Final Report of the

Rte. 169 SCENIC BYWAY SUBCOMMITTEE

Town of Brooklyn

Planning and Zoning Commission
June, 2012

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BROOKLYN PLANNING AND ZONING COMMISSION

Rte. 169 Scenic Byway Sub-committee

MEMBERSHIP
2012

Harry Arters

Katie Bogert

Pat Burns

Jules D'Agostino, Co- chair

Don Francis, member, Planning and Zoning Commission

Hans Koehl

Deane Rettig, Co-chair, member, Planning and Zoning Commission

Michelle Sigfridson, member, Planning and Zoning Commission

Carlene Kelleher, Chair, Planning and Zoning Commission

Jim Larkin, NECCOG, advisor

Austin Tanner, ex-officio

The Route 169 Advisory Committee

The following individuals have served on the Route 169 Advisory Committee, and provided invaluable assistance in the development of this plan. Each of the First Selectmen were asked to appoint someone from their town. In addition, representatives of various representative groups were asked to participate.

***Hope Barton**, Chairman, Brooklyn Conservation Commission*
***Judy Bouse Pahl**, Program Director, NECCOG*
***Nini Davis**, Director, NE CT Tourism Office*
***Donald Francis**, First Selectman, Town of Brooklyn*
***Ray Guillet**, Town of Canterbury*
***Jean Hazelton**, Town of Woodstock (Representative)*
***Richard Herrmann**, Town of Lisbon (Representative)*
***Marge Hoskins**, Quinebaug &Shetucket Rivers Valley National Heritage Corridor*
***Bill Hull**, President, Hull Forest Products*
***Phillip James**, President, Wyndham Land Trust*
***Charles Kennerson**, Connecticut DOT District Office*
***Ellery Kington**, General Manager, Willimantic District CT Light & Power*
***Gloria Langer**, NECCOG*
***Herman Lehlbach**, Connecticut DOT, Scenic Road Committee*
***Norma O'Leary**, Connecticut Farm Bureau*
***Stanley Sheldon**, First Selectman, Town of Pomfret*
***Elizabeth B. Wood**, Historian, Town of Woodstock*
***James Wright**, First Selectman, Town of Lisbon*

New York Times, Monday, September 27, 1875, page 4, column 3.

"Making Towns Attractive"

"Mr. Henry C. Bowen delivered a brief, practical and suggestive address at the Woodstock Fair, in Connecticut, the other day, closing as follows:

The time is coming, and is not far distant, when the people in all these New England towns and villages will organize and go systematically and joyfully to work in making public improvements. Those places which move the soonest will reap the earliest and greatest renown, for they will gain in population the refined, the most enterprising and wealthy, and make permanently secure their prosperity. Real estate will increase in value, taxes will decrease because of the increased value of property and of population and everybody will be made happier and better by the change. It is time to think of the improvements of your public streets and highways. It is time to think of sidewalks and shade trees along all your highways, of public parks and fountains, of bathing-houses and boat-houses, of flowers and shrubbery - of grading and leveling, of doing everything in your power to make all these beautiful hills, and valleys bud and blossom as the rose, and be more and more your pride and joy. In this good work you must be united, harmonious, and persevering, and the blessed yearly investment of time and money you make will pay you a dividend every day the year around and all your life long, and thousands shall share in your investment when you are dead and forgotten. Let every man, woman, and child do something in this matter and do it promptly. You can at least plant an elm or a rosebush every year, and you will not have lived entirely in vain. A single work more under this head. I hope the time will speedily come when it shall be called a punishable offense for any man to make the public highway a depository for his old broken carts and stone heaps, and old rubbish from his garret and barn , from cellar and door-yard.
Such action is harmful, demoralizing, and a public nuisance and it should be rigidly forbidden and prevented. You have the power to do this, I hope you will have the disposition to enforce it. It is for the public good that this should be done, and that is reason enough. And, hereafter, if a man wants a nuisance, let him have it in his own door-yard where he can see it, ponder over it, and smell it every day, all by himself. Those towns and villages will most prosper which fastest multiply their local attraction. You will all of course, vote for schools, churches, and workshops, and this is right but you must march onward beyond these points as fast as you can with proper regard to other duties. Look out for public institutions and endow them. Look out for your streets and highways, and improve them. Make your town, your village and your home more and more beautiful every year. Your hearts will be made better, and your souls will be richer for so doing. Pardon this friendly intrusion and accept my best wishes for your continued prosperity."

OVERVIEW

Final Report of the Rte. 169 Scenic Byway Subcommittee

June, 2012

Foreword

There are probably a few reasons why individuals who regularly attend the Planning and Zoning Commission meetings were able to convince the members to include this study as a priority. Rte. 169 is only one of two nationally-designated scenic routes in Connecticut and while Brooklyn is but one of five communities along the 32.10 miles of the Byway, the members came to feel that there is a special interest to consider regulations to protect its natural beauty. In addition, the Northeast Connecticut Council of Governments was awarded a grant to revise the 1995 edition of the Rte. 169 Corridor Management Plan and this work would be essential from Brooklyn's point of view.

The ultimate goal for the study is to preserve the value Brooklyn has for its history and rural character.

Background

At least three documents over the last fifteen years have spoken of the Rte. 169 byway and the necessity for maintaining its natural beauty, historical and cultural significance and natural resources.

The Scenic Route 169 Committee met in 1990 and drafted the document requesting a scenic highway designation for the Norwich to Woodstock Turnpike (Rte. 169) from Taftville to the Massachusetts State Line. This exhaustive study involved leaders from each of the towns and included documents and testimony from notable officials which all lead to its current designation. The work to maintaining the designation then fell to individual town commitments identified in a soon to be developed management plan.

In 1995, the Rte. 169 Scenic Road and Advisory Committee and the Connecticut Department of Transportation published a comprehensive Corridor Management Plan with specific recommendation for each community. Very little was accomplished after a few years and the plan was left unattended.

Rte. 169 must have been on people's mind when Brooklyn prepared and published its Plan of Conservation and Development, 2010 – 2020. The plan references maintaining the character of the national scenic byway in Brooklyn consistently throughout the document. On more than one occasion, the plan suggests the need for an on-going Advisory Committee. The appointment of the sub-committee was just a first step.

Charge to the Subcommittee

To recommend a course of action to the Planning and Zoning Commission to provide protection for the Rte.169 Scenic Byway and to preserve the federal designation as a scenic byway and "consider zoning –balance the rights of the property owner at the same time consider the beauty of the road and its natural scenic views." (minutes, February 6, 2012.)

The sub-committee met seven times over the course of four months and offers the recommendation submitted with this report.

It should be noted from the minutes attached, there were many points of views expressed and we did our best to recognize consensus when it emerged. There always seem to be genuine concern for character of the byway and it natural beauty apparent in its view sheds and natural resources often expressed as protecting what is visible to the public from the road.

Minutes

We used the practice of noting consensus and no consensus in our minutes whenever there appeared to be so to respect the points of view expressed. It therefore seemed more appropriate to include all our minutes with the report rather than describing and analyzing the points of view.

A key area of discussion concerned exactly what the charge asked us to do; that is, balancing the rights of the property owner and at the same time considering protections for the byway such as view sheds. Article 15 of the current regulations – conservation subdivision regulations especially 15.2 and 15.3- helped us to reach some agreement. Another area of interest was how to best be specific about permitted uses especially limited business enterprises in the absence of a definition in the current regulations. (We suggest a definition.).

Questions of concern to the subcommittee

We tried to address a number of questions as we met.

'What is the goal of such a zone? – Committee members were concerned with balancing over regulations and protecting the natural beauty of the road.

. What kind of methods (regulations) would we recommend for Rte.169 protections? – see recommendation and related Summary of Considerations (Appendix). A long term commitment on the part of municipal officials and the PZC was also mentioned.

How many properties would be affected and how would they be affected? – There are approximately 130 property owners along Rte. 169 – see recommendation

What is the affect on Rte. 6 and 205 and the VCD? Not addressed

What is the affect on the towns in terms of tourism, growth, maintenance and enforcement? Not addressed.

What existing conditions should be changed and/or new conditions added? See recommendation and Summary of Considerations.

Should it be a separate zone or an overlay zone? See recommendation.

.What are the variables we want in the zone? The committee looked and kept re-looking at this question in terms of its charge and reached consensus on some issues but not others.

. Who is responsible for putting up scenic signs and information?
. Who decides on pull-offs for scenic areas? See appendix and response from Ms Colleen Kissane, Chairperson, State Scenic Road Advisory Committee,

. What will it take to keep Rte. 169 as a Nationally Designated Scenic Byway? A commitment by municipal officials and the Planning and Zoning Commission. See appendix. UCONN Managing Development Along Scenic Routes, Guidelines for Municipal Officials, and Developers, September, 2000 and bibliography. (This document is available at Town Hall.)

Scenic Rte. 169 Summary of Considerations

The members debated issues and expressed many different points of view as the minutes so well illustrate. The substance of these varying opinions can be traced to a difference in the degree and extent regulations were needed to keep Rte. 169 a scenic byway and, generally, did the current RA Zone regulations do so. All members agreed that Limited Business Enterprises needs a definition and one is included.

While the Summary of Considerations looks like a recommendation, it is more the points we considered and the issues the Planning and Zoning Commission should consider when making a decision regarding Rte. 169 as a scenic byway. See Appendix for the complete document approved by the subcommittee.

Recommendation

It was generally agreed that protections for the Rte. 169 Scenic Byway relate to areas south of the Village Center District and north of the Village Center District. See appendix... Scenic Corridor Overlay Zoning, New Jersey Department of Transportation and bibliography.

The committee considered a separate zone for the Rte.169 corridor and extending the Village Center District the length of the byway under 8-2j. Neither gained sufficient support. The committee also discussed and reviewed two drafts of an overlay zone but believes it would be unmanageable. A majority felt that the PZC should look at strengthening the current RA Zone with protections it would like to see on the Rte. 169 Byway. See 3-column analysis (appendix) reviewed for this discussion.

The subcommittee reached consensus on a number of issues.

At the May 29, 20102 meeting, the subcommittee came to consensus regarding the following issues:

- No overlay zone along Rte. 169
- Recommend the Planning and Zoning Commission strengthen the RA Zone along Rte. 169 which includes the Limited Business Enterprises and also strengthen Section 3.4.4.2.1 as it applies to Rte. 169.
-Recommend the Planning and Zoning Commission encourage NECCOG explore with other towns areas other than zoning along Rte. 169.

An Additional word

The subcommittee suggests the PZC consider public input concerning protections for the Rte. 169 Byway and maintaining its current designation. The subcommittee requests that its members be considered for membership if the Brooklyn Selectmen choose to establish a Rte. 169 Scenic Byway Advisory Committee to pursue initiatives to enhance its recognition and encourage its scenic beauty. See also appendix for recommendation submitted under public comment.

Appendix

We include items of interest and other reading and reference information.

MINUTES

Brooklyn Planning and Zoning Commission
Rte. 169 Scenic Byway Sub-committee
MINUTES

The RTE. 169 Scenic Byway Sub-committee met on February 6, 2012 at 7:00 pm at the Creamery Brook Conference Room, Brooklyn,CT

The meeting was called o order at 7:05 pm. Members in attendance: Deane Rettig, Jules D'Agostino, Katie Bogert, Pat Burns, Don Francis and Michelle Sigfridson, Advisor Jim Larkin and PZC Chair, Carlene Kelleher. Community member: Lisa Arends. Absent with notification: Hans Koehl, Harry Arters.

Jules D'Agostino welcomed the members and thanked them for their willingness to serve on the sub-committee. He stated Deane has agreed to serve as co-chair.

Public Comment – none

Carleen Kelleher, Chair , Planning and Zoning Commission reviewed the charge to the sub-committee –it is to recommend to the PZC the action it should take to protect the Byway and to preserve the federal designation as a scenic byway. She advise that we should consider zoning – balance the rights of the property owner at the same time consider the beauty of the road and its natural scenic views.

The sub-committee reviewed numerous background and historical material These included – Managing Development along Scenic Roads (UConn), the original application for the Rte.169 designation as a scenic byway (October, 1990) and The Route 169 Corridor Management Plan (1995) which included maps of the byway.

Jim Larkin passed out material relative to creating an overlay (which is an option rather than a new zone) as an option to add protection to the existing Rte.169 which is zoned as RA (Residential Agricultural). He walked us through the various maps of Rte.169 given to the committee such as existing viewsheds along Rte. 169.

Discussion evolved which suggested looking at the current regulations from the point of what we want to keep and what we may want to change. Don Francis suggested that we may want to just add that all change or new developments go through an architectural review as a way to preserve what exists. Katie Bogert and Pat Burns added how can we find ways prevent what happened at Friendship Valley. Discussion continued about the Planning and Zoning Commission and the enforcement of the regulations. Deane offered that each, the PZC and the Zoning Enforcement Officer, have a specific role to play in enforcement that sometimes causes misunderstanding.

