

Public Hearing Minutes: May 14, 2026 @ 6:00 PM

Application PZC-26-4: 18, 28, 32 Pearl Street, Seymour, CT 06483

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**Seymour Community Center, Community Room
20 Pine Street, Seymour, CT 06483**

The public may attend and offer Public Comment on matters before the Zoning Board of Appeals (ZBA). Written comments submitted prior to 12:00 pm on the day for consideration by the commission. Submit written comments to mmorqanski@seymourct.org. The public may observe and participate at the Public Hearing(s).

1. **Call to Order**
2. **Roll Call (seat alternate as necessary)**
B. Sirowich, R. Peck, J. Niezelski, K. Stanis, M. Malberti, J. Lombardo
3. **Pledge of Allegiance**
4. **Re: Application No: PZC-26-4**
18, 28, & 32 Pearl Street, Seymour (Request Zone Change "R18" to "MF")
Town of Seymour
Planning & Zoning Commission Notice of Public Hearing

The Planning & Zoning Commission will hold a Public Hearing at the Seymour Community Center, 20 Pine Street, Seymour, CT 06483, in the Community Room on Thursday, May 14, 2026 at 6:00 pm to discuss the following **Application No. PZC-26-4 (18, 28 & 32 Pearl Street, Seymour, CT 06483)** request for **Zone Change from "R18" to "MF" multifamily**. A copy of the application is on file, for review in the Land Use Office, 20 Pine Street, 2nd Floor, Seymour, CT 06483 during normal business hours. Dated at Seymour, Connecticut this 9th day of April, 2026. Respectfully Submitted, Brian Sirowich, Chairman Seymour Planning & Zoning Commission.

Published in the Voices twice on April 29, 2026 and May 6, 2026.

Transcript of the Public Hearing Attached. Hearing Duration 1 Hr. 49 Minutes

5. **Application Complete, Noticed**
6. **Attorney D. Thomas presented request for the applicant.**
7. **Public Comment**
8. **Public Hearing Closed by unanimous vote of the commission.**

May 14, 2026 Transcription PZC Public Hearing

Application PZC-26-4 18, 28, 32 Pearl Street, Seymour, CT 06483

Request for Zone Change "R18" to "MF"

- **Speaker 0**

00:02

Pledge allegiance to the flag of the United States of America and to the republic for which it stands, one nation under God, indivisible, with liberty and justice for all. Good evening, Mr. Chairman. Again, for the record with this application, PZZ 26-4, 1828-32 Pearl Street, Seymour, Connecticut. My name is Mike Marganski. I'm the ZDO for the town of Seymour. The Planning and Zoning Commission will hold a public hearing at the Seymour Community Center, 20 Pine Street, Seymour, Connecticut, in the community room on Thursday, May 14th at 6 p.m.

- **Speaker 0**

00:52

to discuss the following application number, PZC 26-4 regarding 1828 and 32 Pearl Street. Request for zone change from residential 18 R18 to multifamily, known as MF. A copy of the application is on file for review in the Office of the Land Office at 20 Pine Street. This is dated April 9th, 2026. Respectfully submitted to Chairman. This was published in the voices on April 29th and May 6th. We have a completed application.

- **Speaker 0**

01:31

We have the supporting documentation. I have no further comment at this point.

- **Speaker 1**

01:37

Thank you, Mike.

- **Speaker 2**

01:49

Thank you very much, Chairman and members of the Commission. I recall you for the 3rd time on this application. Give you a little background. It was an initial application filed without some members from public opposition. We did our presentation. It was turned down. At that point, we filed the appeal.

- **Speaker 2**

02:16

But then, after some discussions about the 2nd application, which received the support of your staff, your planner, and this is to be upfront, it's to change the zone of the Roberta King Estate from R18 to MF. To permit the client's intention at this point would be then to go through with a special exception under the MF for 108 units in three buildings, one and two bedroom units, which I will go into later. So that one was actually, there was a protest petition filed at that point, and based on the protest petition, a supermajority was required for its own channel. And your board being five, a protest petition has an impact that requires four. And though the vote was 32 in favor, it failed because of that. So at that point, rather than filing an appeal, my client chose to withdraw the prior appeal and we began the process of an 8-30G application with 179 units and removing the verticing state to get more density.

- **Speaker 2**

03:45

That was put on hold when the legislature began to discuss what is now 25-1. the uh land use bill. And it was put on hold because there were gonna be some serious changes, one of which would impact that, impact this, and it was, which was that um protest petitions now had to have 50 % of property owners. But regardless of that, the protest petition said uh That even if you had it, it still was just a majority of the zoning commission, which is in the statute. The statute 78-3 says that any zone change, any zone amendment, map amendment, or the amendment, requires a majority of the members of the commission. You have a five-member commission, that's three votes.

- **Speaker 2**

04:43

So, had that statute been in effect in 2023, Montana would probably be constructing the buildings right now. But now they changed that and they got rid of the super majority requirements. I think your DEO mentioned it. I did submit electronically the notices and signed posting. This property is the, as I said, the Roberta Kingdom State property on Carl Street. The building costs between 13 and 14 acres. The application is to change it from R18 to MF Monte Family for all three properties.

- **Speaker 2**

05:27

I gave you two handouts. And the 1st handout, which is a paper quick one, let me address the 2nd handout. The 2nd handout is from the CBIA Foundation. For those of you that don't know, CBIA is the Connecticut Business and Industry Association. It is a, I was actually invited to the presentation and full disclosure, I sit in the Connecticut Business and Industry Association Foundation's Housing Steering Committee. The whole purpose of this was to address the concerns of the business community, manufacturing community, and other businesses concerning the need for housing. Dustin Nord, who's the director, is a fantastic person.

