, these rules are in strict compliance with standards set by the Federal Emergency Management Agency (FEMA). This program also permits private owners in flood-prone areas to purchase insurance through FEMA's Flood Insurance Program.

In fact, Avon's Regulations are more restrictive in one significant area. Flood-prone areas are defined in terms of the statistical risk that an area may be subject to flooding in any given year. An area within the 100-year floodplain has the statistical probability of 1 in 100 of being flooded in any given year. Similarly, an area within the 500-year floodplain has a probability of 1 in 500 of being flooded in any given year. FEMA Regulations mandate that the first floor elevation of any residence be at or above the 100-year floodplain elevation. Avon's Regulations are more restrictive and require that the first floor be above the 500-year floodplain elevation.

Fortunately, there are a modest number of homes in Avon that are located in flood-prone areas, and no new homes within the 500-year floodplain have been permitted since the flood of 1955. According to official FEMA mapping, there are currently 136 homes located within the 100-year floodplain. However, some of these homes may not actually be in the floodplain. In 2008 FEMA provided to the Town digital mapping which defines the 100-year and 500-year floodplains. This mapping is used as the basis to determine whether flood insurance will be required in instances where a home mortgage is being applied for. However, the data used to prepare these maps is not based on actual field study in some locations. This has resulted in some inaccuracies which depict certain structures within the 100-year flood zone (making insurance mandatory) when a more detailed evaluation proves otherwise. In order to amend this official map, a private homeowner must petition FEMA through a process known

The Commission endorses LID as a means to better protect water quality and reduce adverse effects from flooding. The following changes should be considered by the Commission for incorporation into Zoning and Subdivision Regulations.

Possible LID Amendments to Subdivision Regulations

- **Site grading**
 - a. require that site grading keep lot and fill areas to a minimum. Consider restriction on depth of cut to less than 10 feet from natural grade unless waived by the Commission (would require a finding by the Commission that the overall result would be superior).
- **Stockpiling and storage areas**
 - a. soil under stockpile areas to be returned to pre-development permeability levels through soil restoration and soil amendments.
- **Amend design standards**
 - a. require a planted island at center of cul-de-sac. Island to be depressed to include bio-retention features. Maintenance of island to be assigned to homeowners association or one (1) or more adjoining lots.
 - b. curbs to be used where slope of roadway exceeds 6%. Where roadway slope is 3% or less and where the Right-of-Way (ROW) is sufficient to support natural stormwater drainage elements, Commission may require curb breaks.
 - c. consider curbless sections of roadway where appropriate along with curbless catch basins.
- **Drainage Design**
 - a. encourage Low Impact Development (LID) design strategies as a primary means of stormwater management.
 - b. use of roadside swales with a minimum depth of 18" and a maximum side slope of 3:1.
- **Volume Control Design Criteria**
 - a. the post-development total runoff volume should be equal to 90 to 110% of the pre-development total runoff volume (based on 2-year, 10-year, 25-year, and 50-year, 24-hour storms).
- **Operations and Maintenance Plan**
 - a. Require a detailed plan to include:
 - maintenance schedules
 - identify responsible parties
 - as-built plans for completed structures
 - post construction documentation which demonstrates compliance with required maintenance activities

Chapter 5 OPEN SPACE AND RECREATION



POCD CHAPTER 5 (DRAFT) Open Space and Recreation May 26, 2016

Preservation of adequate amounts of open space retains a positive connection with Avon's more rural past, helps establish community character, and permits residents to maintain a relationship with the natural environment. The preservation of open space also directly contributes to public safety and environmental protection by preserving assets that mitigate damage from flooding and have the ability to filter pollutants dissolved or suspended in stormwater runoff.

In addition, the Town must maintain areas for active recreation, which match demand to use these facilities as the population grows and as demand for participation in organized athletic activities also continues to grow.

The preservation of open space also results in positive fiscal impacts. It is well accepted that the cost of acquiring open space even at fair market value, plus the cost associated with yearly maintenance, is substantially less than the costs associated with the private development of the same asset. A partial list of the resulting costs associated with private development include school education, road maintenance, utility maintenance, police and fire protection, etc.

Avon is fortunate to have a natural, stunning landscape which includes 3 prominent ridgelines known as Avon Mountain, Pond Ledge, and Huckleberry Hill; more than 7 miles of the Farmington River; broad expanses of floodplain; farmland; and large, unfragmented areas of upland woodland.

There are sizeable areas of protected open space that are owned by the Town, the Avon Land Trust, the State, private associations, and private interests. Map 7 depicts existing open space parcels by ownership.

OPEN SPACE PARCELS

Map 5-1 Existing Open Space Parcels by Ownership

There are 146 parcels categorized as open space which total 2,859 acres or 19.7% of the Town. This is summarized in Table 5-1.