Deane suggested and the committee agreed that we should start (next meeting) by looking at the zoning regulations as they are today and discuss any changes or what we

want to keep. Michelle suggested that regardless of the designation, what should we do to keep it a scenic road? What should a scenic road look like?

The committee set the next meeting at ....Monday, February 27, 2012 at 7:00 pm at Creamery Brook

Public Comment – Lisa Arends suggested the committee should ask what municipal support does this committee need to make its recommendations viable. The town has already lost two properties and she is concerned it will happen again

The meeting adjourned at 8:25 pm

Brooklyn Planning and Zoning Commission
Route 169 Scenic Byway Sub-committee
Monday, February 27, 2012
Creamery Brook Conference Room

MINUTES

1. Call to Order - Jules D'Agostino, Chairman, called the meeting to order at 7:02 p.m.

2. Roll Call: Present: Katie Bogert, Patricia Burns, Deane Rettig, Jules D'Agostino, Hans Koehl, Michelle Sigfridson, Donald Francis, Harry Arters. Jim Larkin of NECCOG could not attend the meeting.

3. Public Commentary - None
4. Approve minutes – February 6, 2012
5. New Business/Old Business

The Commission were presented with the following information to review: Section 3.4.5- VCD Village Center District - Regulations; Article 3- District Regulations; and the Plan of Conservation and Development.

a. Review of current regulations for Rte. 169 - Mr. D'Agostino reviewed on a map the areas along Route 169 which they will be discussing during their meetings. Jim Larkin will be highlighting the boundary lines along Route 169 and have it for the Commission members at their next meeting

Deane Rettig feels the Commission should focus on the VCD from Route 169 North of the VCD and Route 169 south. The remaining area of Route 169 in the VCD currently enforced by the current VCD regulations which only allow authorization of a use by a Special Permit. - *Consensus*

The Commission began discussing Article 3.4.4 – RA Residential- Agricultural Zone

Gravel Banks -

Jules D'Agostino would like to propose the removal of gravel banks from north of the Central District. Mr. Rettig feels there would need to be a reduction in the RA Zone and it would need to state what they are reducing. However, a special permit is still required for the use of a gravel bank. Mr. D'Agostino stated his concerns regarding these types of operations: creation of truck traffic; unsightly; possibility of being near the road; and compromise of the neighborhood and value of the property. Further discussion ensued regarding this issue. Hans Koehl feels that over regulation would not be good for this area. He commented he would not like gravel banks on Rte. 169 but if it was not visible from the road, he would not object to it. Pat Burns asked about all the truck traffic and Mr. Koehl responded that Rte. 169 is a state highway and it is allowed. - *No Consensus*

Permitted Uses-

Conservation Subdivision

Deane Rettig suggests limiting subdivisions to only the cluster/conservation style. Don Francis would like these to also have an architectural review. Hans Koehl feels the biggest attribute to Route 169 are the trees and the stone walls. The Commission discussed an issue regarding Friendship Valley's interest in removing stonewalls along Route 169 and the legal interpretation regarding the matter. Michelle Sigfridson feels this needs some further research. Further discussion ensued. Don Francis agrees with Hans Koehl that the vistas are a critical issue. Deane Rettig feels there should be a site plan review for subdivisions.

The Commission next reviewed undeveloped areas along Route 169 which could potentially be subdivided. Don Francis felt the Tyler Farm has an attractive vista with the potential for a large subdivision. This would be a nice area for a cluster subdivision. Deane Rettig reviewed the cluster subdivision with the Commission. It would keep the vistas open, give some open space, not use all the land, and PZC would have more flexibility regarding the design. Hans Koehl does not feel there is a problem with properties being built along Route 169. He gave an example of six two acre parcels with 150' frontage, he is okay with this type of design with an architectural review. Michelle Sigfridson agrees with Mr. Koehl and reviewed the area along Route 44 in Pomfret (Long Meadow Estates) two acre parcels and frontage. Further discussion regarding the cluster subdivision and the flexibility the PZC may have was heard. Deane Rettig explained that they can have two different Overlays for each side of Route 169 to allow specific requirements. - *No Consensus*

Don Francis would like to see Vermont Regulations on vistas. Jules D'Agostino will research this.

Collection Center - Mr. Koehl does not feel this is something he would like to have on Route 169. However, if it is not visible to the road, he would not object. Don Francis said this is regulated by the DEP and will be removed from the regulation. *Consensus*

Bed & Breakfast - *Consensus*

Limited Business Enterprises –

Michelle Sigfridson asked for a recommendation from the PZC for a definition of this term. Deane Rettig commented that this RA regulation has not been reviewed in quite some time. Jules D'Agostino will get an interpretation of the Limited Business Enterprises from the PZC.

Recommendation for Limited Business Enterprises such as antique shops, winery, farm stands, craft shops, delis, restaurants, as long as it enhances the area. Michelle Sigfridson feels it should not detract from the area. – *Consensus*

Permitted Uses (cont'd)-

Public Schools - The Learning Center is not a public school. It is a state-approved special education program. Discussion was heard regarding this issue. Don Francis felt this would be hard to do without public sewer and water. - *Consensus*

Enterprise in the home - Deane Rettig reviewed these with the Commission. Home Office is by right. Home Business - permit to be renewed annually; 50% of the of the primary residence; no more than two persons; and other issues. Home Enterprises - 50% of the floor area; limited business purposes, special permit; accessory building; frontage 150', landscaping regulations, 3 acres. Not renewed annually because it is a Special Permit. Only retails sales permitted are items made on premises. Don Francis said this is hard to enforce. Jules D'Agostino is concerned about the enforcement of the home enterprise if it is not renewed annually. - *No Consensus*

Signage for homes will be discussed at a future meeting when available.

Michelle Sigfridson feels there should be recommendations to the PZC regarding certain criteria which should be met for special permits - i.e.: gravel banks, home enterprises etc.

The Commission next discussed their Goals -

- Preserve the natural and scenic view of 169 - Cultural and historical significance (property), vistas, trees, stonewall
- Preserve the rights of property owners - limit regulations; conservation sub-division

Jules D'Agostino will contact the State Architect to look into the State Archeological Society for sites along Route 169.

Deane Rettig said there was a recommendation from Lisa Arends at the prior meeting to make recommendations regarding what type of municipal and PZC support the Commission will need in protecting Route 169. It will be added to the list of items for the final report.

Next Meeting: March 19, 2012 @ 7:00 Creamery Brook

Future scheduled meetings - April 9, 2012, April 16, 2012, April 30, 2012 and May 21, 2012 all at 7:00 pm.

Mr. D'Agostino stated the PoCD states there should be a Route 169 Scenic Advisory Committee. He also pointed out that Route 169 through Brooklyn is 5.4 miles - Where the VCD district ends to the Pomfret line is roughly 2.3 miles; fairgrounds to Canterbury is 1.8 miles. The VCD is 1.3 miles. (This is estimated)

The meeting adjourned at 8:44 pm

Respectfully submitted
Karen M. Desrosier, Clerk

Brooklyn Planning and Zoning Commission
Route 169 Scenic Byway Sub-committee
Monday, March 19, 2012
Creamery Brook Conference Room

MINUTES

1. Call to Order - Jules D'Agostino, Chairman, called the meeting to order at 7:06 p.m.

2. Roll Call: Present: Katie Bogert, Deane Rettig, Jules D'Agostino, Hans Koehl, and Harry Arters. Patricia Burns and Donald Francis absent with notification. Michelle Sigfridson absent. Also Present: Ex-Officio - First Selectman, Austin Tanner and Jim Larkin of NECCOG, Advisor.

Jules D'Agostino briefly reviewed the prior discussions from previous meetings with the Committee. Mr. D'Agostino asked the Committee for guidance on VCD updates and also what types of establishments should be allowed in on Route 169 as they proceed forward.

Jim Larkin outlined the Route 169 corridor with the Committee and explained the overlay zone and other options they have regarding this area.

3. Public Commentary - Lisa Arends, Allen Hill Road, suggested the Committee review a copy the scenic corridor overlay zoning published by NJ DOT and overlay zone districts from the Town of Chaplin through the Last Green Valley. She suggested the committee work on protecting the scenic corridor along with the view sheds and scenic highways. She will leave the NJ publication with Mr. D'Agostino for his review.

4. Approve minutes – February 27, 2012. Motion made by Deane Rettig to approve the February 27, 2012 as presented. Second by Katie Bogert. Motion carried unanimously.

5. New Business/Old Business

a. Review of current regulations for Rte. 169 - The meeting began with a discussion regarding Limited Business Enterprises - Jim Larkin explained these types of businesses are located on a state road in the RA zone. He believes Sorel's Antiques is a Limited Business Enterprise. Further discussion ensued regarding this issue. The Committee would like to have a better definition of Limited Business Enterprise to protect Route 169.

Consensus - To develop a definition for Limited Business Enterprise regarding the Route 169 corridor.

Mr. Larkin next handed out to the Committee Article 5 - Special Permit Requirements, specifically 5.7 Standards, for their review. The Committee briefly discussed these regulations. Mr. D'Agostino asked the Committee members to review this handout for next month's meeting.

Hans Koehl commented that he would like to work on protecting the scenic view of Route 169. The stone walls, trees, historic houses etc. He feels if they are not protected, the scenic view of Brooklyn will be gone.

The Committee came to a Consensus to temporarily stop discussion regarding *permitted uses* and move forward with *What does it take to keep Rte 169 as a Nationally Designated Scenic Byway?/ What does scenic mean?*

Discussion was heard regarding how to preserve historic homes, integrity of the homes, without taking away property owners rights, and the enforcement of this issue. Jim Larkin gave a few suggestions to the Committee regarding this issue, such as guidance to the property owners as to how to maintain their properties, grants etc. However, he stated the PZC cannot enforce the maintenance of these properties. Further discussion ensued regarding special permits developed to preserve the character of Route 169 (site plan). This would be the creation of something new which would not be onerous to the property owner.

Jules D'Agostino summarized the past few meetings regarding what the Committee has stated they would like to try to preserve along Route 169 - stone walls, view sheds, areas of historical significance (historical homes), Friendship Valley, Potter House, archeological sites, artifacts. - *Consensus.*

Austin Tanner suggested Route 169 Guidelines similar to the Route 6 Guidelines. Jim Larkin said this is something the PZC is currently looking into. The PZC is also looking at the Village District Statute (Sec. 8-2j). If the Route 169 Guidelines were created under Sec. 8-2j, this could be incorporated into the regulations. Further discussion ensued. *No Consensus*

Jules D'Agostino next suggested the following: Any property with five acres or more looking to subdivide, must submit a preliminary site plan for a Conservation Subdivision before the PZC. Deane Rettig briefly reviewed *Article 15.2 - General Requirements: Conservation Subdivision* and *15.3 Applicability/Procedure.* Jules D'Agostino asked the Committee if they would like to suggest this to the PZC. Jim Larkin suggested the Committee identify areas along Route 169 which are potential view sheds, open space, and also future PDR which need to be considered by the PZC. *Consensus.*

Hans Koehl asked Jim Larkin how they can preserve what they have with the minimal restrictions but reasonable guidelines? What are the options? Jim Larkin suggested extending the VCD and having similar standards, however there will be limitations. The Town could look into an Historic District as well.

6. Operational Matters:

a. Next Meeting Agenda - April 16, 2012 - 7:00 Creamery Brook Conference Room - Continuing -

Deane Rettig would like Jim Larkin to answer Hans Koehl's question regarding preserving the character of Route 169. What can be done to preserve the future as it relates to old building and old homes outside the VCD regarding stonewalls etc.

Agenda Item (March 23, 2012) 5 c. *What does it take to keep Rte 169 as a Nationally Designated Scenic Byway?/ What does scenic mean.*

Review of the types businesses and uses.

Jules D'Agostino presented the a copy of the archeological sites along Route 169 which he received from the State Archeologist.

Pull-offs along Route 169 - Signage would need to be approved by the DOT for location and sign. Physical sign will be installed by DOT. Pull-off will need more detailed work such as, engineered design/layout, site/private property and local permitting.

Vermont Scenic By-Ways - Jules D'Agostino has a copy for anyone to review.

7. Public Commentary - Lisa Arends of Allen Hill Road recommends the Committee look at a Route 169 Scenic Corridor Overlay Zone. This would combine the Scenic Overlay Zone of Rte 57 Corridor Plan of New Jersey and Green Valley Institute Chaplin's CT Overlay Zone. The following would be the purpose used by both New Jersey and Chaplin CT:

> New Jersey - To maintain the historic, cultural and scenic beauty of (*Brooklyn*) that conserves natural resources and realizes objectives without unduly disturbing the view sheds of the scenic highway.
>
> Chaplin CT - Promotes the establishment and preservation of village nodes, discourages (disallows) strip development, and promotes community character,
>
> New Jersey - and the future development on scenic (*Rte 169)* is subject to more stringent standards (site planning) designed to reduce the visual impact of new structures, parking, signs and other features that might obstruct existing vistas in (*Brooklyn).*

Mrs. Arends also suggested the Committee should get the inventory of view sheds, historic and cultural properties, and identify areas where stringent rules should apply, properties for future PDR consideration, and prohibited and permitted uses for special permits should be taken into consideration in the creation of the overlay zone. She also suggested that the Committee may want suggest the PZC create a Rte 169 Guideline/ Regulation and propose architectural reviews for historic areas/ village nodes which would maintain historic and distinctive character.