- **Speaker 2**

06:18

Frankly, going forward as a commissioner, we'll get a chance to schedule him to speak to you. He's a very interesting individual with statistics that you would mind about. I'm not going to go through it. It is an interesting read, but the whole point of it is this. Everybody's talking about a housing shortage. There's a housing shortage throughout the state. Everybody talks about affordable housing.

- **Speaker 2**

06:41

They often focus on affordable with capital A. There's also a big concern of affordable with small A. Affordable with small A is not something that's demonstrated. Affordable with small A is increasing the supply. And as a matter of fact, there is a recent study that was released yesterday or the day before. Stating that in the Sunbelt areas where rents have gone crazy, the rents have stabilized because of the amount of building. So that's the small A.

- **Speaker 2**

07:17

Large A is 80% AMI or 60% AMI or things of that nature. And that's being restricted for 40 years, although there are some statutes that may think about reducing that just to get more of it. But the important thing about the CBIA thing is it seems to have been forgotten that the business community, the manufacturer community, wants it. And I will just close on that presentation with one thing. There's an individual, Sam Simon, who's on the steering committee with me, who is the owner of OEM Patrols in Shelton. And at the presentation of this report, he stood up and said, I want to grow. I need to be able to house the \$40 an hour employee.

- **Speaker 2**

08:11

I need to bring in the \$75 an hour employee. I need to bring in the \$125,000 a year employee. I have a variety of people I need to bring into mind. And all manufacturing companies have the same issue. And there just isn't enough housing, enough affordable housing. And plus the fact that younger generations especially prefer to be have shorter commutes to work. And so that is a thing that the business, the CBIA, which you certainly can't call a liberal organization, is pushing very heavily, and that's their report.

- **Speaker 2**

08:47

The other handout for you, and I'll go through and try to follow in order. The top is a map of your, to give you an idea, I'm sure you're aware of it, of the area of the proposed zone change. The 2nd handout now is, and again, even though we're not, we're here on just the zone change, and you would later be able, we would have to come before you. And I'll be commenting, by the way, I will be commenting when you get to your PVD proposal. When you're doing a straight zone change, usually people don't come in because it's very expensive to do plans with the plan. That it's going to follow. But I thought it would be very helpful for the Commission and the neighbor to understand what the intent is based on your own regulations, which is why the 3rd item in the package that I gave you is your own regulations.

- **Speaker 2**

09:54

Because keeping in mind, zone change is a legislative act on your part. You have full discretion. The next step under your MF zone is not that any uses for garden departments, e.g. , or even for quads, three and four families, are not as a matter of right, but they are a permitted use by special exception. So, what I, the next exhibit that I have for you is your own regulations dealing, highlighted, dealing with special permits. So, when you have a special permit before you. You've got to determine whether or not it's not detrimental to public health, safety, and welfare, property values. It is the applicant that must show you that, present evidence.

- **Speaker 2**

10:46

I'm going to stop there for a minute because I did mention that at one point, after two denials, and one denial being an approval, but wasn't enough votes, the client considered an 8-30G. And in 8-30G, That burden that's in that 1st paragraph is not on the applicant. It is on you. And that's what 8-30G does. It simply flips the burden to the commissioner. So if you're going to prove, you have to prove a danger to public health, safety, and welfare. Convenience and property values are no relevance in that.

- **Speaker 2**

11:27

Most developers, as this developer is, like to work with the Commission to develop something that is a joint effort of both. And under the special exception permit, you have considerations that you look at. Suitability of the sect for the intended use, considering size, shape, area, topography, sub-soil conditions. The ability of adjacent roadways to accommodate existing traffic. Obviously, a traffic report would be required. The availability and adequacy of supporting municipal services such as police fire protection. And all special works are clear to possess such special characteristics that each would be considered an individual case.

- **Speaker 2**

12:07

In other words, within the framework of the law, you look at each individual property as you're going through it. One of the big advantages of the way, if you look at the next page, for instance, in Garden Apartments, e.g. , in the Garden Apartments, you're required, because the density is here, you're required to have 30% open space. When you are doing a special exception, you can require buffers in certain locations. You can require a lot of things within your description and within the language I highlighted in this. If you have an R18 subdivision, an R18 subdivision, which, and this is, believe me, a rough estimate, I think you can accommodate somewhere between 20 and 24 lots. And of course, it would have public roads and everything like that. If you require 10% open space, you cannot mandate against property around it.

- **Speaker 2**

13:17

So you, you know, that, a subdivision, is a matter of right as opposed to a special exception. So this individual could go in there right now. Excavate the property, come in before you, I'm sorry, come in before you for an R18 subdivision. Excavate the property pretty close end to end and put lots and backyards that are up against all the adjacent blocks. When you look at your requirements and you look back at the proposal, you see that there is an enormous amount of green in it because it requires 30% open space. And that is in your own regulations. And that is the advantage of the special exception.

- **Speaker 2**

14:04

Now, the next item. Dated March 6, 2024, right before the vote that took place in the 23 application, March is a town planner report. And since it was introduced then, I'm introducing it again to Keith Roosevelt. He's not in the town planner anymore. But Keith's report contained an interesting and thorough analysis in support of the zone change and the prospective apartments, looking at and saying, looking at the adjacent zoning and land use. You have three sets of apartments near there. They're successful apartments.

- **Speaker 2**

14:50

They're well maintained. Right, a very short distance away, you have he listed as the Maple School Apartments. I thought it was the Ann La Presley School, but I could have been wrong. But the Maple School apartments, very successful, waiting list type of things and walkable again to downtown. He also talks about the POC did. And I'm going to, you know, reflect it as I got to present it. I think I will adopt his position again.

- **Speaker 2**

15:26

The POCD is an advisory document, but when you do a zoning, you know, we should look for advice. And he talks about the residential character, especially compared to neighboring uses. And the existing zoning also indicates that similar wishes can give primarily residential land use. Efforts should be to maintain the highest standards for development of it. And these standards can include building design, landscaping, and appropriate buffers. Those things you can impose as a special exception. Those things are difficult, much more difficult, if not impossible, in certain circumstances, under a subdivision as of right.