OWNERSHIP	# OF PARCELS	# of ACRES
Town	70	1,536
State	22	437
Private	13	460
Utility	3	68
Avon Land Trust	34	312
Avon Land Trust Easements	4	46
TOTAL	146	2,859

Table 5-1 Summary of existing open space assets.

Residents of Avon clearly understand the benefits of open space preservation. The community survey conducted by the Commission during the preparation of this Plan (see Appendix A) highlighted residents' interest in preserving open space. The preservation of open space by purchasing

undeveloped land is more important to residents (88%) than commercial development (51.2%) or industrial development (32.9%). Most residents would support somewhat higher taxes to preserve additional valuable open space assets. By a large majority 74.3% of residents would accept an annual tax increase of \$50 for up to 10 years. A slightly smaller but still impressive group, 71.6%, would accept a \$100 increase.

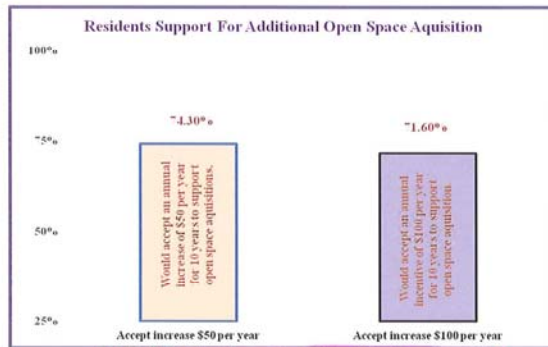


Table 5-2 Residents' Support for Additional Open Space Acquisition

Although public consensus is clear, it is important to note that the Planning and Zoning Commission must act in accordance with State law. Regulations cannot simply be adopted denying private land owners the ability to make reasonable use of their land. The word "reasonable" has been defined by decades of cases heard by Connecticut courts. It is clear that the Commission cannot simply create an open space zone as a means to preserve undeveloped land. Such an approach would be considered "confiscatory" and a "taking without just compensation" under State law.

Towns may require the transfer to the Town of modest amounts of open space when approving subdivision applications. In 2006, this Plan recommended increasing this requirement from 5% to 10%. This change was adopted in 2006. Encouraging a design known as cluster zoning may result in a subdivision which yields roughly the same number of homes on smaller lots making it possible to preserve larger areas of open space. The Commission encourages the use of cluster subdivisions where public sewer and water is available or in instances where soil conditions are suitable for individual or community onsite subsurface sewage disposal systems, and where adequate buffers may be created adjacent to established housing. Chapter 7 discusses possible regulatory changes which would make cluster development a more attractive option for private real estate developers, as compared to conventional large lot subdivisions.

More Protected	All parcels owned by Avon Land Trust are deed restricted prohibiting development (except for 1)	In very rare instances, even restrictions can be removed. (i.e., In 2010 the Avon Land Trust was successful in removing restrictions on a 1 acre parcel located off Haynes Road in order to trade it for a 17-acre parcel of valuable open space located south of Chidsey Road.
	150-acre Found Land Huckleberry Hill	Town gained ownership in 1960s by special act of State legislature and although there are no plans to do so, a bill could, theoretically, be introduced to amend legislation.
	Fisher Meadows Recreation Area 208 acres	Purchased in part with funding from the National Park Service. No development is allowed unless the Town was to acquire land of equal value which would then be subject to similar restriction.
Less Protected	Huckleberry Hill Open Space 236 acres	Purchased in 1967 using only Town funds. No state or federal grants. Highly unlikely would ever be used for development but not restricted.
	Blue Fox Run Golf Course 155 acres	Property is in private ownership and not deed restricted; however land is located within a highly regulated flood-prone area making development unlikely.
	Avon Country Club 116 acres	Private real estate that is owned by members of the Club, currently in an ROS zone. Recently the Club voted to sell a 6-acre parcel for development into a 5-lot subdivision (Eagle View Estates), located off Pioneer Drive.

Table 5-5 Examples of existing open space and how they are "protected".

It should be noted that as shown in Table 5-1, the 70 parcels of open space under Town ownership represent more than 50% of all open space. Notwithstanding the preceding discussion, any plan to use these properties (or any portion for any development) is ultimately in the control of the Avon Town Council. These matters would be discussed in public session with opportunities for public participation. In addition, any proposed sale of Town-owned land requires a public hearing by Town Charter.

Open Space Priorities

Map 9 presents a mapped view of existing open space assets and highlights 22 undeveloped parcels with the highest priority for preservation. Many of these parcels have also been targeted for possible inclusion in the Commission's Transfer of Development Rights Regulations. In general, properties targeted for preservation were given the highest ranking for one or more of the following reasons.

- Substantial in size and offer opportunities to preserve vestiges of rural character
- Present opportunities to preserve larger areas of unfragmented open space that benefit certain wildlife populations and provide other environmental benefits
- Provide connectivity to other existing open space assets.
- Possesses unique natural attributes.