The meeting adjourned at 8:44 pm

Respectfully submitted

Karen M. Desrosier, Clerk

Brooklyn Planning and Zoning Commission
Route 169 Scenic Byway Sub-committee
Monday, April 16, 2012
Creamery Brook Conference Room

Minutes

1. Call to Order - Jules D'Agostino called the meeting to order at 7:05 pm

2. Roll Call - Present: Don Francis, Harry Arters, Michelle Sigfridson, Jules D'Agostino, Pat Burns, Hans Koehl, and Jim Larkin of NECOGG

3. Public Commentary - None
4. Acknowledge minutes – March 19, 2012 - Motion made by Hans Koehl with a second by Don Francis to approve the March 19, 2011 Minutes as presented. Motion carried unanimously.

5. New Business/Old Business -
   a. Reports and updates –

- *Jim Larkin – report and discussion* - A handout was given to the Commission members comparing Establishment and Administration of the Local Historic District, Village District Under 8-2j and Standard Zoning Under 8-2 as it may apply to the Route 169 corridor which was discussed at length. (See Attached)

The Commission further discussed the issue of architectural reviews and how they apply to Village Districts under 8-2j and Special Permits.

Jim Larkin pointed out that there are three registered historic districts in Brooklyn: Bush Hill, Quinebaug Mills and the Brooklyn Green.

Jules D'Agostino asked Mr. Larkin what he would suggest to preserve the future as it relates to Route 169. He suggested a Village District under Section 8-2j with a local Historic District. Further discussion ensued regarding this suggestion along with an overlay of the first 500' along Route 169 to protect the view sheds.

- *Hans Koehl – presentation and discussion* - Mr. Koehl presented the Commission with a Route 169 Overly Zone that he prepared for review. He has eliminated the use of gravel banks. Further discussion ensued regarding this issue. Jules D'Agostino asked the Commission if they thought there could be access to Route 169 from a gravel bank whether it is 1000 feet off of the road or from any other Zone. - Yes. Michelle Sigfridson feels if the gravel bank is not in view of the road it should be a permitted use.

Another concern for Mr. D'Agostino is the protection of the three historic districts. He is not convinced the overlay zone will protect these areas. The Commission discussed what type of

goals they would like to obtain regarding businesses into Route 169 and the restrictions that would be imposed on these business. Jim Larkin suggested adding size, style or architectural review of compatibility and surroundings to this area. Harry Arters agreed, and feels this would be good for the area. Mr. Arters also felt that being specific about the type of business that would allowed, such as antique shops, could be defined as retail and could be objectionable.

Don Francis would like to leave the RA Zone alone and ask the Planning & Zoning to define Limited Business Enterprise in the RA Zone. The Commission discussed this issue further.

The question was asked to the Commissioners if they want to leave the RA Zone alone except to add gravel banks as a non-permitted use. - *No Consensus.*

The Commission further discussed the protection of historic homes, cultural view, and collections centers. Hans Koehl commented that he does not want to see any new regulations drafted to create an HDC or 8-2j..

The Commission came to a consensus regarding the following:

- Planning & Zoning to define Limited Business Enterprise. What is it? What is the size limit?
- No changes to Agricultural or residential (single family and duplex dwellings) in the RA Zone
- No Collections Centers

Jim Larkin offered to research and create a proposal for the Commission using Mr. Koehl's Overlay Zone and create a Limited Business Enterprise definition that he feels the Commission is looking for including the view sheds, stone walls, historic homes etc. -Consensus.

Mr. Larkin will get this to the Commission in preparation for next month's meeting.

6. Operational Matters

   a. Next Meeting Agenda - Tuesday, May 8, 2012, - Review of Jim Larkin's proposal.

7. Public Commentary - None.

8. Adjournment - Meeting adjourned at 8:49 pm

Respectfully Submitted,

Karen M. Desrosier, Clerk

Brooklyn Planning and Zoning Commission
Route 169 Scenic Byway Sub-committee
Monday, May 8, 2012
Creamery Brook Conference Room

Minutes

1. Call to Order – Jules D'Agostino called the meeting to order at 7:05 p.m.

2. Roll Call – Don Francis, Harry Arters, Michelle Sigfridson, Jules D'Agostino, Patricia Burns, and Jim Larkin of NECOGG. Absent with notification Hans Koehl, Dean Rettig and Katie Bogart.

3. Public Commentary - None

4. Acknowledge minutes – April 16, 2012 – Michelle Sigfridson made a motion to approve the April 16, 2012 Meeting Minutes. Second by Don Francis. Motion carried unanimously

5. New Business/Old Business -

a. Reports and updates

- Jim Larkin – overlay zone review – Jim Larkin presented the Sub-Committee with a draft document, Scenic Route 169 Overlay Zone. This document has the following guidelines: Intent, Boundaries, Interpretation of District Boundaries, Applicability, Permitted Uses, Site Plan Review, Special Permit Uses, General Standards and Structure Placement and Orientation. He also provided the Sub-Committee with an interpretation of the Limited Business Enterprise.

Discussion ensued regarding the following: How specific the item of "Intent" should be regarding stonewalls, trees etc.; Boundary lines for the Overlay Zone and where they should be located; Under Applicability item #4 – Substantial Reconstruction – a definition for this term. Harry Arters suggested replacing the document Jim Larkin had created, Scenic Route 169 Overlay Zone, with the RA Zone Regulation. Don Francis does not feel this would work in certain areas of town. He feels there should be something specific for Route 169. – *No Consensus.*

Harry Arters will do an RA Zone report for the Sub-Committee

Michelle Sigfridson discussed the issue of stonewalls being removed by current residents. Further discussion ensued.

The Committee next discussed gravel banks as a permitted use. Jim Larkin explained that this use has to be applied for as a Special Permit and the standards for this use are specific. Further discussion ensued.

Don Francis reviewed and gave a revision of Hans Koehl's draft of the overlay zone and felt this could be incorporated in the current regulations. Discussion ensued.

Mr. Francis further suggested asking the Planning & Zoning to create a regulation for all the stone walls in Brooklyn, however they could not make a regulation for vistas, trees etc. The Committee discussed this issue further. Michelle Sigfridson suggested a Town Ordinance for existing stone walls.

Jim Larkin suggested to the Committee that he could take the ideas and comments from this meeting and incorporate them into the Overlay Zone draft. He will also do more research regarding boundaries and report back to the Committee at the next meeting.

The Committee came to a consensus on the following

- Stonewalls visible to the road will not be removed or disturbed.
- Sign Regulations - Signs should be in conformance with the regulations as they are being proposed.
- Jim Larkin will add the issues discussed at the meeting and give the Planning & Zoning options of Overlay or incorporate these ideas into the regulations.

6. Operational Matters

a. Next Meeting Agenda - May 28, 2012 at 7:00 pm, Creamery Brook Conference Room.

7. Public Commentary - Jules D'Agostino gave a report on Friendship Valley. He attended a walkthrough of the house with representatives from the State and current owner to assess the status of the building. Mr. D'Agostino stated they were impressed with certain aspects of the building and feel the house can be salvaged. He has been told he will be kept informed by the State on the plans for this property, if any.

8. Adjournment - Meeting adjourned at 8:52 pm

Respectfully submitted,

Karen M. Desrosier

Brooklyn Planning and Zoning Commission
Route 169 Scenic Byway Sub-committee
Tuesday, May 29, 2012
Creamery Brook Conference Room

MINUTES

1. Call to Order - Jules D'Agostino called the meeting to order at 7:06 pm

2. Roll Call - Present: Harry Arters, Don Francis, Patricia Burns, Jules D'Agostino, Hans Koehl, and Katie Bogart. Absent without notification - Dean Rettig and Michelle Sigfridson

Jim Larkin, Planner, NECCOG, did not attend the meeting.

Kevin Davis from WINY, new stringer, attending the meeting.

3. Public Commentary - None

4. Acknowledge minutes – May 8, 2012 - Harry Arters made a motion to accept the minutes with the following corrections. He did not state he will prepare a report on the RA Zone. He will prepare his own Minority Report to the Planning and Zoning regarding this subject; He does not agree with the Consensus for items #1 *Stonewalls visible to the road will not be removed* or disturbed and #2 *Sign Regulations - Signs should be in conformance with the regulations as they are being proposed.* Therefore, no Consensus on these items. Motion second by Katie Bogart. After further discussion the motion was approved unanimously. Hans Koehl abstained.

5. New Business/Old Business -

a. Reports and updates

Jules D'Agostino next reviewed a proposed final report he would like to present to the Planning & Zoning Commission once the Sub-Committee agreed on their recommendation.

The Committee next reviewed Jim Larkin's revised Draft Scenic Route 169 Overlay Zone dated May 25, 2012.

Hans Koehl would like the minutes to reflect that there has been no consensus whether the Committee would like an Overlay Zone. Further, he feels the residential and farming uses should not be affected by whatever recommendation and final decision is made for this area. He reviewed Article 4 with the Sub-Committee and questioned why residential properties are subjected to this Article. Katie Bogart agrees and feels due to what has happened on area properties is the reason they are now having this Sub-Committee. Harry

Arters agrees and feels there is too much control. The Committee further discussed this issue and other options.

Options discussed: 1) Create an overlay zone 2) Enhance and strengthen the RA Zone and many of the items the Committee has concerns about regarding Route 169. 3) Create a new zone. 4) Do nothing.

Next, the Committee discussed Limited Business Enterprise and also Light Industry and how it affects Route 169. Further discussion ensued regarding this issue. Don Francis would like to see the language from the Architectural Review portion of Jim Larkin's revised Scenic Overlay zone "*All non-residential properties shall be subject to landscape be subject to landscape review and shall be consistent with the overall character of properties within the byway*" Hans Koehl reviewed Section 3.4.4.2.1 of the regulations and would like to have a better definition/restrictions as it would pertain to Route 169.

The Sub-Committee Members came to a consensus regarding the following issues:

- *No overlay zone along Route 169*
- *Recommend the Planning & Zoning Commission strengthen the RA Zone along 169 which included the Limited Business Enterprise and also strengthen Section 3.4.4.2.1. as it applies to Route 169.*
- *Recommend Planning & Zoning encourage NECCOG to explore with other Towns other areas other than zoning along Route 169.*
- *Hans Koehl, Jim Larkin and Harry Arters to meet to discuss their ideas and issues discussed at meetings.*

The Committee briefly discussed what they would like to do with gravel banks along Route 169. Jules D'Agostino will ask Jim Larkin to research what is in place for gravel banks and the future gravel banks regarding the regulations.

Jules D'Agostino asked the Sub-Committee members what they do not want to see along Route 169:

Hans Koehl - Big Box Stores (Wal-Mart)
Katie Bogart - Would like to see whatever is allowed in the Limited Business Enterprise
Harry Arters - Agrees with Katie Bogart
Don Francis - Concerned about Light Industry. He does not want to see a lot of trucks parked on properties.
Patricia Burns - Would like to see the old gas station cleaned up.
Jules D'Agostino - No trailer selling ice cream business. Gravel banks

b. Final Report Review and Approval - The Committee agreed with the report and would like this presented once they agree on a recommendation.

c. Closing comments for the Planning and Zoning Commission - Not complete

6. Operational Matters - Next Meeting, Tuesday, June 19, 2012, 7:00 p.m.

7. Public Commentary - None

8. Adjournment - 8:35 pm

Respectfully Submitted,

Karen M. Desrosier

Brooklyn Planning and Zoning Commission
Rte. 169 Scenic Byway Sub-committee

MINUTES
June 19, 2012

The Rte. 169 Scenic Byway Sub-committee met on June 19, 2012 at 7:00 pm at Creamery Brook Convention Center , Brooklyn, CT.

1. The meeting was called to order by Co-chair Jules D'Agostino at 7:07 pm.

2. Present were Harry Arters, Katy Bogert, Hans Koehl, Jules D'Agostino, Don Francis, Pat Burns and Michelle Sigfridson and Jim Larkin from NECCOG. Deane Rettig was absent with notification.

3. Public Commentary – none
4. Approval of minutes – May 29, 2012

Jules D'Agostino asked that the minutes reflect his change of opinion from the May 29th meeting and that he favors an overlay zone for Rte. 169. The minutes were approved unanimously. Michelle Sigfridson abstained.

5. New Business/ Old Business

Jules D'Agostino gave a brief review of the last few meetings. He noted a draft of the final report was made available to all members prior to the meeting and that the agenda for this meeting asks that the sub-committee review the final report and approve a recommendation which can be added to the report. He reminded the committee that we have gone through three drafts of protections for Rte. 169 and at one point settled on a overlay zone then decided not to recommend it. We even spoke about adding these protections to the current RA zone. At each step we asked Jim Larkin to give us a new draft reflecting our view which he did.