- **Speaker 2**

16:08

It also talks about the housing needs that are reflected in your POCD related to changing demographics. Multi-family developments, such as apartments and condominiums, distributed throughout the community, will provide more affordable housing to the younger population, the elderly population, and small families. A mix of housing options will be important in terms of meeting the changing needs. I want to address that at one point. Somebody came to me saying to me they wanted to do an apartment complex and another person. And they said, you know, I think I should do age-restricted, housing goals, 55 million.

- **Speaker 2**

16:45

I said, well you can, there is a market for that. I said, but you ought to really do some research on the demographics from something like the MARC, which is relatively high-end and challenging. Mark has approximately 45% of its occupants that would qualify in the 55-mile category. But even that, there's a market, there was another market, a study done, there's a converted hotel into apartments in Meriden, which had 130. And there, almost 50, 60% of the people would have qualified for the Trevanova. So all the communities, I'm at the top of the Groomer generation, but the back end of the Groomer generation and the upper end of the generation behind us are both often looking for mixed generational apartments where they don't have to pay, you know, \$740 to have their garden mulch, ring, so to speak, and they can get around that. So the options, don't just think of apartments for younger people, the options are for people that want to downsize.

- **Speaker 2**

18:05

If you go back and if you had a transcript, if you had a video of the 2023-24 presentation, a woman stood up. Somewhere in my notes, I have her name, and she stood up and she said, I'm speaking in favor of this. She said, I lived in Seymour for 17 years. I like Seymour. I want to stay here. I have no place to go. I would like, these are the kind of apartments I would love to.

- **Speaker 2**

18:33

Community. So that is an option for people staying. It's already, he also talked about TOD. And with that, I have he recommended and say it is transportation-oriented development. So I utilizing your GIS and a measuring tool on a straight line, nothing was a straight line, but on a straight line, it's half a mile. Either way, walking whichever way you want to go down, there is a sidewalk down. Mabel, and there was also a sidewalk most of the way, not all the way, down South Main, but it's not a bad walking distance.

- **Speaker 2**

19:14

Someone complained the last time that no one's going to walk back uphill. I can tell you at my age, I'm not going to walk back uphill. But most people have no issue, most younger people especially, walking back uphill. And related to when you're doing, the phenomenon that's occurring right now is in the parking regulations. And the phenomenon is occurring because they are finding empirical evidence that in many of the apartment complexes that have been done, there are a substantial number of people, younger people especially, living there without cars. And here, their lifestyle is to be without a car, they don't have insurance. If they have to travel to see, to go to a wedding or something, they rent a car.

- **Speaker 2**

20:04

They usually take Uber. And I was just out visiting my youngest son in LA. And someday, they may be able to do what my youngest son does, which is take a Waymo, which I got my 1st ride in a Waymo through, you know, driverless vehicle. It's fascinating. It's not a gear yet, but here you have Uber lifts all around. And what they're finding out in a lot of these units, so many, the Trolley Square in Derby, the one right across from Home Depot, they said that approximately 10% of the occupants in there do not have cars. And that's how they operate.

- **Speaker 2**

20:39

But this one is TOD. It's close to your trade station. And of course in Seymour, as in most of the Valley communities, especially Derby and Sony and Seymour, the Connecticut Transit bus service interacts with the your train service. You have both available there. And of course as as far as attracting people, somebody is there, all they need to do is go right down to there, get in the train station, or take a bus, go to the Derby train station, get on Greater Bridgeport Transit, and they can work in wherever, Merritt 7 or anything like that, they next. The other thing that's often brought up about departments is the school cost myth.

- **Speaker 2**

21:31

The issue that you run into with that is, and I have often said this to funding and building commissions in a number of years, that it's shocking to me that someone, that school children are right there on the same level with nuclear waste coming into your town. We all have children to go to school, grandkids that go to school, but the fact of the matter is it's often a discussion. So I gave you the exhibit I gave you is the Home Connecticut from Partnership with Strong Communities, where it explains to you which type of housing generates the most kids based on empirical evidence. But the other thing I gave you, which is two-sided reading, is an excellent report which has been presented in several people from a very, very well-respected planner, Donald Poland, who did it for McCain, explaining it. And if you look at it, one of the things that you can note about Seymour that is similar that he talks in here is over the last, and I presented this evidence at the last meeting, and that's the next sheet on Seymour, Seymour has had a, I think, a 3%. 3.7% reduction from 2,400 students in 2013-14 to 2,086 students in 2025-26. So the school enrollment's going down.

- **Speaker 2**

23:04

The one thing about The cost per child, which is honestly one of the phonier numbers that you can come up with. The one thing about the cost per child is as your enrollment decreases, your cost per child goes up. You may not even change anything, but because the enrollment goes down, it's simple math. When you divide it, the cost per child goes up. But the facts are, what the empirical evidence shows is that there is no empirical evidence that one and two-bedroom apartment complexes generate more school children than they can pay for. And at that point, I will tell you, and I use this, there's an 89-unit one and two-bedroom apartment complex in Chung called the Richardsaw Mill.

- **Speaker 2**

24:03

Richardsaw Mountain, I think, has six kids, 89 units. Six school-age children. They have some others, zero to five, but they have six children, I think, the last count. In Derby, while they're relatively new, Trolley Square and Cedar Village at Minerva, both of them have extremely low single-digit children in there. One is 140 units, I believe, and the other is 94 units. So the fact is, there is no empirical evidence of one in two bedrooms generating more school children. However, what there is empirical evidence of, clearly and without a doubt, is that high-density residential housing certainly pays for it if there are any kids, and it is the best version right now of economic development if you are talking about growing your grammars and increasing your taxes.