INSERT MAP FULL 11 X 17

Map 5-3 Existing Open Space and Properties Targeted for Open Space Acquisition

Table 5-5 lists these 22 parcels along with ownership and parcel size. In total, they represent 932 acres. It should be noted that this list is not presented in any ranked order of importance.

	Parcel Address	Parcel ID	Acreage	Owner
1	25 Blanchard Road	1350025	34	CL&P
2	712 West Avon Road	4520712	23	Thompson
3	828 West Avon Road	4520828	38	Severn
4	841 West Avon Road	4520841	28	Smith Farm LLC
5	63 Sunrise Drive	4190063	9	Candels
6	70 Sunrise Drive	4190070	11	Cole
7	10 Harris Road	2570010	28	Thompson
8	120 Thompson Road	4320120	19	Parker
9	133 Thompson Road	4320133	19	Parker
10	136 Thompson Road	4320136	11	Thompson
11	170 Thompson Road	4320170	10	Thompson
12	355 Old Farms Road	3360355	2	Old Farms School
13	500 Old Farms Road	3360500	200	Old Farms School
14	555 Old Farms Road	3360555	347	Old Farms School
15	575 Old Farms Road	3360575	46	Old Farms School
16	230 Old Farms Road	3360230	34	Avon Dreamer
17	28 Scoville Road	3880028	25	Old Farms School
18	135 Scoville Road	3880135	11	Gardner
19	90 Pine Hill Road	3560090	15	Valley Farm Trl
20	575 Waterville Road	4500575	15	Coyne
21	595 Waterville Road	4500595	7	Coyne

Table 5-5 Parcels with Highest Priority for Open Space Preservation

Trail Construction

Since the adoption of the last Plan in 2006, many recommendations regarding new trail construction have been accomplished. In addition, an important 22-acre parcel which provides "a missing link" connection between the Found Land and Huckleberry Hill open space was acquired in 2012.

Significant trails which have been completed since 2006 include:

- **Found Land to Huckleberry Hill Open Space**

A 22-acre parcel of open space was acquired by the Town as part of the approval for the Weatherstone Subdivision. This land provides the "missing link" connection between these two very significant assets. A public gravel parking area was also constructed along Northington Drive. Road construction for the Subdivision located to the north, known as "Kings Wood", was completed. The last road, known as Windsor Court, (intentionally designed as a one-sided road) defines the north side of the Found Land and provides additional access along a distance of ½ mile.

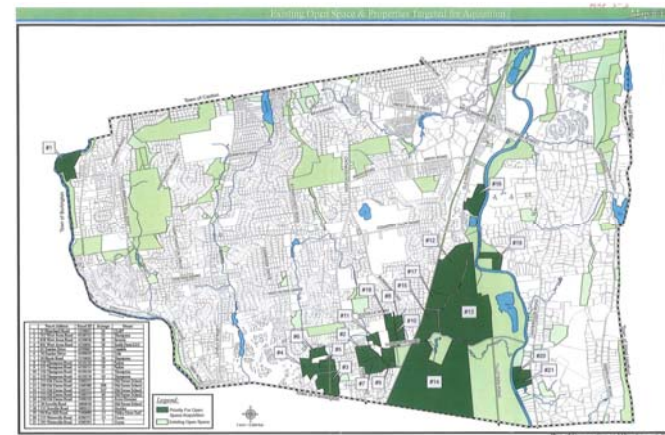




Table 7-3 Housing Construction in Avon by Type 2006-2015

Over the past decades of planning, the Commission has promoted a variety of different housing types and size through its land use policies and regulations. While the majority of existing housing stock consists of single-family homes on individual lots, there are also condominiums, rental apartments, active adult communities (55+), elderly housing developments, and assisted living facilities. The current ratio of single-family homes to multi-family homes is approximately 70% single family to 30% multi family.

This ratio has remained fairly consistent over the past 25 years. Tables 7-4 and 7-5 present a summary of all existing housing in Avon by type (excluding single-family homes).

Project Name	Housing Type	Number of Units
Farmington Woods	Condominium	976
Towpath	Condominium	57
Rivermead	Condominium	80
Hunter's Run	Condominium	264
Buckingham of Avon	Condominium	57
Pond Place	Condominium	210
Spring Meadow	Condominium	52
Avon Place	Condominium	186
Sconsett Point	Condominium	14
SUBTOTAL		1,896
Whispering Pines I	Elderly Housing	40
Whispering Pines II	Elderly Housing	53

2

Real Estate values for both single-family homes and condominiums peaked in 2006. Prices are currently down approximately 15%. The average size of a home sold in Avon in 2015 was 3,315 square feet and sold for an average value of \$506,116. The average size of a condominium sold in 2015 was 1,764 square feet and, on average, sold for substantially less, at \$236,308. Table 7-6 presents this sales data.