The draft presented at this meeting that Mr. Larkin prepared does not call for an overlay zone. It is for our review and discussion and reflects our interest in strengthening the current RA zone which was requested at the May 29th meeting.

Hans Koehl pointed out that the recommendation currently stated in the draft of the final report doesn't reflect what the committee decided at the last meeting. Mr.D'Agostino agreed and stated the draft was written prior to the meeting and the committee can revise the draft of the final report. Mr. Koehl suggested the following wording (taken from the minutes of May 29)

The subcommittee members came to consensus regarding the following issues:
. No overlay zone along Route 169
. Recommend the Planning and Zoning Commission strengthen the RA Zone along Route 169 which included the Limited Business Enterprise and also strengthen Section 3.4.4.2.1 as it applies to Rte. 169.
. Recommend Planning and Zoning encourage NECCOG to explore with other towns areas other than zoning along Rte. 169.

Mr. Koehl asked that the minutes also reflect his opinion that the current RA Zone is adequate for residential and agriculture but that Limited Business Enterprise needs further definition. He also pointed out that as we decided at the last meeting Rte. 169 protections be explored and addressed with other towns .

Michelle Sigfridson questioned that view and asked if that really can work and why couldn't Brooklyn act on its own. Jules D'Agostino agreed and stated he didn't have any confidence other towns were interested in this work.

Don Francis asked the chair to clarify the intent of the meeting. Mr. D'Agostino reminded the members we needed to decide on a recommendation and that the draft Jim prepared is before us for a decision. He stated that Jim worked hard to prepare the draft which reflects our interest in strengthening the RA Zone and that the connections he made to existing regulations were credible.

Jim walked the members through the report entitled "Scenic Rte. 169 Report, June 12 2012 For Discussion Only" prepared and answered questions as they arose.

Mr. Koehl offered that the statements the committee approved at the last meeting should be our recommendation. He opined that we don't need to do anything more and by meeting with other towns we can get an idea of what can work.

Mr. D'Agostino objected and felt this falls very short of meeting our charge to provide a plan of action given to us by the Planning and Zoning Commission.

Don Francis suggested we include in the final report the section 'Rte. 169 Scenic Byway Objectives' and these seem to reflect our issues and the objectives would give guidance to the PCZ. Committee members also considered other aspects of the report and thought it might be a good idea to include the definition of Limited Business Enterprise and some other sections. The members discussed these suggestions.

Mr. Koehl and many of the members favored aspects of the report and suggested that instead of offering the draft Mr. Larkin prepared as a recommendation, it be offered as a summary of issues the committee considered in its deliberations. It was generally agreed that the report be submitted to the PZC in such a way that it is clear that these were all the issues and points the committee considered at its meetings and should be considered by the PZC in its deliberations.

The sub-committee reached consensus and agreed to include the report as a Summary of Considerations in the final report as part of the appendix and that an introductory section be included in the body of the report (Overview) indicating its importance and presence.

The sub-committee also reached consensus in recommending to the Brooklyn Selectmen that if an Advisory Committee is established for the protection of the Rte. 169 Byway that members of our subcommittee be considered.

Michelle Sigfridson and Jules D'Agostino will redraft the Final Report based and make copies available to the members. If there is a need for further review, a short meeting will be called. Minutes will also be sent for review and approval.

Mr. D'Agostino noted the Chair of the Planning and Zoning Commission would like a formal presentation at one of its meeting and he will inform the members when that will be. He thanked the members for agreeing to be on the committee and for their commitment and interest in this important matter.

The meeting adjourned at 8:40 pm

Respectfully submitted

Jules D'Agostino

Appendix

Scenic Route 169 Summary of Considerations *June 19, 2012*

Route 169 National Scenic Byway

In 1997 CT Department of Transportation and the Federal Highway Administration approved the designation of 32 miles of Route 169 as a National Scenic Byway. One of only two designations in the state the byway runs from the Massachusetts Line through the towns of Woodstock, Pomfret, Brooklyn, Canterbury and Lisbon. The byway includes historic villages separated by open agricultural fields providing many scenic views. The Town of Brooklyn values the distinctive rural character, landscape and historic value of its portion of the Route 169 National Scenic Byway as it seeks to protect and promote its the historic features and significance.

169 SCENIC BYWAY OBJECTIVES

Protect the rural, historic, cultural and scenic features of Route 169 with consideration to private property rights.

The specific objectives to consider in Protecting the 169 National Scenic Byway include:

1. To preserve the scenic character and views of the designated roadway

    - Preservation of scenic views should be emphasized in existing Zoning and Subdivision regulations
    - Scenic Vistas should be identified and easements or Purchase of development rights explored as protective measures.
    - Expansion of the Village District 8-2j as an overlay zone may offer greater protection of the byway but would require greater restrictions, review and enforcement.

2. To encourage development that is compatible with existing and historic land use patterns.

    - Land use patterns are addressed in zoning and Subdivision through dimensional requirements
    - Village District 8-2j strong compatibility element

3. To encourage safe and efficient traffic flow for all modes of travel

    - As 169 is a state road traffic concerns are the responsibility of the State of CT. The town should encourage uses along 169 that are compatible with its function and form.

4. Preserve the distinctive historic and architectural characteristics

    - Two National Register Historic Districts can be found along RT 169; Bush Hill and Brooklyn Green. Putnam Farm is also a National register property.
    - Local Historic District (LHD) preserves architecture not based on land use.
    - Development of Historic Properties Committee to advise the Commission on issues with Historic Buildings
    - Village District 8-2j can require architectural review.

5. Encourage preservation, restoration, and rehabilitation of structures, villages and

neighborhoods.

- Village District 8-2j encourages preservation, restoration and rehabilitation
- Local Historic District (LHD)

BOUNDARIES

The boundaries of what is being protected need to be determined. The Route 169 National Scenic Byway through Brooklyn consists of approx. 6 miles of road. Boundaries should take into consideration existing natural features such as tree lines stone walls, topography and property lines as well as identified view sheds which may need to be delineated by a surveyor or qualified professional using Geographic Information Systems.

DIMENSIONAL STANDARDS

The minimum lot requirements, minimum yard requirements, maximum heights, should remain the same as the existing requirements applicable to the existing zoning district RA or VCD.

SITE PLAN REVIEW

Within the RA Zone, "All uses other than Agricultural or Residential (Single-family and Duplex Dwellings) are subject to Site Plan Review, as described in Article 4."

4.3.11 - That the development of the site will preserve sensitive environmental land features such as steep slopes, wetlands, watercourses, and large rock outcroppings and will attempt to preserve public scenic views or historically significant buildings or sites.

4.5.2.5.3 - Building elevation or preliminary drawings showing the general type of building proposed for construction and the gross floor area of proposed buildings and uses.

NOTE:

- Architectural Review is not formally required although "elevations or preliminary drawings" are per article 4.5. Should more detailed drawings and review be required within the vicinity of RT 169 Byway?
- 4.3.11 – should contain stronger language regarding the protection of scenic views and historically significant buildings and sites
- 169 Byway should be addressed specifically within the site plan and subdivision regulations

SPECIAL PERMIT

5.4 - Application An application for a special permit shall be submitted in writing to the Commission and shall be accompanied by a Site plan, in accordance with the provisions Section 4.5.

Standards 5.7.2 - "The site plan and architectural plans shall be of a character as

- **to harmonize with the neighborhood,**
- to accomplish a transition in character between areas of unlike character,
- to protect property values and
- to preserve and enhance the appearance and beauty of the community.

To this end the site plan shall include architectural design data, identification of texture, color and type of

building materials to be used."

Special Permit Uses

Limited Business Enterprise
Gravel Removal
Private Schools
Adaptive Reuse of an Agricultural Building
Home Enterprise

NOTE:

- The Commission should adopt a definition of **Limited Business Enterprise** we suggest;

... means any one of the following uses; Retail Store, Art Gallery, Museums, Restaurant, Child Day Care Services, Professional Office, Office Business or Administrative that is less than 5,000 sq. ft. and does not result in large volumes of traffic (more than 350 vehicles per day) or continuous customer turnover (more than 35 vehicles per hour average) and operates, for the public, after the hour of 9:30 pm or prior to 7 am.(*Removed Light Industry)*

- Site Plan required under **5.4** and Section **4.5** should be tied to the objectives listed in section **4.3** and specifically reference the 169 Scenic Byway.

Article 11 Landscape Regulations "to preserve and/or improve the natural character of off street parking areas and setback and yard areas of Multi family and non residential developments and there adjacent areas."

SCENIC ROAD DESIGNATION

13-5.1 Title and Purpose.

This section shall be known as the Scenic Road Regulations of the Town of Brooklyn, and is adopted pursuant to recommendations made by the 1999 Plan of Conservation and Development and the 1993 Open Space and Conservation Plan. The purpose of the section, which is consistent with resident surveys consistently ranking protection of Brooklyn's rural character as a top priority, is to help protect Brooklyn's rural character and scenic beauty by allowing the Town a measure of protection of the areas along its rural roadways, consistent with the requirements of safe travel. This section is designed to enable the preservation of stone walls, mature street trees and other specimen trees, as well as the rural scale of roads, view sheds and other valued features. The section is intended to apply to any accepted Town roadway whether designated as a "road" or "highway" or equivalent term. (Ord. No. 04-3 § I)

NOTE:

- At this time only two roads have this designation Spaulding Rd and Old Tatnic Hill Rd. Although this designation may only be applied to Town Roads it may be used to protect features such as stonewalls and viewsheds along those roads that have a relationship with the 169 Byway or have significance within the town.

Other methods to protect particular aspects of the RT 169 Scenic Byway may include a combination of tools we recommend;

- Village District Act 8-2j **shall protect** the **distinctive character, landscape and historic structures** within such districts. Regulates;
    - the design and placement of buildings,
    - the maintenance of public views,
    - the design, paving materials and placement of public roadways, and
    - other elements that the commission deems appropriate to maintain and protect the character of the village district.

- Local Historic Districts (LHD) can be established through ordinance for portions of the Byway
- Purchase of Development Rights (PDR) is presently used and could be expanded elsewhere to protect scenic view sheds and open space.
- Conservation Easements for site lines
- Stone Wall Ordinance, Scenic Road Ordinance protect walls along public rights of way or through subdivision
- Demolition Delay Ordinance for buildings on or eligible for the National Register of Historic Places
- Subdivision and Site plan requirements may be amended to address protection of important features along the byway.

<u>169 GENERAL DESIGN STANDARDS</u> (for consideration to be added to the existing regulations)

1. the building(s) layout and site improvements shall reinforce existing buildings and streetscape patterns and the placement of buildings and included site improvements shall assure there is no adverse impact on the Scenic Byway;

2. Site design shall maximize the conservation of open space patterns of the byway, Subdivision applications shall conform to Article 15 Conservation Subdivisions of the Brooklyn Zoning regulations and be designed to preserve the cultural and natural resources of the site and to the extent possible, the view shed from Route 169.

3. Significant features of the site such as distinctive buildings, land features, stone walls or sight lines of vistas from the byway, shall be integrated into the site design;

4. Landscape design shall complement the byways landscape patterns,; <u>Agricultural fields, significant mature trees, stonewalls and historic structures found on the site shall be protected and incorporated into the overall design.</u>

5. the exterior signs, site lighting and accessory structures shall support a uniform architectural theme and be compatible with their surroundings;

6. Scale, proportions, massing and detailing of any proposed building shall be in proportion to the scale, proportion, massing and detailing of the byway. New buildings shall have generally complex exterior form, including design components such as windows, doors, and changes in roof and facade orientation. Large flat expanses of featureless exterior wall shall be avoided

7. Shared access and limited curb cuts are encouraged.

8. Potential archeological sites as identified by the Office of State Archaeology (OSA) shall be identified and reviewed for future study.

9. HVAC and similar types of incidental machinery or equipment shall be screened from view or located in such a manner as to not be visible from the street. Trash receptacles, dumpsters, utility meters, above ground tanks, satellite dishes and antennas shall be similarly screened.

10. Proposed street, utility and future buildings shall be designed to preserve stone walls to the maximum extent possible. The Commission may require conservation easements along stone walls to ensure their future protection.