- **Speaker 2**

25:08

So I gave you a chart, the last page. So we'll look at a chart. To show you, I will tell you this. I went into Seymour's GIS and Assessor Director, and I took higher end single-family, three- and four-bedroom homes in the R18 area. And I don't think you can fit 24, but if you put 24 on these three parcels of land that are really one parcel, You have 10% only open space. The assessment for all the units based on the current assessment in the assessor director is \$6 million. Based on your current tax rate, which I think is \$27.72, if I'm not mistaken, September 8, it will generate \$166,320 in taxes.

- **Speaker 2**

26:06

You could possibly get quads on it. And I really bumped up the quads a lot. I said you could have nine quads. I don't think I talked to the engineer and he said to me, I don't think you could fit nine quads. This is again going to be a pub. Both of the 1st two would require public roads. And so you have public roads, you have road maintenance, implement that.

- **Speaker 2**

26:26

R18 would be three and four bedroom. School children, if you're concerned about that. MF quads, it can be two bedroom. So a lot of them, each unit could be two or three bedroom. Well, you don't find many there that are one bedroom. But if you had the 500 square feet per unit is in your regulation, that's what recreational area is required. It doesn't count the front grass, it says, but it doesn't have a specific open space requirement.

- **Speaker 2**

26:54

And so that would come out on this site to be 2,600 square feet of open space. The nine quads, 52 units, would generate assessments, would be 4,500,000. I went around and I checked some of the, some multifamily. I also looked at apartment complex that had like 50 or 60 units and how the buildings were verified. And then after I did that, because these things would be new, I increased it by, I think, approximately 15 or 20% to increase the value of the assessment. And that would generate only 124,740. Again, with public services, because it's going to have public roads schools.

- **Speaker 2**

27:37

So for the garden departments, you had 108 units. Here's what I did. I went into the assessor's records in Shelton. And I took the 89 unit, the Rigid Sawmill, and I took their assessment. I then, and I tried to be honest in looking at it. I then took 20% off the assessment based on the fact of Fairfield County versus New Haven County. And somebody who appraised it may have increased the value.

- **Speaker 2**

28:15

I took 20% off their assessment and after taking 20% off came to \$14,300,000. Based on your tax mill rate, 108 units would very likely generate \$396,396, almost \$400,000 in tax revenue. Now, all three of them would generate car taxes. because people in it would have cars. So that's an added benefit. But the other thing missing about, especially the apartments, is that another element of economic development is what is in people's pockets. The fact of the matter is that the people who live there are going to have a higher density of people in the garden apartments.

- **Speaker 2**

29:07

Most of them are going to be single or they're going to be a younger couple, there might be an older couple. They will spend their money more than likely in CDM. They will spend their money at the Seymour shops. They will spend their money at Jimmy's. They will spend their money at the Seymour restaurants. They will spend their money within their community as a whole. And they go elsewhere, certainly.

- **Speaker 2**

29:30

But that is a known fact of economic development. Now, people said, I mean, economic development is commercial. It's industrial. Most industrial buildings are valued very low. You can go through your recesses. They're not valued that much. From very low Butler building to one that's maybe built up or maybe an older building.

- **Speaker 2**

29:55

Most industry-generated taxes increase your grand list by what is inside. And the best example I can give you is your neighboring community of Oxford. The power plant building is a well-built building. It has a value, but it's

certainly not something you would want to have many of because it doesn't generate a lot of taxes. It's just a very well-constructed building. What is inside the building? are two or three, I think, GE giant turbines.

- **Speaker 2**

30:31

That is where your taxes come from. And the same thing went with manufacturing facilities, especially the older ones. The B.F. Woodridge plant, the major pillows and mattresses and everything else, leg tax, which I worked in for a summer, that building was not valued very high as a building. What was valuable in taxing was all those machines inside. Those presses, those dryers, those washers, everything that was inside were very high complex and high value. So that is it.

- **Speaker 2**

31:12

Commercial establishments, commercial shopping centers can also generate a lot. And hopefully in some areas you may have one. If you want to look at high tax fund, look at Corrie Walk in Oxford. Corrie Walk, remember, for all its commercial, is a mixed-use list apartment. And the highest assessments in court walks are the apartments, much higher than the rest of the commercial development. And your job as a zoning commissioner when you're considering zoning changes is also to consider the economic development that is involved in the zone change. How can I generate the most?

- **Speaker 2**

31:57

You're going through and I've lived in Oxford for years and I know what budget referendums are like, but you're going through one right now. There was a great line in your community in Ansonia by the expert that they brought in. I just thought that the line was great. He said the community has to stop generating income by increasing its tax rate. Meaning you've got to have income being generated from your community. Your largest taxpayers in this town is residential. In most towns, your grand list is primarily residential.

- **Speaker 2**

32:37

And the whole point is: this is a residential development that meets the need. The proposal changed the zone to allow a residential development that meets the need, addresses the concerns, is well within your prerogative and your POC game. In this case, and obviously anything can happen, but the intent of the client is to preserve the mansion. High density preserves open space, the other two don't. There is a housing shortage, whether you want to admit it or not, but there is a housing shortage and this addresses it. And therefore, if you have projects like this, you are encouraging businesses in Seymour and the industrial area to expand so that they can be able to say to their employees, you know what, we have housing close by. You're not going to have to travel very far.

- **Speaker 2**

33:39

We have developments going on. So in the long run, I think that it's quite clear, I hope, that this type of a zone change in this location, having at one point, like I said, garnered three votes, but it wasn't enough under the law now. Now it is enough. And I would be glad to answer any questions, but I think it is clearly beneficial to the community, beneficial from the perspective of economic development, beneficial as said in the planner report

from the purpose of your POCD, TOD, and providing, again, addressing the issue of providing diverse housing for younger people and for older people who want to stay in Seymour and downsize and not own because a lot of people prefer to do that. So thank you for the opportunity. I'll answer any questions.