	Year	06	07	08	09	10	11	12	13	14	15
Single Family	# of Closings	255	246	174	188	165	216	240	234	258	251
	AverageSize sf	3,246	3,167	3,175	3,206	3,020	3,204	3,346	3,386	3,100	3,315
	AverageSale\$	615,203	589,757	563,516	536,046	475,505	533,657	530,227	539,251	490,702	506,116
	SalePrice\$/Ft²	134	183	174	165	158	163	153	157	156	151
Condo-miniums	# of Closings	120	98	77	61	86	73	74	92	103	107
	AverageSize sf	1,632	1,877	1,717	1,827	1,773	1,732	1,737	1,778	1,892	1,764
	AverageSale \$	302,732	303,404	257,187	245,857	263,348	237,344	235,162	239,763	255,730	236,308
	SalePrice\$/Ft²	164	161	149	137	147	135	134	134	134	132

Table 7-6 Characteristics of Single-Family Homes and Condominiums Sold in Avon 2006-2015

Buildout Analysis

An analysis of all vacant residentially-zoned parcels (large enough to be subdivided) was conducted to determine future building potential. In addition, parcels which may contain an existing home but are of sufficient size such that they might have potential for further division were also evaluated. In total, **55 parcels were evaluated**. Development constraints related to protected natural resources such as Inland Wetlands and ridgetop locations and constraints related to public safety, such as flood prone areas were also evaluated. Permitted densities, which vary by residential zoning district, were considered for each parcel. This analysis was done utilizing the Town's Geographic Information System (GIS) which includes data layers for each of these attributes, as well as the tax assessor's data based which also includes information on excess acreage.

In addition to those larger 55 parcels, it was determined that there are 311 existing lots with development potential. These are lots that were either approved through the subdivision approval process or lots in existence prior to the adoption of Subdivision Regulations in 1957.

Finally, three (3) parcels of land which are owned by members of the Golf Club of Avon and four (4) parcels of land which are owned by Avon Old Farms School were analyzed separately. It is somewhat difficult to categorize these properties from a land-use perspective. Previous Plans used the term private open space. These parcels are, in fact, privately owned and used in the case of the Golf Club by members as private recreation and by students and faculty for private recreation in the case of the School. There are significant restrictions on how these properties may be used under current zoning. However, these properties are not deed restricted as to future development. The Commission believes that each merits discussion in this Plan.

Golf Club of Avon

The Golf Club of Avon includes 3 parcels of land totaling 231 acres. It is currently zoned ROS or Recreation Open Space. The property is owned by the members of the Club and it seems unlikely that it will be sold for development; however, in 2014 Club members decided to sell a small 6-acre parcel which they deemed to be surplus property. A zone change to R40 for this

4

ZONE	# OF PARCELS EVALUATED	TOTAL ACREAGE	TOTAL STEEP SLOPES, WETLANDS, FLOODPLAIN	TOTAL LOT POTENTIAL
R15	10	15.7	10.1	12
R30	15	414.8	356.5	64
R40	25	452.8	104.6	248
RU2A	5	60	5.2	14
TOTAL	55	943.3	476.4	338
EXISTING INVENTORY				311
TOTAL LOT POTENTIAL				649

Table 7-7 Buildout Analysis by Zoning District

This analysis is based on current zoning. It is reasonable to expect and, in fact, this Plan encourages the use of single family cluster zoning techniques and the construction of additional condominium and rental housing units. This is discussed in greater detail later in this Chapter as well as in Chapter 11. This will result in a somewhat greater number of housing units. At the same time, the use of cluster housing techniques often results in the preservation of larger tracts of unfragmented open space in comparison to large lot single-family subdivisions.

The survey conducted in association with this Plan asked residents several questions relating to housing. When participants were asked about their thoughts on the current ratio of single family to multi-family homes, a solid majority, or 67%, believe the current ratio to be about right. Residents were told that the average value of existing houses in Avon is \$375,000 and asked to rank the importance of encouraging the development of more moderately priced homes. Respondents were roughly split, with 47% identifying this issue as being either very important or somewhat important and 52% indicating not too important or not important at all.

The Commission recognizes that there are important demographic and societal changes occurring which makes it prudent to encourage the development of smaller, single-family homes and multi-family units in order to meet expected demand. The construction of these units is likely to be matched by the construction of a similar number of single family homes, such that the current ratio of single family to multifamily homes will, in fact, remain similar. Paving the way for a sustainable future means addressing these housing needs.