Establishment and Administration	Local Historic District	Village District Under 8-2j	Standard Zoning Under 8-2
Objective	Protect Historic buildings and areas	Protect distinctive character, landscape or historic structures	Protect the public health, safety, convenience and property values promote health and the general welfare
Findings & Report reviewed	Planning & Zoning Commission Reviews and Comments. CT Historical Commission reviews and approves	No Study Required need to be identified within POCD,	May divide the municipality into districts
Eligibility Requirements	Historic Buildings and Structures	Areas of distinctive character; landscape or historic value identified in the plan of conservation and development	Within the limits of such municipality
Property Owners Approval	2/3 yes vote of Property owners	No Approval by Property owners.	No Approval by Property owners.
Town Legislative body approval	Ordinance approved and adopted by legislative body	No action by town's legislative body. Planning and zoning adopts regulations.	No action by town's legislative body. Planning and zoning adopts regulations.
Administration	Historic District Commission must be established	No new town body required- administration by zoning commission	No new town body required- administration by zoning commission
Jurisdiction	Alterations, demolitions, new construction, nonresidential parking areas, outdoor advertisements Paint color excluded HDC can request but not require plans and other documents	Broader in scope-landscaping, road design, maintenance of public views New Construction, Substantial reconstruction and Rehabilitation in view from public roadways Design and placement of buildings **Maintenance of public views** Design, paving material and placement of public roadways color, size, height, location, **proportion of openings, roof treatments, building materials** and landscaping of commercial or residential property and any proposed signs and lighting be evaluated for compatibility	May regulate the erection, construction, reconstruction, alteration or use of buildings or structures and the use of land. height, number of stories and **size of buildings and other structures;** percentage of the area of the lot that may be occupied; size of yards, courts and other open spaces; density of population and the location and **use** of buildings, structures and land for trade, industry, residence or other purposes Height, size and location of advertising signs and billboards.
Enforcement	Similar	Similar Penalty for will full violations is tougher than HDC	Similar Penalty for will full violations is tougher than HDC
Variances	All allow for Variances	All allow for Variances	All allow for variances
Appeals	Superior Court	Superior Court/Zoning Board of Appeals	Superior Court/Zoning Board of Appeals
Outside Consultants	Historic District may consult with groups of experts	Shall consult with architect or architectural firm, landscape architect or planner on each application or architectural Review Board	May consult with engineer, landscape architect or planner on each application

he Route 57 Corridor is nestled in a valley between natural features that include the Marble, Scotts, and Upper Pohatcong mountains to the north and Pohatcong Mountain and the Musconetcong River to the south. Travelers experience exceptional scenic vistas that have become increasingly vulnerable to development pressures. Over 30 individual viewsheds have been identified along the road's length.

In addition to the Design Guidelines, Conservation Zoning, and other regulatory methods described in this Toolkit, Corridor Overlay Zoning offers a promising technique for preserving the corridor's scenic quality. Under this approach, participating Route 57 municipalities would work together to implement a Scenic Corridor Overlay District that encompasses the corridor's significant viewsheds. Form-based codes may be ideal for some applications of Scenic Corridor Overlay Zoning.

The natural and built environments can coexist in ways that create pleasant and productive landscapes.

The creation of an Overlay District would not change the underlying use categories (e.g., Residential, Highway Commercial, etc.) and it would not prohibit development in the viewshed areas, but any future development would be subject to more stringent standards designed to reduce the visual impact of new structures, parking, signs, and other features that might obstruct existing vistas. Each participating municipality along Route 57 would then adopt a Scenic Corridor Overlay Zoning Ordinance to protect the critical Route 57 viewsheds within its own jurisdiction.

What is Overlay Zoning?

Overlay Zoning applies new provisions "on top of" those already in force through the municipal zoning ordinance. According to the Pace Law School Land Use Law Center, an overlay zone can be used "to conserve natural resources or realize development objectives without unduly disturbing the expectations created by the existing zoning ordinance."

Process of Developing Corridor Overlay Zoning

The process of developing an Overlay Zoning ordinance for Route 57 would begin with municipalities creating inventories of their locally significant viewsheds. For this effort, NJDOT can assist with information gathered in previous viewshed studies, as well as work being undertaken as part of the Scenic Byway designation initiative that is currently underway.

Once the inventory of significant viewsheds is completed and the boundaries of the Overlay District are mapped,

Roadside billboards can detract from the scenic quality of the landscape.

the municipalities would incorporate specific scenic preservation goals into their master plans. The master plans should also describe the measures that will be taken to preserve, protect and enhance scenic vistas, including Overlay Zoning ordinances and Design Guidelines or other complementary strategies to be enacted. Some municipalities may want to limit their efforts to the Route 57 corridor, while others may choose to develop a town-wide approach that includes views from other scenic local roads. This would depend upon local priorities and the quality and extent of the viewsheds. Municipalities undertaking a more comprehensive approach may wish to prepare a town-wide Viewshed Management Plan.

The following are some the features that could potentially be regulated through Scenic Corridor Overlay Zoning, subject to further discussion among participating municipalities:

- Building height, mass, and siting
- Building materials, colors and styles
- Parking
- Signs, billboards, and telecommunications towers
- Outdoor lighting
- Landscaping and grading
- Tree and woodland conservation

Collectively, these provisions would act to minimize visual obstructions as well as encouraging attractive building and site designs that harmonize with the surrounding landscape. As these ordinances are developed, consideration should be given to any exemptions that may be needed for farming operations. The Overlay Zoning ordinance and each of the individual sections should include clear statements of purpose and intent, such as "To maintain the visual environment and scenic beauty of [municipality]."

Building Height, Mass, and Siting

Housing, commercial, and mixed use development within the viewshed would be subject to height limits, as well as other design standards, including limits on building mass and scale. Guidance would also be provided on the siting of buildings within parcels so as to minimize viewshed impacts. Siting provisions may encompass distance from the roadway as well as specific steps to be taken to minimize impacts through attention to the characteristics of individual parcels.

Building Materials, Colors and Styles

Additional requirements or guidelines for building appearance, such as lists of acceptable materials, colors, or style requirements could also be considered, subject to the constraints of the Municipal Land Use Law. For example, some municipalities require or recommend that commercial buildings include windows, surface textural treatments, and a pitched roof to avoid the appearance of a flat "box" on the landscape. Building orientation may also be regulated to avoid exposing rear facades to public roadways. Within residential subdivisions, standards for achieving variety among buildings may also be developed.

Communities may also wish to specify building styles and materials that are aesthetically compatible with the agricultural setting or consistent with existing historical styles (e.g., traditional farmstead, 18th century village). Towns may wish to provide several alternative prototype development patterns to aid developers in understanding local preferences.

Parking

Scenic vistas are vulnerable not only to poorly designed or situated buildings, but to the visual impacts of large parking lots. For this reason, parking should be carefully regulated within the Scenic Corridor Overlay District. A widely recommended approach is to require that parking be located behind stores, offices or other buildings, or otherwise screened from direct view through landscaping. Landscaping could also be required within parking lots, to help break up the appearance of a sea of asphalt.

Signs, Billboards, and Telecommunications Towers

Sign regulations are among the most important elements for a scenic corridor overlay zone. Signage should be "simple, concise and contextual."[1]

A sign ordinance may address the dimensions, number, location, and appearance of signs to minimize their impact on corridor views and the general appearance of the roadside. It is generally recommended that commercial signs be low in height, to reduce visual impact while still providing effective communication to the motorist. Sign ordinances may regulate color and illumination of signs as well.

Local restrictions on the installation of new billboards are also critical to avoid further obstruction of scenic views. Information on billboard regulation is available from Scenic America,[2] along with strategies for regulating wireless telecommunications towers and reducing the visual impact of overhead utilities.

To avoid First Amendment challenges, this section of the ordinance should indicate the intent to balance the rights of persons to convey their messages through signs and the right of the public to be protected against the unrestricted proliferation of signs. Sample language to this effect is available in a model ordinance developed by Citizens for a Scenic Wisconsin.[3]

Outdoor Lighting

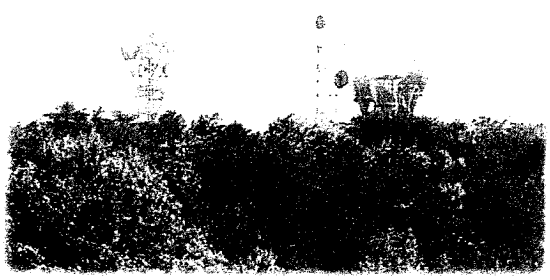
Outdoor lighting can also be regulated in a scenic corridor overlay zone, both to control the appearance of light fixtures and illuminated signs and to ensure that lighting complements the visual quality of the corridor at night. Some scenic byway program literature recommends that historic structures be accented with special lighting. Other considerations in drafting a lighting ordinance are the avoidance of light pollution that interferes with the visibility of the night sky, while providing necessary lighting for safety at intersections and pedestrian crosswalks. Sample language concerning light pollution is available in the Model Municipal Outdoor Lighting Ordinance for Hunterdon County, New Jersey.

Landscaping and Grading

The Corridor Overlay zoning ordinance could include requirements for landscaping to soften and buffer constructed features such as commercial buildings, gasoline stations, and signs. Some municipalities also regulate the grading of building sites, in order to preserve existing contours and help ensure that future development is harmonious with existing topography. Landscaping may also be required to provide for naturalistic transitions between preserved areas and developed areas. To implement these provisions, developers would be required to file landscape plans (and potentially, grading plans) along with their site plans. The landscape plans would show how existing landscape features would be preserved or modified, and the extent and type of new landscaping. Sample provisions for landscaping ordinances are available from Scenic America's website at http://www.scenic.org.

Tree and Woodland Conservation

Within the Scenic Overlay District, development would be subject to landscape requirements that could include the protection of certain categories of existing trees and other vegetation (such as farm hedgerows and mature tree stands or established meadows that form part of a critical viewshed). For municipalities with significant forested areas, this could be accomplished through a separate Woodland Conservation ordinance that would help protect woodland vistas along local roads as well. (In this case, the Master Plan should be amended to incorporate specific goals for woodland conservation and an inventory of critical woodland resources.) Either type of provision may be applicable to the forested areas along the Musconetcong in the eastern portion of the corridor. A model Woodland Conservation ordinance developed



Cell phone towers have become a common feature in the built environment.

for New Jersey municipalities is available through the Hunterdon County Environmental Toolbox project.

(Endnotes)

[1] Kelly and Raso, "Sign Regulation for Small and Midsize Communities," Planning Advisory Service

[2] http://www.scenic.org

[3] Citizens for a Scenic Wisconsin, Model Billboard Control Ordinance, 2003.

Resources

Appendix – Sample Protection Techniques,
Alabama Scenic Byway Program
http://www.alabamabyways.org/manual/programmanual.pdf

Model Billboard Control Ordinance (2003),
Citizens for a Scenic Wisconsin

Model Municipal Outdoor Lighting Ordinance,
Hunterdon County, New Jersey
http://www.co.hunterdon.nj.us/planning/ordinances/toolbox/Environmental_Toolbox-Lighting.pdf

Model Woodlands Ordinance,
Hunterdon County, New Jersey
http://www.co.hunterdon.nj.us/planning/ordinances/toolbox/Environmental_Toolbox-Woodlands.pdf

"Overlay Zoning," **Planning Advisory Service, Pace Law School, Land Use Law Center. Series III: Innovative Tools and Techniques, Issue No. 2 (not dated)**
http://www.law.pace.edu/landuse/overlay.html

Scenic America
http://www.scenic.org.

Sign Control on Rural Corridors: Model Provisions and Guidance (2003),
Univeristy of Georgia Land Use Clinic, School of Law and College of Environment and Design

"Sign Regulation for Small and Midsize Communities," **by Kelly and Raso**
Planning Advisory Service

Recommendation:

Rte 169 Scenic Corridor Overlay Zone

Purpose:

To maintain the historic, cultural and scenic beauty of Brooklyn,

that conserves natural resources and realizes objectives without unduly disturbing the view sheds of the scenic highway,

promotes the establishment and preservation of village nodes, discourages (disallows) strip development, and promotes community character,

future development on scenic Rte 169 is subject to more stringent standards (site planning) designed to reduce the visual impact of new structures, parking, signs and other features that might obstruct existing vistas in Brooklyn.

Suggested tasks to accomplish stated purpose:

- Inventory view sheds to protect
- Inventory historic and cultural properties
- Identify target areas where stringent rules should apply
- Identify properties for future PDR consideration
- Identify prohibited and permitted uses for special permits as appropriate to the specific area on Rte 169

Suggestions for PZC:

- Rte 169 guidelines (regulations)
- Propose architectural review for historic areas/village nodes to maintain historic and distinctive character

Sources:

- GVI Innovative Zoning Techniques Overlay Districts (Town of Chaplin): http://www.greenvalleyinstitute.org/brochures/fact_sheet_6_overlay_zones.pdf

- Scenic Corridor Overlay Zone - Rte 57 Corridor Plan - NJ DOT: http://www.state.nj.us/transportation/works/studies/rt57/pdf/ScenicCorridorOverlayZoning..pdf

- UCONN Managing Development Along Scenic Roads, Guidelines for Municipal Officials, Landowners and Developers, A Case Study of Nationally Designated Scenic Byway Route 169 – Implementation Strategies

From: "Kissane, Colleen A" <Colleen.Kissane@ct.gov>
To: "'jules dagostino'" <julesdagostino@charter.net>
Date: 03/12/2012 08:56:42 EDT
Subject: RE: Rte. 169 study in Brooklyn

Jules,

Thanks for the reminder - it was a very busy week, and I simply forgot to respond to your message.

Anything done along Route 169 in the state right-of-way needs approval by the State. For signage, the office of traffic would need to review and approve both the sign and the location. The physical sign would be installed by DOT personnel. For a pull off, that is a little more complicated. Are you going to have an engineer lay-out your plan? Will this be on state or private property? Depending on the location, there may be a need for state/local permitting.