- **Speaker 1**

34:56

We've been down this road a lot. Anyone else on the board, do you have any questions with regards to the application? Anything else?

- **Speaker 3**

35:08

Thank you very much.

- **Speaker 1**

35:09

Thank you. When you're ready.

- **Speaker 0**

35:16

When you're ready.

- **Speaker 1**

35:17

At this time, I'd like to open up the public comment.

- **Speaker 0**

35:21

Excuse me, Mr. Chairman. Staff would like to make a few comments prior to opening up the public. Thank you. Before me, and it's not in your, I believe it may or may not be in your packet, but it was received this week. This is the staff referral report. When we either do a text amendment or we do a zone change, we're required to send that up to the Naugatuck Valley Cog for review.

- **Speaker 0**

35:48

This has been reviewed by them previously, and their report is their staff recommendation that the Naugatuck Valley Council of Government staff finds that the proposed zone change, map zone change to the not to be regionally significant and not have intermunicipal impact. That's one in regards to the exhibit that Attorney Thomas had presented with the memo dated March 4th of 2024 from then town planner Keith Rosenfeld. Staff still is consistent with the report submitted at that point in time. Additionally, I'd just like to remind the board on a

regular basis employers call the office requesting what are we doing on our end from the town at Planning and Zoning to increase housing for their employees. I do recall there was a recent application that we had an employer here was speaking directly during a public comment looking for increased housing for her employees within town. That is a regular consistent request that we get for staff to help with that. Additionally, last year the commission approved the zone change with the map returning Spring Street.

- **Speaker 0**

37:10

Which originally was an MF zone, multifamily zone, within the R18 zone, which was your minimum lot size of 18,000 square feet. Back several years ago, and I believe it was 2020, somewhere around there, we changed it to an affordable housing zone. The developer had gotten came through with an 830G application. The application was approved by both commissions. The developer went belly up and the lot went back for sale. We have since had another application to return that lot back to a multifamily. Your commission endorsed that, and that zone chain was accepted.

- **Speaker 0**

37:55

We now have, I believe it's 67 units of townhouses going up, I believe, consisting of about 11 buildings over on Spring Street. And to this date, we have only had one complaint with a traffic with a truck driving a little bit too fast coming in and out of the construction site. And that's moving along. So that is, those are expected to retail about \$475,000 to \$500,000. It's reported that some of those have already sold. It's anticipated that the return on the tax would be about \$600,000 to \$700,000 in revenue back to the town to the grand list on that. So, this is just supplemental comments in regards to that.

- **Speaker 0**

38:41

Lastly, I wrote a memo today, or actually, yeah, it was today, in regards to the planned development district zone text amendment change that will come up in the following public hearing. I'm going to spare reading that right now for you, but I would like to have that entered into this record for this public hearing. And you have a copy of that, you can review that, and I'll read it into the record for the other application. But if there is relevance from this memo to this application, So, I'd just like to include this into there. Additionally, before you open it to public comment, staff has received two emails: one from the Burgess family. They're in a butter on to the Pearl Street properties, and a Gail Warhola.

- **Speaker 0**

39:34

Both of these parties have expressed opposition to the application for the zone change. And then I have an email here that I'd like to actually read into the record. Good evening. My name is Andy North for Jellos Farm Road. I am a member of the Finance Committee and the Bungee School Building Committee. I want to thank Anne-Marie for reading this on my behalf tonight while I am traveling for work. I'm born and raised in the valley and built my home in Seymour in 2006.

- **Speaker 0**

40:08

I truly settled down here in 2017 when I started a family. My wife. Moved here from California in 2016, and we now have two children, ages five and eight, who both attend Bungee School. We love this community and could not have asked for better friends and neighbors. I have lived in several other states over the years, and there is no place I would rather live out my days. As far as Bungee School is concerned, there is not a better school around, in my opinion. We always have great schools at the high school level, which I believe has a bright future under Paul Lucig.

- **Speaker 0**

40:47

I've had the pleasure of working with him, Emily Jepson, and several other students to launch our Wildcat apparel brand. Being involved with the Finance Committee has been genuinely eye-opening and, frankly, alarming. Look at the current budget process. We are cutting spending on our schools. We have no capital for town infrastructure, and the budget was still voted down. We don't even have enough money to fix a few curbs. Meanwhile, some of the same voters who defeated the budget will show up to lobby against the new development.

- **Speaker 0**

41:20

I'm tired of it, and that cycle has to end. The numbers are stark. With legally obligated union commitments alone, we are looking at roughly \$20 million in additional revenue expenditures over the next 10 years on top of our current \$70 million budget. And that doesn't even account for the infrastructure and roads. The only sustainable path forward is to grow our grand list through responsible development. That is not an opinion. It is math.

- **Speaker 0**

41:52

In just the last two weeks, two of my friends told me they are seriously considering leaving Seymour because of the property tax burden. We cannot afford to keep driving good people and good families out of this town. Every year, we delay action. The problem compounds. I hear people say they want Seymour to remain a bedroom community. I understand the sentiment, but without a strong tax base, That bedroom is going to become a modern motel room filled with bed bugs that nobody wants to sleep in. And if we don't act proactively, state legislation like an 830G will make those decisions for us with no regard for what makes Seymour special.

- **Speaker 0**

42:37

The committee has real power to move Seymour forward. I urge you to support the project being discussed tonight. Responsible development is not a threat to our community. It is what saves it. Please do the right thing for the long-term health of this town and the families that have chosen to make it home. Thank you. Andy North.

- **Speaker 0**

42:58

Thank you. I have no further comment.

- **Speaker 1**

43:02

Thanks, Mike.

- **Speaker 0**

43:03

You're welcome.

- **Speaker 1**

43:06

With that being said, we can switch gears and we'll start public comment. Those that are not in favor, you're welcome to come forward. Speak for Mike.