The 2014-2024 Capitol Region Plan of Conservation and Development discusses two very important demographic trends which are now evident in Avon, the Capitol Region, and the Nation as a whole. The baby boomer generation (those born between 1946 and 1964) are retiring and the echo boomer or millennial generation (those born between 1980 and 1995) are entering the workforce. These two groups currently make up more than 1/3 of the Town's total population. A significant number of people from these two age cohorts share a common desire for smaller housing units in a safe, walkable environment, with access to services, shopping, and

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It should also be noted that some of these properties have also been identified in Chapter 5 as having a high priority for preservation as open space. In some instances they are also designated on the official Zoning Map as potential "transfer out" properties under the Town's Transfer of Development Rights (TDR) program as a means to preserve them as open space. In fact, the Commission's highest priority is to acquire development rights such that these properties remain open. However, it is likely that the cost to purchase all of these properties would be beyond the reach of the Town. It is also important to note that with creative site planning, it is certainly possible to preserve open space areas along existing roads and in other critical areas in order to protect valuable natural areas, by concentrating development elsewhere on the property. In this manner, vestiges of rural character along roads such as Thompson Road, Scoville Road, West Avon Road, and Old Farms Road may be preserved, and important natural areas preserved, while at the same time accomplishing the Commission's goal of providing these additional housing opportunities. **Table 7-8** presents a list of properties which may be appropriate for either cluster or multifamily development. **Table 7-9** lists properties which have been targeted as high priority for preservation and where this form of development may be appropriate in an instance where the Town cannot purchase these parcels. Should this be the case, it is the Commission's expectation that at least 50% of the parcels would be preserved as open space with compact development occurring on the remaining 50%.

Street Address	Owner	Comments
121 Sinsbury Road	Herz	Remnant piece from recently constructed assisted living facility. Residence at Brookside. Close to recently approved mix-used master plan for Avon Park North. Across street from Riverdale Farms and easy access to Farmington River Greenway. Must adequately buffer homes on Rosewood Road.
5 West Main	Crusheen LLC	Located to rear of O'Neills Chevrolet-Buick. Some steep slopes but good soils. Also adjacent to 38 Security Drive. Easy access to Farmington River Greenway, Avon Center, and Avon Village.
12 East Main Street	Zumbroski Trust	Small property, originally small barber shop. Could accommodate small office building with residential units on second floor.
17 and 20 Towpath Lane	King, Neriani	Located to the rear of Avon Village; easy walk to new Avon Center project. Adjacent to Farmington River and proposed River trail to Fisher Meadows. Heavily encumbered by floodplain and wetlands. Will need to be evaluated.
15 Columbus Circle	Town of Avon	Small parcel at end of Columbus Circle originally used as community septic system. Modest in size, must be evaluated. Potential for small project if combined with 2 and 6 Mountain View Avenue.
24 Mountain View Avenue	Brighenti	Potential for small project if combined with 2 and 6 Mountain View Avenue.
2 and 6 Mountain View Avenue	Candels	Potential for small project if combined with 24 Mountain View Avenue.
100 Nod Road	Connemara Court (Foley)	This "island" was created with the straightening of Nod Road. Old Nod Road is now called Nod Way. Cluster units with views of the golf course. Located adjacent to Hunter's Run Condominiums.
9 and 25 Avonwood Road	Jackson Inc. (Brighenti)	Two parcels located to the rear of neighborhood business shops.

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46 and 64 Avonwood Road and Towpath Lane	Avon Place and Towpath Condominiums, Avon Mill Apartments, and Towpath Condominiums	May be opportunities to make modest increases in density without adversely impacting adjoining properties
275/279 West Main Street	Rotondo/Wiener	Larger parcel but heavily encumbered by wetlands. Access to shopping and services on Route 44 which will eventually be served with a sidewalk possible rental apartments
268 West Main Street	Sunset of Avon (Rosenfield)	Heavily encumbered by wetlands. Access to shopping and services on Route 44. Possible rental apartments
23 and 24 Bailey Road	Ferrigno/Cavallari	Consisting of 1 vacant lot and 3 single-family homes. Zoned CR since 1957. Offers walking access to retail shops and services on Route 44
50 Tower Lane	Premier Bank	Former manufacturing, building now vacant. Possible candidate for reuse as residential. Located on periphery of Avon Park South, close to Town Center

Table 7-8 Listing of Properties to Consider for Multifamily and/or Cluster Style Development

Street Address	Owner	Comments
10 Harris Road	Thompson	Sunrise Farm
120 Thompson Road	Parker	Sunrise Farm
133 Thompson Road	Parker	Sunrise Farm
136 Thompson Road	Thompson	Sunrise Farm
170 Thompson Road	Thompson	Sunrise Farm
712 West Avon Road	Thompson	Sunrise Farm, one of the largest assemblages of remaining undeveloped land. Significant opportunities for cluster development away from roads to help preserve rural character
841 West Avon Road	Smith Farm (Witowski)	Opportunities for cluster housing, positioned to preserve streetscape
828 West Avon Road	Severni	Opportunities for cluster housing, positioned to preserve streetscape
355, 500, 555, 575, and 230 Old Farms Road	Avon Old Farms School	The largest remaining privately owned parcel. Should a portion of this property be sold for private development significant benefits may be realized by a cluster development (Please see detailed discussion in Chapter 11)

Table 7-9 Properties where cluster or multifamily redevelopment may be appropriate if land cannot be acquired as open space.