I suggest you talk with the Manager of Special Services in the District office that has jurisdiction over your area. His name is John DeCastro and he can be reached at 860-823-3211 or by e-mail John.Decastro@ct.gov

I do not have any contacts in Vermont but I am sure there is a National Scenic Byways representative from that state. I suggest you go to either the State of Vermont website or the National Scenic Byways website www.bywaysonline.org.

You also asked me about suggestions on regulations and restrictions. I really do not have a good background on that and suggest you check with other municipalities on what they are doing. I believe I suggested that you contact the Town of Simsbury. It is likely they have experience in this.

Good luck and I was happy to see that you are not in this alone. 8 members are fantastic!

Colleen

Chairperson
Scenic Road Advisory Committee
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131-7546
(860) 594-2132

-----Original Message-----
From: jules dagostino [mailto:julesdagostino@charter.net]
Sent: Sunday, March 11, 2012 2:38 PM
To: Kissane, Colleen A
Subject: FW: Rte. 169 study in Brooklyn

Hello Colleen,

I hope all is going well. One of our members remembers meeting you and you obviously impressed him since he had nice things to say about you.

I know you're busy but I'd like to report back to the committee re: the questions if you have a minute...

Gracia

CONNECTICUT STATE SCENIC ROADS

As of December 31, 2010

ROUTE	TOWN	DATE DESIGNATED	MILES	LOCATION
1	Madison	October 14, 2008	2.3	From Neck Road #2 north to Lovers Lane
4	Sharon	July 26, 1990	3.10	From Route 7 west to Dunbar Road.
4	Sharon	October 22, 1992	0.80	From Dunbar Road west to Old Sharon Road.
4	Harwinton	July 29, 1996	1.60	From Cooks Dam west to Route 118.
118			0.10	From Route 4 west to Cemetery Road.
7	Sharon	July 26, 1990	4.29	From the Cornwall Bridge crossing of the Housatonic River north to Route 128 at the covered bridge.
7	Kent	October 17, 1991	10.50	From the New Milford town line north to the Cornwall town line.
7	Cornwall	January 3, 2002	3.56	From the Kent town line north to Route 4.
7	Sharon, Salisbury, Canaan	January 3, 2002	10.26	From Route 128 north to the North Canaan town line.
10	Farmington	April 13, 1999	1.0	From Route 4 south to Tunxis Street.
14	Windham, Scotland	January 13, 1999	4.40	From the Windham Center School to 0.3 mi. east of Scotland Center.
14A	Sterling	February 2, 1995	0.70	From Route 49 east to Porter Pond Road.
15*	Greenwich to Stratford	January 28, 1993	37.50	The Merritt Parkway from the New York state line to the Housatonic River Bridge.
17	Durham	June 26, 2001	1.40	From Route 77 north to 125 feet north of Talcott Lane.
27	Stonington Groton	August 9, 2004	0.83	From 0.25 miles north of Jerry Browne Road, north to Route 184.
33	Wilton	November 3, 1997	4.90	From the Wilton/Ridgefield town line south to the intersection with Old Ridgewood Road #1.

*** Nationally designated scenic road**

ROUTE	TOWN	DATE DESIGNATED	MILES	LOCATION
77	Guilford	May 3, 1991	11.56	From Route 146 north to the Durham/Guilford town line.
77	Durham	June 26, 2001	2.3	From the Durham/Guilford town line north to Route 17.
80	Madison	December 17, 2010	2.0	From the Killingworth town line, westerly to Squire's Road.
82	Haddam E. Haddam	February 17, 2004	0.29	From the Haddam shoreline of the Connecticut River east to Route 149 (includes the swing bridge)
97	Pomfret	April 11, 2001	4.50	From Route 44 north to Route 169.
118	Litchfield	January 4, 2002	2.77	From Clark Road west to Route 63.
146	Branford, Guilford	May 29, 1990	12.20	From Eades Street, Branford to US Route 1, Guilford.
148	Chester	June 5, 2003	1.60	From the Chester shoreline, easterly via the Chester-Hadlyme Ferry to its intersection with Route 82 in Lyme.
149	East Haddam	February 17, 2004	2.31	From Route 82 north to Creek Row
151	East Hampton	February 17, 2004	1.51	From 1.0 mile north of SSR439/Hurd Park Road north to Route 66
154	Haddam	January 13, 1994	9.16	From the Chester/Haddam town line north to the Haddam/Middletown town line.
154	Old Saybrook	December 17, 2004	6.10	From Route 1, north to Old Boston Post Road.
156	East Haddam	June 5, 2003	6.24	From Route 82 in East Haddam easterly to the Lyme/Old Lyme town line.
160	Glastonbury	January 18, 1991	1.06	From the Roaring Brook Bridge west to the Connecticut River.
164	Preston	February 1, 1994	2.58	From Old Shetucket Turnpike north to the Preston/Griswold town line.
169*	Lisbon, Woodstock	April 15, 1991	32.10	From Rocky Hollow Road in Lisbon north to the Massachusetts state line.
179	Canton	February 25, 1991	0.30	From the Burlington/Canton town line to the junction with SR 565.
181	Barkhamsted	January 10, 1995	1.10	From Route 44 north to Route 318.
183	Colebrook	May 20, 1994	3.10	From Route 182 north to Church Hill Road.

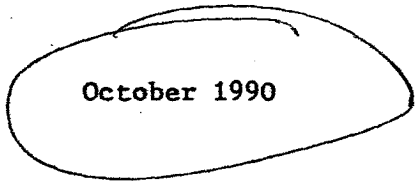
***Nationally designated scenic road**

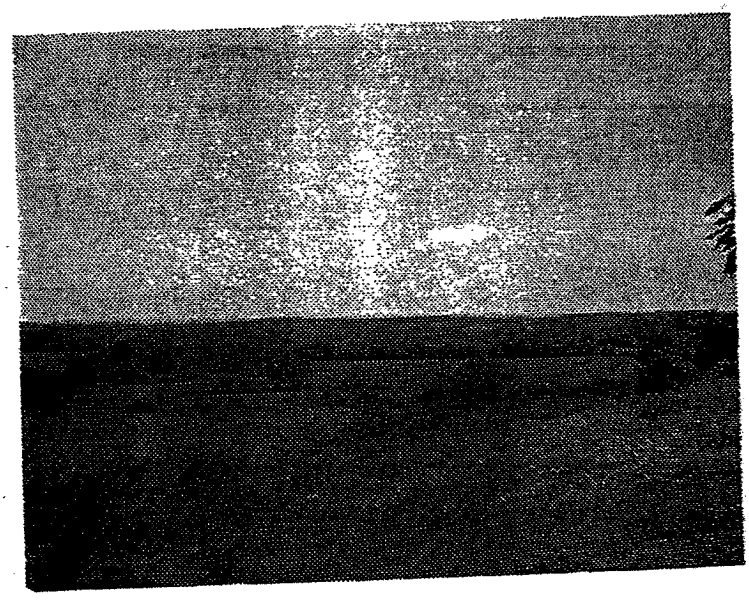
CONNECTICUT ROUTE 169

The Scenic Norwich and Woodstock Turnpike

Submitted by Scenic Rt. 169 Committee

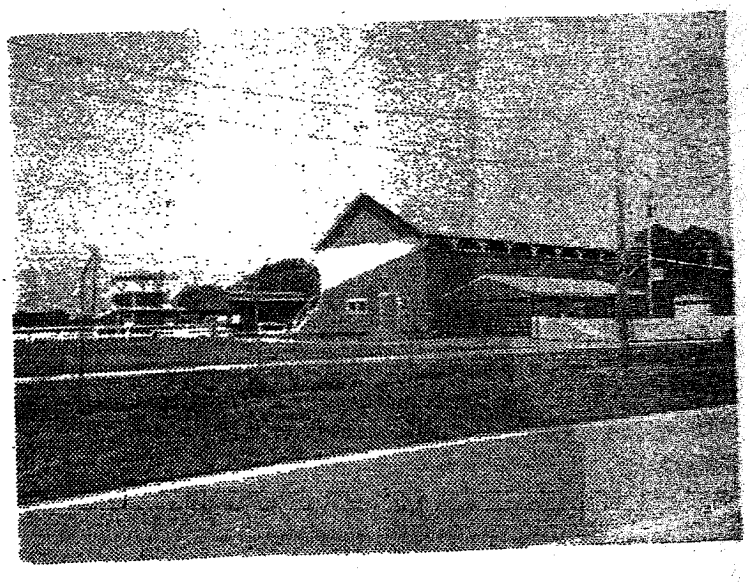
(A Special Committee of ANECHS)





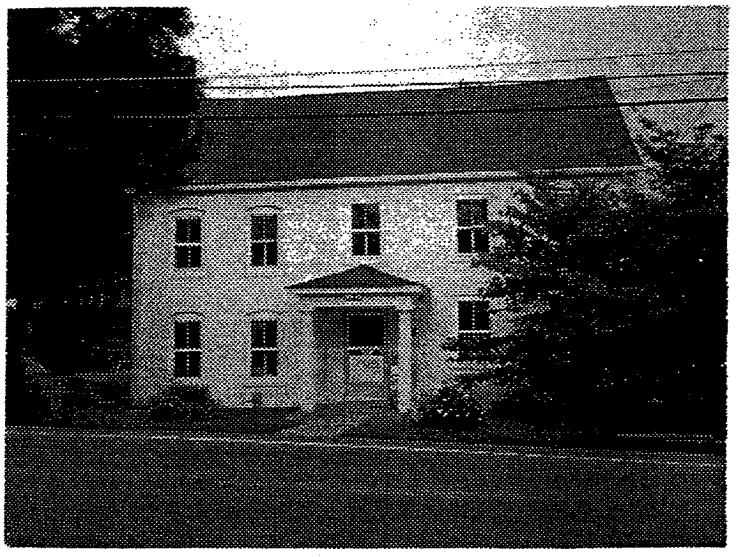
35. A lush vista from the Canterbury Brooklyn town line toward the Quinebaug. (Brooklyn 1; NE)

36. A springtime view of a delicately shaded hillside. (Brooklyn 2; SW)



37. Brooklyn Fairgrounds. This fair dates its history from the first agricultural society in Connecticut. (Brooklyn 3a; W)

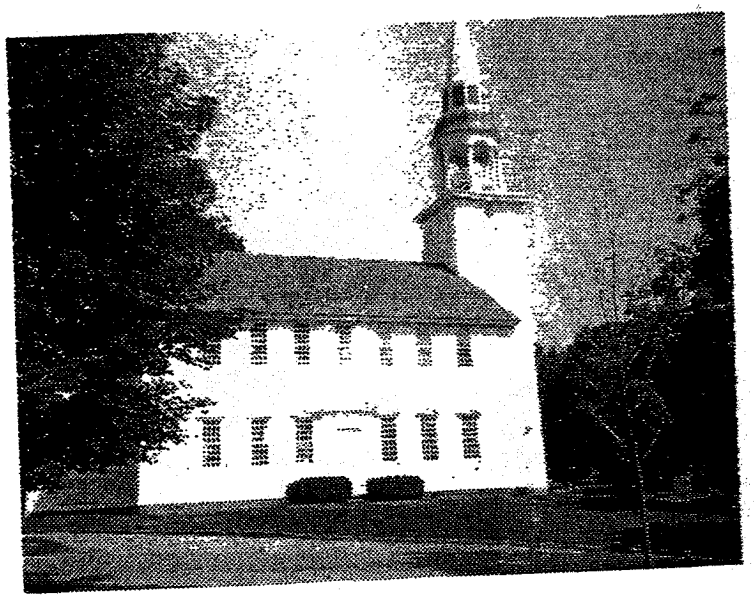
38. One of the many beautiful houses in Brooklyn Green Historic District. (Brooklyn 3b: E)



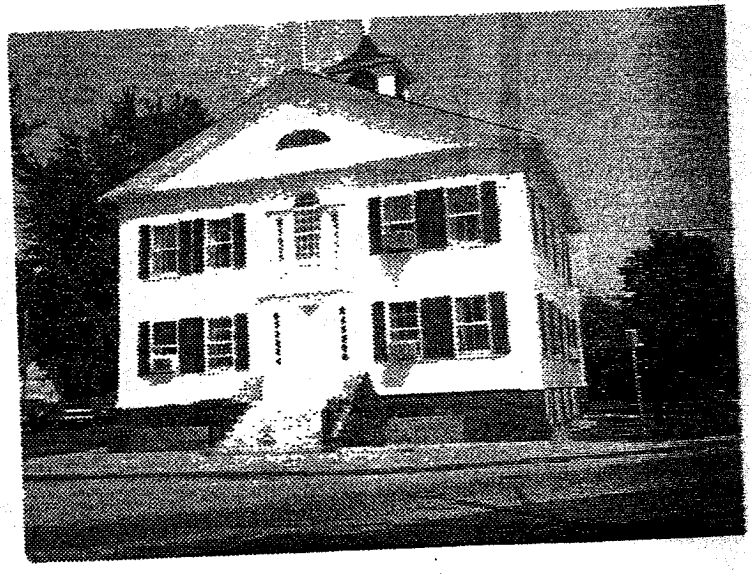
39. Brooklyn's brick library was built c. 1822 as a bank. (CtSR; Brooklyn Green Historic District; Brooklyn 3c; E)