- **Speaker 4**

43:22

Thank you, Scott. I'd like to thank the Planning and Zoning Commission for providing the residents a similar opportunity to testify regarding 1820 and 32 Cross Street and the application for a zoning change. My comments today will echo those I shared the last time a project was proposed for this land. This area of our town has faced significant traffic issues since I moved here four and a half years ago. During my 1st two years as a resident, I brought these concerns before this board, spoke to the select person, a police chief, and even addressed the police commissioner's board. When enforcement was finally implemented, we saw an actual improvement. However, once that enforcement stopped, the issues returned back to the way they were.

- **Speaker 4**

44:11

On a good day, our streets resemble a racetrack. On a bad day, traffic backs up two to three blocks. The noise is constant, and my neighbors and I struggle to safely exit our driveways. I personally witnessed students nearly struck while getting off the bus, an accident involving a funeral procession from the church on Washington Avenue. and even experienced while I was on it, because we were on a field trip, my child's school bus being cut off by another vehicle. The bus driver's response was, this happens all the time. We've stopped recording it.

- **Speaker 4**

44:48

Beyond that, I'm frequently woken up by the sound of J-Branks on asphalt trucks as early as 6 a.m. whenever the construction unreached began. This is all I've testified to this multiple times. My home security cameras have captured multiple accidents. I live within a half a mile of this proposed project. We've had a car crash a block away into the local business on that corner and had a child struck by a vehicle, I believe waiting for a bus. The section of Pearl Street that this project will be on is particularly treacherous in rain and snow.

- **Speaker 4**

45:27

I found that out in my 1st good snow here in Seymour. And it's barely wide enough to accommodate two-way traffic. I urge you, everyone on this board, staff of the town, to visit Maple Street and observe that her traffic light at that intersection, it isn't even properly aligned to face oncoming traffic and the green light is losing its tint. Let me be clear, I do not oppose housing at all. I'm a firm supporter of it. I support housing where we exceed. However, forcing additional housing into this neighborhood with all the unresolved issues we are currently experiencing is a compelling reason to deny this zoning change.

- **Speaker 4**

46:14

I also want to clarify, I was the gentleman who made the comment about walking up the hill that had nothing to do with someone walking up that hill. I asked for individuals to walk up that hill to see how dangerous it is as a pedestrian. My kids walk up that hill all the time. They talk about how many times they've almost been hit by a car. I've crossed at Washington Ave and almost been hit by a car coming back from the party. My kids have walked down to deli a million times, which is 300 feet from where this project will be, and have almost been hit by a car. It is totally inappropriate for any housing this size.

- **Speaker 0**

46:53

Ryan, you need to sign in with your address.

- **Speaker 1**

46:58

Sign in? Yeah, did we just could you sign in before you leave? Thank you.

- **Speaker 0**

47:04

Is that your address, please?

- **Speaker 1**

47:05

For two people?

- **Speaker 0**

47:09

The sign-in sheet should be their 2nd page. Okay. Your name, sir? Thank you, sir.

- **Speaker 1**

47:22

One thing, sir. Here it is. Just stacking it against you. There's a lot of people here today. Everyone, there's a lot of people here today. And it happens, we're going to keep saying the same thing over and over again. So just please keep in mind that if somebody talks about traffic and then the next person talks about traffic, like let's move forward on that a little bit.

- **Speaker 1**

47:49

We don't need anybody's individual stories over and over again. The last three times we've been here going through this process, we've heard about traffic the whole time. So if we could just... You know, crib that a little bit, that would be great. Thank you.

- **Speaker 5**

48:06

My name is Josh James, and I'm not going to talk about traffic. I'm at 29 Maple Street. I just had, actually, can I start with a question? I know we read that letter in favor, but I actually have someone who is a neighbor read up the property who wrote a letter. You mentioned her name, but she had requested that you read hers as well. Are we going to read the other two that you had mentioned?

- **Speaker 0**

48:26

Derek. She had sent an email, and the attachment did not come.

- **Speaker 5**

48:31

I'd like to go out the time for my comment and hers. Please.

- **Speaker 0**

48:34

Please, go ahead.

- **Speaker 5**

48:35

Thank you. So I'll start with Gail or Olaf. Good evening. First, I would like to say that I am not opposed to the development of the Curl Street property. What I am opposed to is the proposal for 100 or more apartments. Our 1st select one is always saying, and I don't know the exact quote, businesses come to town's rooftops, and I get it, but 115 rooftops. How many businesses do they generate?

- **Speaker 5**

48:56

A lot of small businesses in town, pizza parlors, Chinese restaurants, and ailer salons to name a few. The question is: where would they go? What we really need is larger businesses or industries. I believe the industrial park is full. There's a hole in the ground on Main Street where we're told an apartment building is going. There's the property at the corner of Bank and River. Little River runs through it.

- **Speaker 5**

49:13

And we don't need to talk about the elephant in the room tri-town plaza that's in litigation. At the town meeting, we're told it costs approximately \$20,000 annually to educate one child. \$400,000 would cover 20 students. Let's say on the low end, one child resides in each of the 75 apartments, that it would need to generate over \$1.5 million just to cover the education setup. Budget. On May 1st, 2026, Luca Powell wrote in a Waterbury Republican in part regarding property taxes. The burden falls predominantly on towns with a higher proportion of renters rather than homeowners.

- **Speaker 5**

49:42

Rental properties like multi-unit buildings can mean more people live on one parcel, which means less property tax for the town per resident. As stated earlier, I'm not opposed, but I have a suggestion: build small one-family homes or one similar to Lower Scott Rock behind Bungay, where two-family houses compatible with the neighborhood. I'm asking the committee not to change the zoning, and in closing, I'd like to say that I imagine Mr. Matthews is rolling over in his grave, knowing this beautiful old mansion may be thrown down and his property may be used for a high-density development. And that's 85 West Street. And I'm at 29 Maple Street. I actually live at the Lapresty apartment.