Chapter 9 BUSINESS AND INDUSTRY



POCD Chapter 9 (DRAFT) Business and Industry

May 26, 2016

Avon is very fortunate to have a well-balanced, diverse mix of business and industrial uses. For a Town with a population of about 18,700 and an area of 22.5 square miles, Avon has a substantial amount of retail, office, and industrial development. Avon's first Plan of Conservation and Development in 1956 and each successive Plan has made provisions for business growth. There are currently 6 retail business zoning districts and two industrial districts which comprise a total of 1,051 acres or 7.2% of the Town. Table 9-1 presents this information.

ZONE	TOTAL ACRES	% OF TOWN
Commercial Retail (CR)	170	1.1
Commercial Specialized (CS)	80	.5
Commercial Park A (CPA)	56	.4
Commercial Park B (CPB)	47	.3
Neighborhood Business (NB)	24	.2
Office Park (OP)	53	.4
Avon Village Center (AVC)	108	.7
Industrial Park (IP)	370	2.5
Industrial (I)	143	1.0
TOTAL	1,051	7.1

Table 9-1 Land Zoned for Business and Industry

There are approximately _____ acres of remaining vacant land zoned for business and industry. The largest remaining property is a 93-acre site located in Avon Park North, which is discussed later in this Chapter. There will also continue to be opportunities for redevelopment. There have been a number of commercial and industrial properties which were developed during the 1950's and through the 1980's which have since been redeveloped (in some instances two or more times). There are also opportunities for the redevelopment of other properties, as market conditions warrant additional private investment. Table 9-2 presents a partial list of properties which have been redeveloped over the past 20 years.

PROJECT NAME	ADDRESS	YEAR REDEVELOPED
Walmart Plaza/Big Y	255 West Main Street	Walmart 1999 Big Y 2002
Nod Brook Mall	315 West Main Street	2011 Fresh Market?
Avon Marketplace	380 West Main Street	2009
Goodwill Plaza (former TJ Maxx)	260 West Main Street	2014
Bank of America (former Fleet Bank)	240 West Main	1997
Plaza 44	195 West Main Street	1998
Sovereign Bank	205 West Main Street	2004
Avon Village (formerly known as Old Avon Village)	1-5 East Main Street	1984 1999?
Fairway Shops	56 East Main	1995
Riverdale Farms	124 Simsbury Road	2005
Hartford Hospital Wellness Center	100 Simsbury Road	1999
Hartford Hospital (former Blockbuster Video)	339 West Main Street	2011
TOTAL		

1

Exhibit 9-2 indicates that respondents who favor additional retail development have a strong preference for small retail shops.

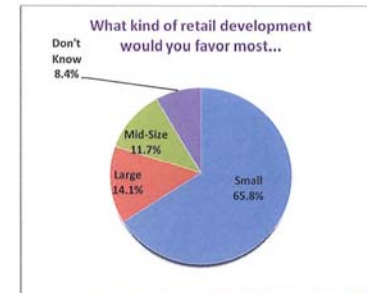


Exhibit 9-2 Type of Retail Development Most Favored by Residents
Source: GreatBlue Research, Survey December 2015

The Commission's past planning policies to promote an appropriate amount of commercial development and its implementation through planning and zoning regulations has resulted in a large measure of convenience to residents in obtaining needed professional services such as medical as well as in meeting retail needs. Sixty-five percent (65%) of survey respondents indicated that they were able to obtain needed professional services within Avon either always or most of the time. Seventy-seven percent (77%) of those participating in the survey indicated that they were able to accomplish needed retail shopping within Avon either always or most of the time.

In Avon the majority of revenue needed to fund services is obtained from the taxation of "real" and personal property. Real property includes the value of land and all things permanently attached, such as buildings, structures, and improvements. Personal property includes tangible items related to a business which is not fixed to a location and can be moved, such as business equipment, machinery, and computers. The total value of these assets is known as the Grand List. Commercial properties provide a major contribution to the Grand List. For the year 2015, the grand list was 2.6 billion dollars. Of this, 15% was attributable to taxes paid to the Town from owners of commercial real estate, as well as individual businesses. Although Connecticut's system of taxation often results in a competitive environment to attract business and industry, the health of Avon's local business environment is clearly limited linked to the health of the regional economy as well. In many ways, the fact that adjoining towns may be prospering makes it easier, not more difficult, to attract and retain business in Avon.

Avon businesses employ over 8,000 individuals. The U.S. Census Bureau reports 595 businesses in 2013 with a total annual payroll of \$362,306,000. Convenient access to goods and services for Avon residents, a significant number of jobs within the community and an impressive contribution in Town taxes by Avon businesses have resulted in a sustainable economy. However, like private business, the Commission and its Zoning Regulations must be responsive to

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Exhibit 9-4 Approved Master Plan for Avon Village Center, Carpianto Group, dated November 17, 2015

This 93-acre site was used as a successful manufacturing facility from the turn of the century until 1969. In 1972 it was "reinvented" in cooperation with the Commission into a suburban office business park. Regulations were developed and a zone known as Industrial Park (IP) was created. Although there are many successful businesses within the Park today stemming from this effort, the Commission believes its latest efforts to rezone this area to a new mixed-use zone is responsive to current market demands and will result in an attractive project with safe pedestrian and bicycle access to restaurants, shopping and services.