40. The last remains of Revolutionary patriot Israel Putnam lie within this monument by sculptor Karl Gerhardt, erected by the State in 1887. (CtSR; Brooklyn Historic District; Brooklyn B3a; S)

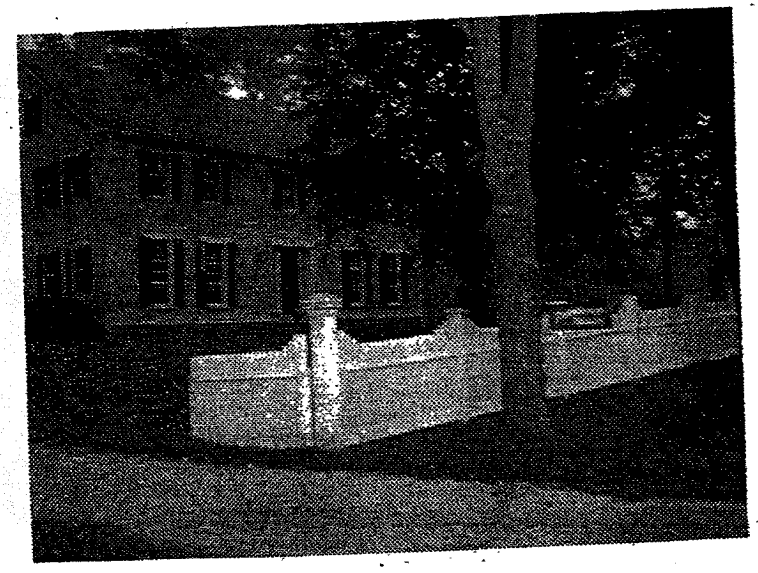
41. At the Brooklyn crossroads stands one of the earliest (c.1771), most beautiful churches in the region. (NRHP; CtSR; Brooklyn Green Historic District; Brooklyn 3d; N)

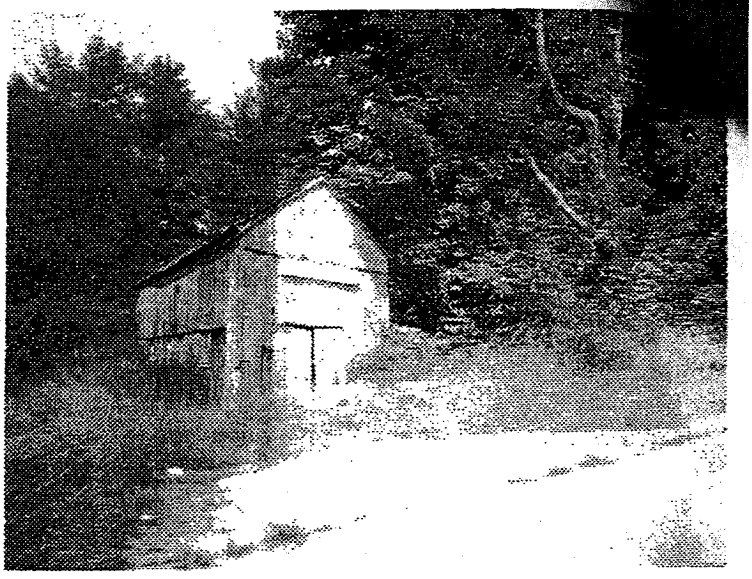


42. Brooklyn Town Hall was originally built in 1820 as the County Court house and was the scene of the famous trial of Prudence Crandall. (Brooklyn Green Historic District; Brooklyn 3E; N)



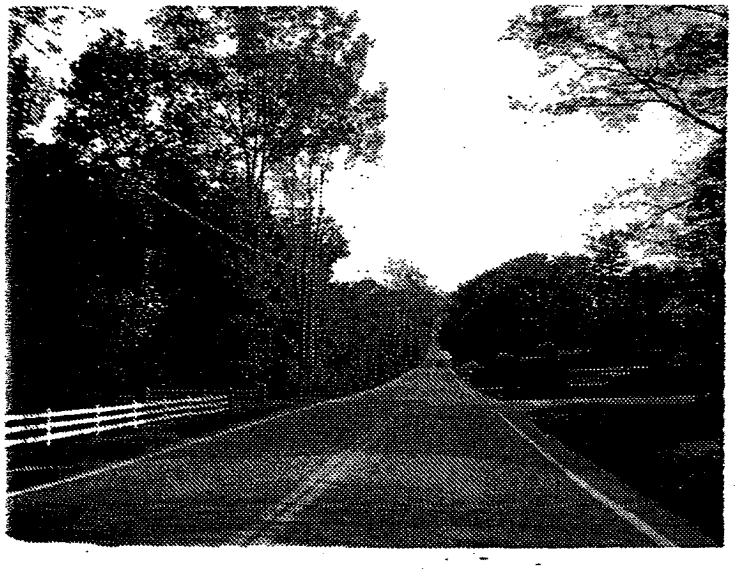
43. "Friendship Valley", home of George Benson, the Quaker who sheltered and supported Prudence Crandall during her 1833 trial. (CtSR; Brooklyn Green Historic District; Brooklyn 4; SE)





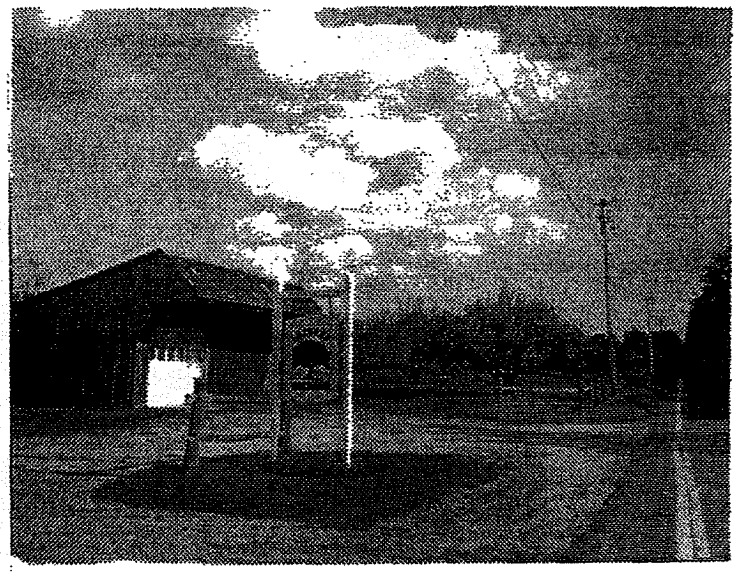
44. (above left) A Brooklyn colonial house with especially charming outbuildings. (Brooklyn 4b; E)

45. (above) Across the highway a small barn of unusual shape bears the name "Maplehurst Farm". (Brooklyn 4c; NW)



46. (left) A popular bed and breakfast, one of several along the route. (Brooklyn 5a; W)

47. (bottom) Lovely sweeps of road such as this, lined with fences, hedges and beautiful trees, make Rt. 169 a pleasurable road to drive any time of year. (Brooklyn 5b; S)



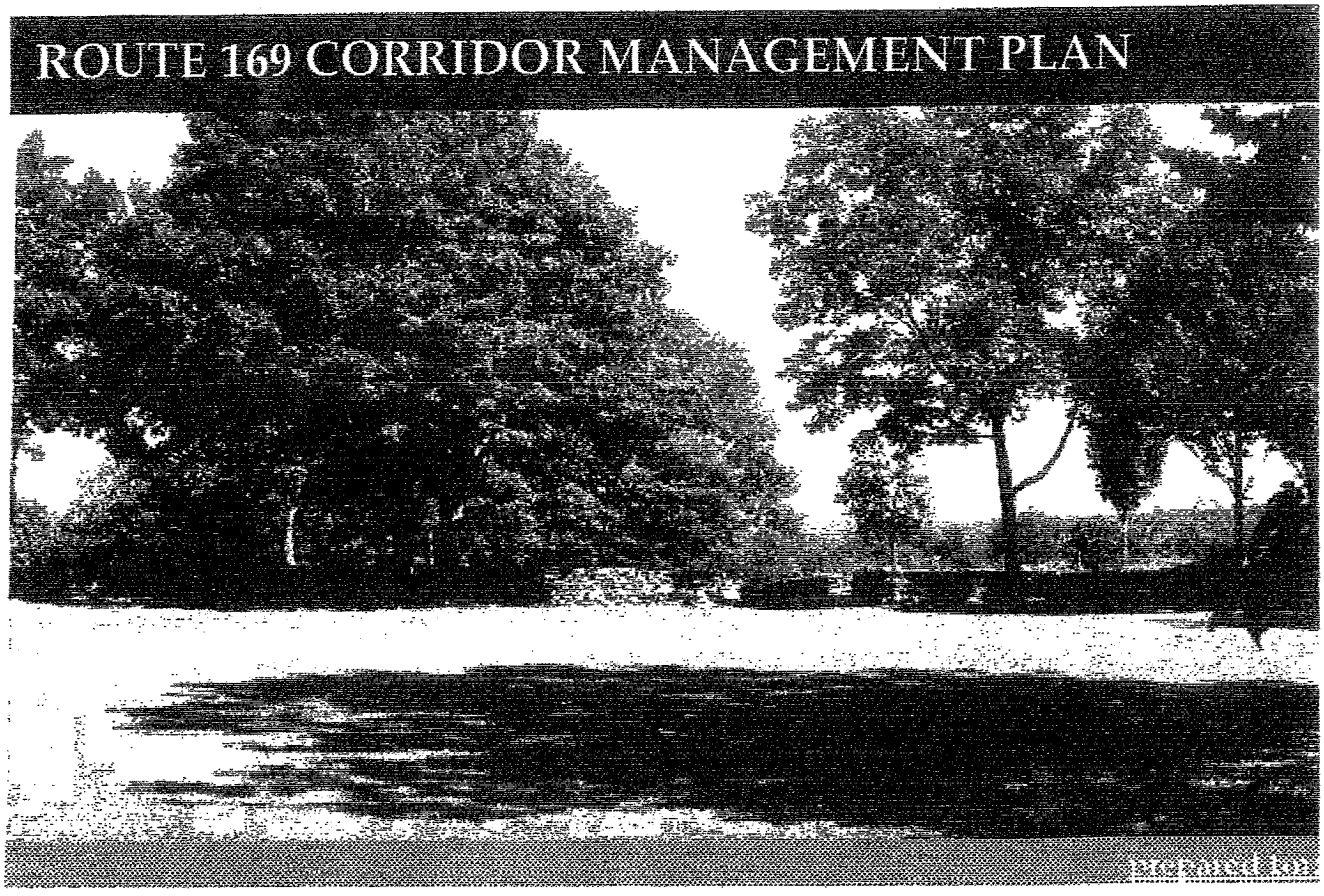
48. (above) Springtime view of a field on one of the farms associated with Israel Putnam; just off 169 on Spaulding Road. (NRHP; CtSR; Brooklyn 6; N)

49. (above right) Apple trees in blossom at Lapsley Orchard on the Brooklyn / Pomfret line. (Pomfret 1; S)

50. (right) Goats show an interest in passersby near Rt. 101. Occasionally a deer grazes with the herd. (Pomfret 3a; E)

51. (bottom) Once a gracious home, this house is now used for commercial purposes, but remains photogenic. (CtSR; Pomfret 3b; E)