- **Speaker 5**

50:21

I moved back in in February. Six months before that, when I looked, the same apartment was still available. And then there was even more available, and there's still some available. So I don't know where the waitlist is there, but it was not available to me. We also have open space and a dog park in the back, and it's also a historical building, so it's not the same. I can also assure you that we don't walk anywhere. We don't really have the sidewalks in Seymour to walk many places.

- **Speaker 5**

50:46

Also, the CBIA scorecard, which you mentioned, is a pro-business, pro-developer, pro-employer benchmark. They're not resident-focused. They have no public interest benchmarks. In fact, their own legislator scorecards here are pro-business and developer laws. For example, they oppose paid sick leave expansions for everyday people, likely people that would put up the building. So their support of this should not be treated as proof that a zoning change is actually good for a neighborhood when they pride themselves as an organization on speedy approvals and reducing mandates. And that's from their website.

- **Speaker 5**

51:18

Aside from the erroneous education statistics and the ideas about where people may or may not spend their money, what I'm more interested in knowing is whether there are studies done on the road impacts, our water, since we have water main breaks consistently, sewer, emergency infrastructure, and if we can even support that with 100 new units. Shelton, e.g. , is seeing the effects of that amount and it's evolved right in a pop. That also doesn't include on the town side, by the way, but the roads. We have \$10,000, or at least it was in the budget for Powell, so I think it's safe to say we don't have administrative coverage for that. I just want to look and see if we looked into on the one note about traffic, which I 2nd what you said. If we looked into the amount of accidents that have happened there, I know Ty Dish suffered from this pretty serious one, but there's quite a few, so I don't know if there's any studies on traffic done yet either. Thank you.

- **Speaker 6**

52:11

You have a pen for the sign and she's on here? There was one there, but you can keep it up there.

- **Speaker 0**

52:20

Thank you.

- **Speaker 6**

52:23

I'm John Lawlose, for anybody that doesn't know me. 85 South Main Street, Free Pearl Street, 5 Pearl Street. I lived in Seymour since 1962 in that location. The area is never gotten better. It's only gotten worse. He gave you all pull-outs. It's a public hearing.

- **Speaker 6**

52:44

I'm surprised nobody was able to get me the pull-outs that you got so we can understand what's going on. But they did have time. I only have two of these. You can pass them along. He did have time to send that to us. This was after your last denials. Okay?

- **Speaker 6**

53:07

We received these, and I hope you all can take a look at them. Basically, I view it as a threat because at no point in there, after the denial, which is currently an R-18 zone, that he had in option one or option two, he gave you no space where it said he was going to do anything besides put in apartments. Your choices were option one, 115 units, or option two, 178 units. Whoever's bright idea that was, it wasn't a good idea. All right. I know you can't answer questions tonight, but traffic and safety is a major, major concern. I reiterate whatever he said, and plus.

- **Speaker 6**

53:55

Okay, so we'll go past that because you don't want to hear the same thing over and over again. Has any board member here had a chance to walk the neighborhoods, do a site inspection, site walk? You can't answer that

question, but I'm sure you will address it at some point. Section of Pearl Street, as you all know, if you've been there, directly goes in front of the mansion. One direction, you're going to a traffic light on 313, heavily traveled. To the other direction, you're going to a blind corner at a stop sign, Route 115, heavily traveled. Directly in front of the mansion, the road measures 20 feet 10 inches.

- **Speaker 6**

54:38

That's 9 feet 2 inches shy of the town standard of 30 feet. Barely can get cars back and forth there with the truck one way or the other. Somebody's got to stop. It just doesn't work that way. Put it into perspective, you're basically your car garage is a nine-foot garage door. Now you're squeezing two cars down a road that's 20 foot, 10 inches wide. One side's a wall, one side's a curb and a sidewalk.

- **Speaker 6**

55:08

Everybody automatically drives farther away from a wall than they do a sidewalk and a curb. The sanitary sewer on the street, it's an old clay pipe sewer line, at least 50 years old. Will it handle the flows of 178 units versus what he would have to do in an R18 zone? That's something that's going to come before you, and it's going to end up costing the town an extra amount of money. He was talking about what he could make and how many units it could get. He probably could get 36 units there based on like duplex housing, with all the slopes and your drainage problems that are involved in there. 36 units is a far cry from 115, 178.

- **Speaker 6**

55:58

They're asking for three to five times the amount that's allowable right now in an R18 zone. I would rather see not open space, but I'd rather see green yards in front of these houses and large parking lots. And that would create even more so of a drainage issue. There's no storm sewer on Lower Pearl Street, no catch basins, no storm sewer that leads anywhere to the bottom of it. There's only one catch basin out in front of the convenience store there that goes down to a brook. Anyway, I'm not going to address anything you guys have. I don't want to reiterate what other people are saying to me.

- **Speaker 6**

56:51

She wants to.

- **Speaker 1**

56:52

A little bit, it's fine. Okay.

- **Speaker 6**

56:56

All right. All right, so not to reiterate what everybody else is saying. I'm just going to finish, I'm going to close with it. I served on a WCA DCA board over 20 years in this town. I based all my decisions on the facts and on my

common sense. I never had to leave a meeting with a sore pit in my stomach or afraid to attend a meeting based on political pressure. I was there for the homeowners and to do the right thing.

- **Speaker 6**

57:32

That's all I have to say.

- **Speaker 7**

57:41

I know you already addressed the traffic, but you're going to hear it anyway because where I live on 79th South Main Street, I've lived there since 1976. It has now become the Indianapolis 500 speedway. Cars coming from Mancula into the steamer will take that car, as John said, by on that Pearl Street. You take your life in your hands. How many times have I been awakened? by fire trucks and the ambulance and saying, please, dear Lord, don't let there be an accident there. We did not have the traffic there when the Whitemore Tavern was there and Belco River gas station.