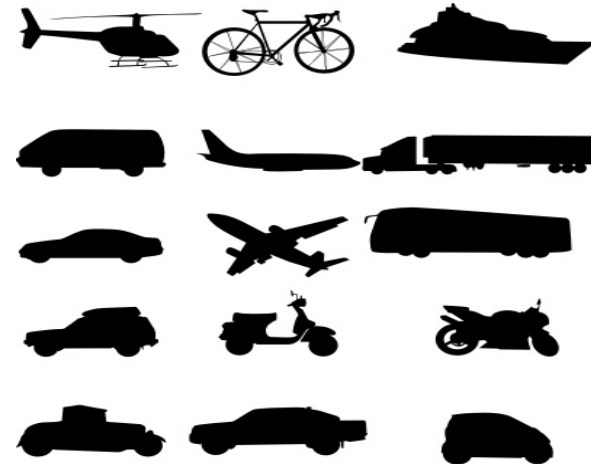
The Commission expects to receive detailed site plans for portions of this project over the next several months. This project represents the most significant opportunity for a new commercial development in Avon at this time. This project will help define Avon Center, reinforce its special character, and likely encourage other residential and commercial projects outside the current boundaries of the Avon Village Center Zone. Following the development of this project The Commission may wish to consider expanding the boundaries of the AVC zone as this project progresses and interest expands to nearby areas. Please also see Chapter 11 (Neighborhood Goals and Policies) for added discussion.

Multifamily Housing

Chapter 7 identifies several parcels of land that merit further investigation regarding the possible construction of multifamily housing. These sites include properties currently zoned Industrial Park (IP), Commercial Retail (CR), and Commercial Specialized (CS). Please refer to Chapter 7, Housing, for a more detailed discussion.

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Chapter 10 TRANSPORTATION



snap2objects

POCD Chapter 10 (DRAFT) Transportation

May 26, 2016

Avon's transportation system includes a network of local roads, State roads, and private roads totaling 155.9 miles. It also includes _____ miles of sidewalks, as well as the Farmington Valley Greenway, which is 4.3 miles in length. Since the adoption of the last Plan in 2006 there have been an additional 9.7 miles of new local roads constructed and accepted by the Town. In addition, there are 2.4 miles of new roads currently under construction that have not yet been accepted. Table 10-1 shows a breakdown of this network.

	# OF MILES
Local Roads	109.1
State Road	15.9
Private Roads	30.9
Sidewalks	
Farmington Valley Greenway	4.8

Table 10-1 Avon's Transportation Network

The survey conducted by GreatBlue Research asked residents to rate the network of roads in Avon. A majority, or 67%, indicated a ranking of either good or excellent. Traffic congestion, however, was voiced as a major problem to 29% of respondents while 55% viewed it as at least a minor problem. The most frequent problem area cited was Route 44, with 14% highlighting it as the area of greatest concern.

The Planning and Zoning Commission has made the establishment of a safe and efficient roadway network a top priority, beginning with the first Plan of Conservation and Development in 1956. This continuous effort and steady incremental changes has generally kept pace with population growth and has resulted in a safe and efficient transportation network. This Chapter does, however, recommend either improvements to, or the study of, certain existing roadways and presents a plan for the extension of roadways ~~known-referred-to~~ as temporary cul-de-sacs. Exhibit 1 shows a much earlier effort to establish transportation goals in 1956 at a point in time when Avon, of course, had far fewer roadways.

1

ARTERIAL ROADS

Route 44 (East and West Main Street)
Route 10 (Waterville Road and Simsbury Road)
Route 167 (West Avon Road)
Route 177 (Lovely Street)

COLLECTOR ROADS

Arch Road
Burnham Road
Carriage Drive
Chevas Road
Climax Road
Country Club Road
Deercliff Road
Hollister Drive
Huckleberry Hill Road
Juniper Drive
Lofgren Road
New Road
Nod Road
Northington Drive
Old Farms Road
Scoville Road
Stagecoach Road
Thompson Road
Tillotson Road
Woodmont Road

Table 10-2 Arterial and Collector Roads in Avon

Arterial Roads

The Town's arterial road network consists of 4 State roadways: Route 44, Route 10, Route 167, and Route 177. Exhibit 10-2 presents information on the daily traffic volumes as of 2012 on each of these roadways at key locations.