ROUTE 169 CORRIDOR MANAGEMENT PLAN



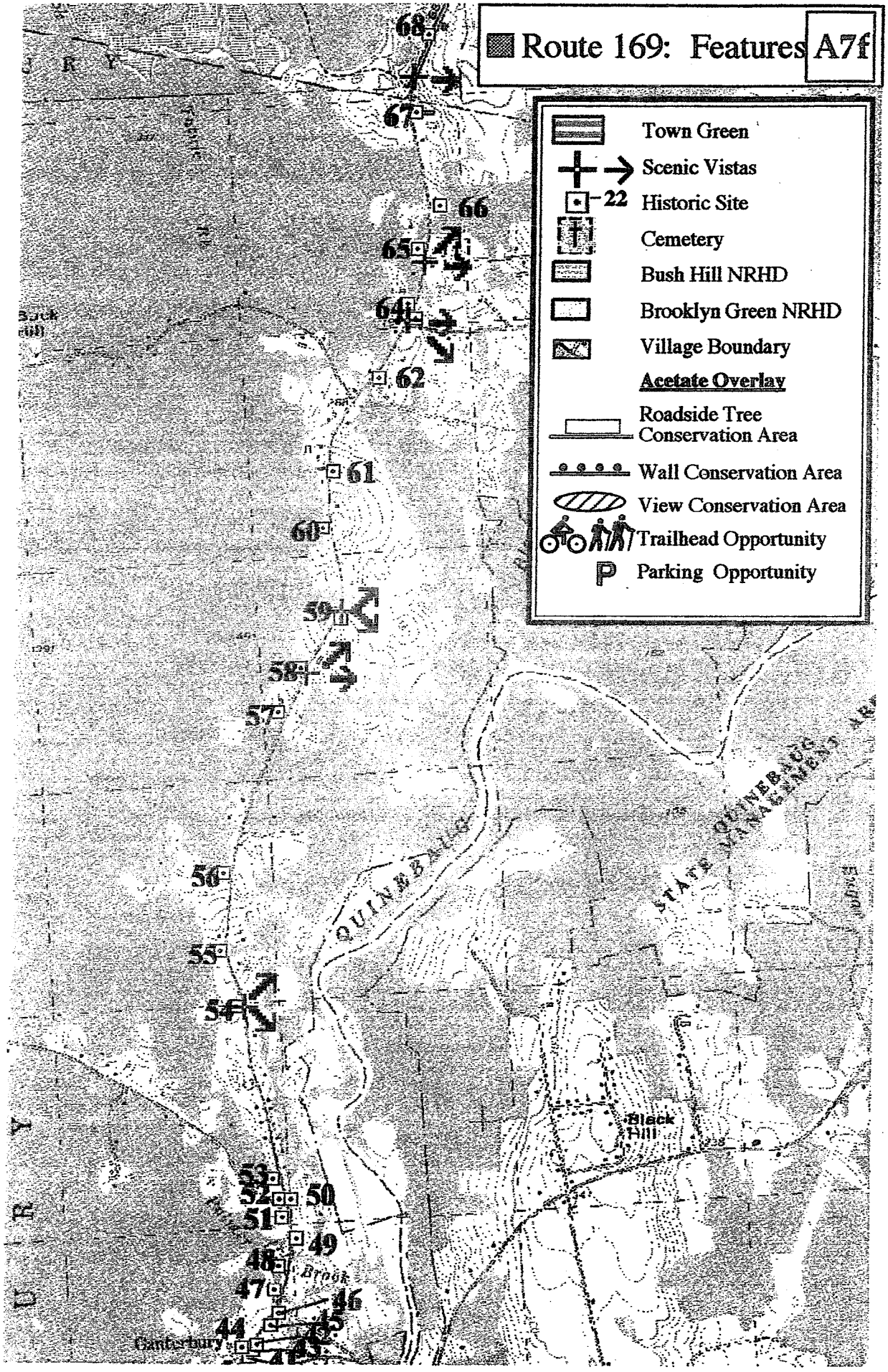
The Route 169 Scenic Road Advisory Committee and
The Connecticut Department of Transportation

Historic Resources Map Key 5
Route 169

Resource Categories

SS	Historic - State Survey	*	Corridor Highlight
NR	Historic - National Register	H!	Historic - Notable
SR	Historic - State Register	A	Archaeological
LS	Historic - Local Survey	B	Byway Feature
		C	Cultural

Location No.	Resource	Source	Other Categories
63	Residence, 2 1/2 story, c. 1780 Hyde Homestead, 393 N. Canterbury Rd.	SS	
64	Residence, 1 1/2 story, c. 1865 Judith Hyde Burlingame House 398 N. Canterbury Rd.	SS	
65	Residence, 2 1/2 story, c. 1790 418 N. Canterbury Rd.	SS	
66	Residence, 2 1/2 story, 1783 Asa Bacon House, 437 N. Canterbury Rd.	SS,SR	
67	Residence, 2 1/2 story, c. 1780 465 N. Canterbury Rd.	SS	
	BROOKLYN		
68	Residence	SS	
69	Greek Revival Residence	SS	
70 *	Brooklyn South Cemetery, 1740s & later	SR,SS	B,C
71 *	Brooklyn Fairgrounds, 1852		B,C
72 *	Residence, West side @ Rt. 205 (in BGHD)	NR,SS	H!
73 *	Brooklyn Green Historic District (BGHD) (Green is a Highlight) (Cultural Resources in BGHD: Fire House, Historical Society, Arts Center)	NR	B,C
74 *	Putnam Monument (in BGHD), 1888	NR,SR,SS	B,C
75 *	Unitarian Church (in BGHD & individual NR listing), 1772	NR,SS SR	B,C,H!
76 *	Brooklyn Library (in BGHD), 1822, 1826 & later	NR,SS	C
77 *	Brooklyn Town Hall (in BGHD), 1820	NR,SR	B,C
78 *	"Friendship Valley"/Old Brooklyn Hotel (in BGHD)	NR,SS SR	
79	Bush Hill Historic District	NR	
80 *	"Old Potter House" (in Bush Hill H.D.), 18th C. & later	NR,SR,SS	


Route 169: Features A7f
Town Green
Scenic Vistas
22 Historic Site
Cemetery
Bush Hill NRHD
Brooklyn Green NRHD
Village Boundary
Acetate Overlay
Roadside Tree Conservation Area
Wall Conservation Area
View Conservation Area
Trailhead Opportunity
P Parking Opportunity
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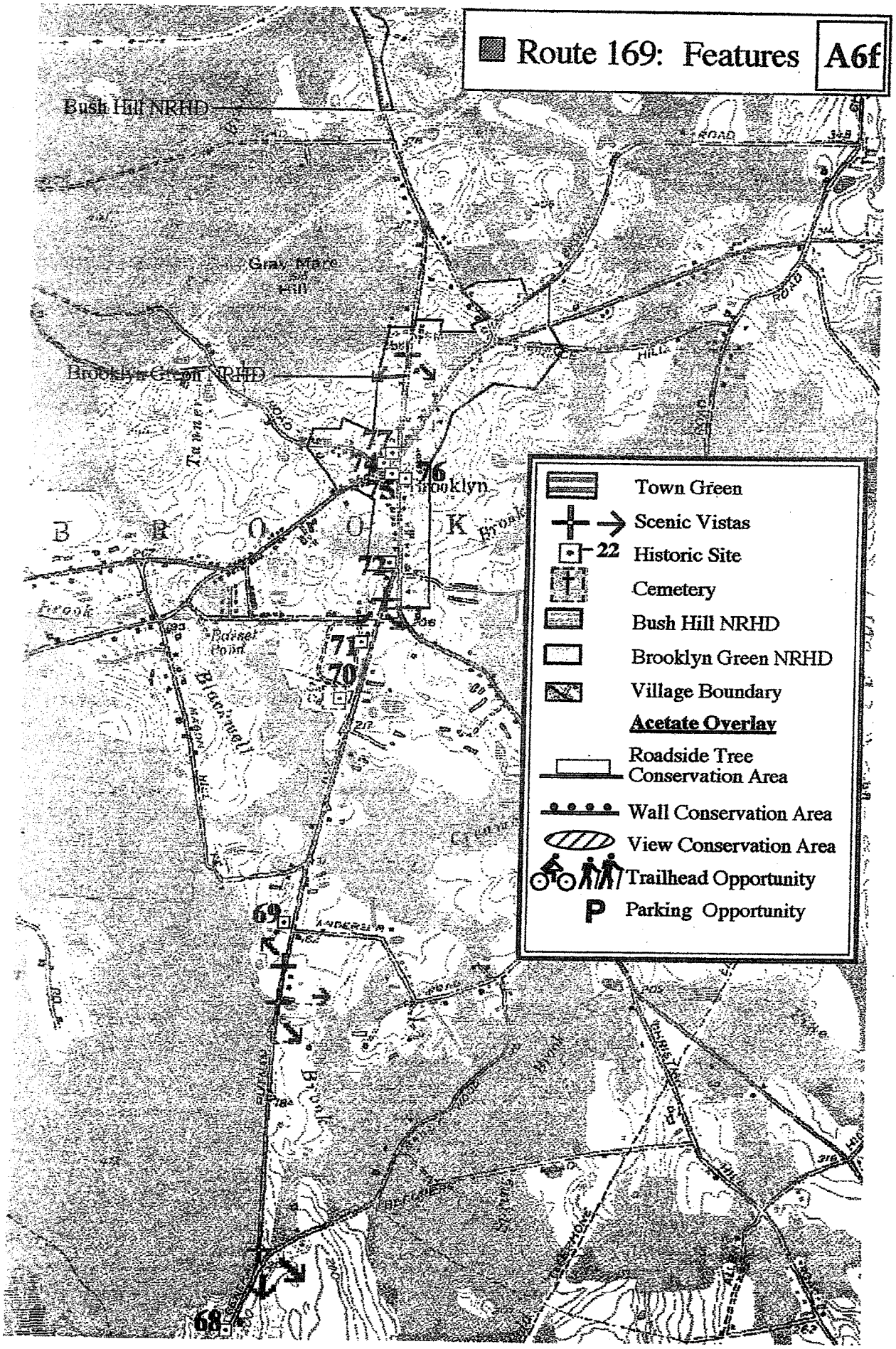
Canterbury
Brook
Quinebaug
Bleck Hill


Route 169: Features
A6f
Bush Hill NRHD
Gray Mare Hill
Brooklyn Green NRHD
Brooklyn
Town Green
Scenic Vistas
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Cemetery
Bush Hill NRHD
Brooklyn Green NRHD
Village Boundary
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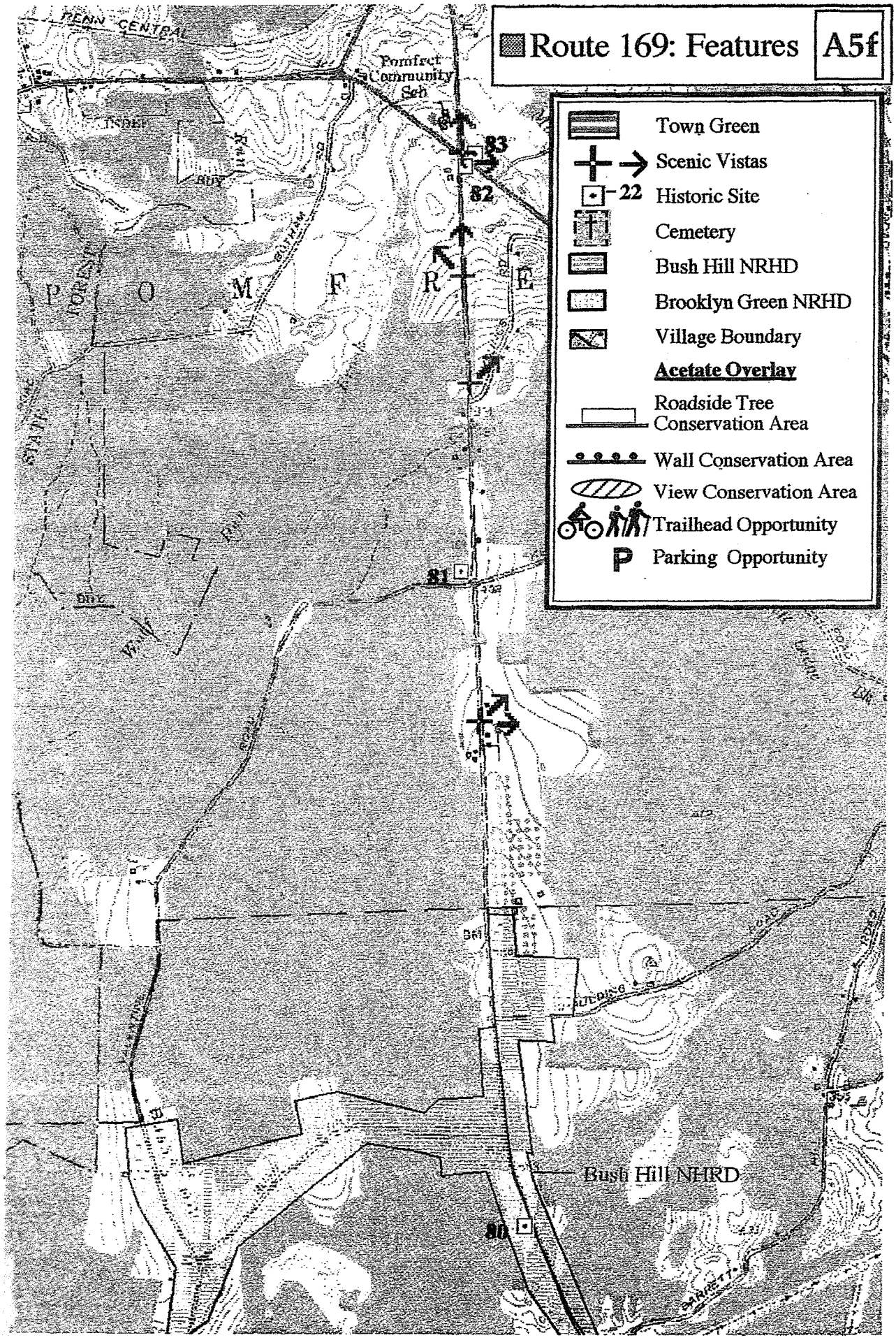
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PENN CENTRAL
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Bush Hill NHRD