Route 44

Route 44 is the principal east-west route through Avon. As shown in Exhibit 10-2, it carries average daily traffic volumes of between 19,500 and 28,900 vehicles with the highest volumes in Avon Center at the intersection of Route 44 and Route 10. Route 44 has the burden of accomplishing many tasks. It must safely and efficiently carry these traffic volumes from a broad region outside of Avon, move local traffic, and service commercial establishments located on and nearby the roadway. The appearance of the roadway is also important, as Route 44 is also Main Street (East Main Street and West Main Street). Achieving this balance has been a challenging task for both the State Department of Transportation (DOT) and the Town.

In anticipation of future growth in the region, the State DOT has studied/proposed several new highway projects over the past 50+ years, each of which was met by significant local opposition from Avon residents and those of surrounding towns and, ultimately, each plan was abandoned by the State. These included:

3

Route 10 – Summary of Recommendations from the 2001 Route 10 Corridor Study

- A wholesale widening to four lanes is not necessary.
- Many locations have geometrically substandard shoulders that do not provide an adequate opportunity for a motorist to bypass a left-turning vehicle and safely accommodate pedestrians and bicyclists. As maintenance activities are undertaken, such as repaving, shoulders should be widened to six feet in rural areas and four feet in urban areas.
- Replace the bridge across the Farmington River at Old Farms Road and improve the excessively steep eastbound approach.

Discussion: This project is currently under design and discussed later in this Chapter.

Road Circulation

As mentioned previously, through a long history of planning, and an investment of tax dollars in improvements to local roads, the Planning and Zoning Commission and Avon Town Council have been able to accomplish a safe and efficient network of roadways. This has often been done in small increments. An example which involves New Road construction is Northington Drive, a planned collector roadway serving Huckleberry Hill. This road was initially shown in the 1991 Plan of Conservation and Development when Huckleberry Hill was largely undeveloped. It was constructed over a 25-year period of time by several private developers in connection with individual subdivision applications. In the review of each application, the Commission ensured that when portions of the roadway were to be built that they follow the layout established in the POCD. The last remaining section of Northington Drive was completed in 2014 through a portion of the Found Land. The roadway, which is approximately 10,000 feet in length, now links Lofgren Road along the ridge of Huckleberry Hill to both Lovely Street and Huckleberry Hill Road and serves more than 300 homes.

Avon has now reached 85% buildout and the existing network of collector and arterial roadways should serve the Town well into the future. Some roads which form critical parts of the Town's collector road system that have been built over the past 50 years meet modern design standards. These include roads such as Hollister Drive, Woodmont, Stagecoach Road, and Juniper Drive. However, many other collector roads are much older and were constructed at a time when Avon was a small agricultural town. These include roads such as Country Club Road, Thompson Road, Scoville Road, New Road, Nod Road, Huckleberry Hill Road, and Deercliff Road. The Town has made major investments in improvements to several of these roads including Nod Road, Country Club Road, and New Road. Future emphasis will be on additional improvements to these roadways relating to geometry, lane width, and storm drainage, as opposed to the construction of new collector roadways. One possible exception, however, relates to Old Farms Road and is discussed next.

Old Farms Road

Old Farms Road, a collector roadway is one of the most scenic roadways in Avon, as it meanders past the Avon Old Farms School; the School's privately-owned forest; the Farmington River floodplain; and the Fisher Meadows Recreation area. However, the roadway is not designed to accommodate the current volume of traffic that uses the roadway. Current average daily traffic volumes are _____. It lacks sufficient geometry, width, and horizontal and vertical alignment. Two existing bridges over Thompson Brook are too narrow. The bridge over the Farmington River is too steep as it approaches Route 10. It also has structural deterioration such that it needs to be replaced.

Plans to relocate Old Farms Road in a new alignment south of the existing roadway have been

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Exhibit 10-7

Exhibit 10-7 Priorities for Adding Painted Crosswalks, Route 44

Planning for Bicycles

Since the adoption of the last Plan and especially over the past 20 years, a substantial number of residents are interested in improving opportunities for bicycling for recreation and as an alternative to driving a car to work, shopping, and other destinations. The five-mile long Farmington Valley Greenway and its connections south to Farmington and north to the Massachusetts State line is well used by Avon residents.

A study entitled Recommendations for Bicycle Planning and Design in Avon, CT was prepared by Christopher McCahill PhD, in 2012, and is incorporated as Appendix B to this Plan. of Conservation and Development. It includes a brief assessment of the suitability sustainability of biking on Town roads based on traffic volumes and shoulder width.

In 2013 the Town hired VHB, Inc. to prepare a design plan for installing signage and bicycle sharrow pavement markings for the entire length of Scoville Road. This design was included as a demonstration project that could be expanded to other roadways in Avon. However, a close look at the current configuration of Scoville Road and recommended design standards as published by the American Society of Highway Engineers (ASHTO) revealed several deficiencies. As discussed earlier in this Chapter, Scoville Road although a collector roadway is one of several collector roads which predates modern design standards making it difficult to accommodate bicycles. The Town Council decided not to pursue this project due to these design challenges.

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