- **Speaker 7**

58:23

Now you're putting in a gas station, a convenience store, and a coffee shop, which is going to make the traffic a hell of a lot worse. When the Withermore Tavern was there, there was only one accident. A car that came and missed the stone wall and landed in my driveway, flipped over, and I was thankful he didn't hurt himself. You've got to, there's something has to be done because if you pull out the door of Railton, you're going to have a big traffic problem, guaranteed. And I don't want it to have coming in my driveway again.

- **Speaker 0**

59:02

Excuse me, ma'am. Could I have your name for the record?

- **Speaker 7**

59:04

Paula Shelton, 79 South Bank Street.

- **Speaker 0**

59:07

Thank you.

- **Speaker 7**

59:08

And I just want to let you know that I was born in Seymour, raised in Seymour. My grandparents lived here and worked here. My father worked here. So I'm very well acquainted with that area with my grandmother's south and walk.

- **Speaker 8**

59:39

Good evening, Mr. Chairman. Theresa Conroy 177 spoke Red Street. To make it a little more concise, I have a prepared statement. I appreciate the opportunity to speak tonight regarding the proposed zone change from R-18 to multifamily. I want to be clear that this is not simply about one parcel. This is about the long-term direction of Seymour and how we make land use decisions that will affect our town for decades.

- **Speaker 8**

1:00:04

A zoning change of this magnitude deserves careful and comprehensive review. Decisions involving increased residential density can have lasting impacts on traffic, schools, public safety, sewer and water capacity, stormwater management, neighborhood character, and ultimately the tax burden on residents. At the same time, the Nautilus Valley Council of Governments is currently developing a new regional plan of conservation and development. Ours expires this year. That regional planning effort is intended to help municipalities evaluate the housing, which we know we need, infrastructure, transportation, economic development, environmental concerns, and growth patterns in a coordinated and thoughtful way. I believe it is responsible to ask whether Seymour should be making the significant zoning changes before that planning process is completed and before the town has had an opportunity to fully evaluate how this proposal fits into our broader long-term vision. Planning should guide zoning decisions, not the other way around.

- **Speaker 8**

1:01:08

I would respectfully encourage the Commission to consider whether this proposal is consistent with Seymour's current plan of conservation and development, which I personally don't believe it does, the cumulative impact of additional multifamily development, infrastructure and sewer capacity, traffic and public safety impacts, fiscal impacts on taxpayers, and whether a more comprehensive review of housing and development policy should occur before piecemeal zoning changes are occurring. Growth itself is not the issue. Responsible growth is the issue. Residents deserve confidence that decisions are being made strategically, transparently, and with full consideration of the long-term impacts on our community. In closing, I have a few concerns tonight listening to the applicant's attorney. The school taxman was referred to to be on the same level as nuclear waste. Our children are cherished members of this community.

- **Speaker 8**

1:02:06

Such hyperbole does not belong in a discussion such as this. Although the applicant has presented hypothetical economic benefits and projected tax revenues, the public has not been provided sufficient factual information to adequately assess and safeguard against potential adverse impacts, including traffic, infrastructure, and neighborhood concerns. The developer has the right to develop this property. The property he knowingly bought is zoned R18. I oppose this zone change. Thank you for your time and attention to this matter.

- **Speaker 9**

1:02:57

Hello. My name is Robert Nantiero. I live on South Main Street. Lived in Seymour for 52 years. What address on South Main Street? 207 South Main Street. I lived in Seymour for 52 years.

- **Speaker 9**

1:03:16

I know you don't want to talk about traffic, but that's the main issue. I'm not going to belabor it. But that little sectionnaire or the other gentleman measured the length of the road on a sunny afternoon in the middle of summer, you can barely get two vehicles to go by at the same time. The traffic at when people are getting out of work or going to work five days a week, just a gridlock. I'm not going to belabor that point. Mr. Thomas, Sherry, takes some empirical data, which I disagree on.

- **Speaker 9**

1:03:59

He has all the data. I didn't do the research. But let me say this. I mean, he's saying that increasing the population helps with the taxes. And I disagree. Right now, taxes are on the backs of the homeowners. How much more can we absorb?

- **Speaker 9**

1:04:19

You put more people on. That's not going to solve the problem. Maybe it solves it for one year, but going forward it does not. You're putting more children that have to be educated into the school system. You're going to need more police. We have a volunteer fire department for now. And hopefully we don't ever have to pay.

- **Speaker 9**

1:04:42

And thanks to all of them who volunteered. But it's going to add cost. I disagree with, he says if you have jobs in Seymour and you need people in Seymour to live there. Not true. We're living in 2026. I've been a manager for well over 20 years in private industry of college-educated people. And most of these college-educated people are recently graduates.

- **Speaker 9**

1:05:13

They don't need to stay in the town for their businesses. Number one, a lot of it is work at home. If not two or three days a week, four days a week, whatever it is. They don't need necessarily to live in town. They're not in worse to travel. This is my train of thought here. You know, that emphasis, living in town doesn't apply in 2026.

- **Speaker 9**

1:05:55

You know, I've had people apply for jobs, believe it or not, in Alaska, for a job in Connecticut. And at the time, you know, it was 100% work at home. So, you know, they're covered. We have nothing to do to prohibit them. As far as what the state wants, we can't arbitrarily roll over because the state says, well, you've got to do this and you've

got to do that. We just say, yeah, okay, then we're going to be the gateway to all the new people coming in. Instead of new housing and Ansonia or Shelton and all I can talk, hey, Seymour is an easy end.

- **Speaker 9**

1:06:39

They don't fight. So they're going to come in through Seymour. Somebody said, grow Seymour responsibly. I agree. Okay? Where's our economic development? 20 years I got to watch the Triton Plaza with all the BS reasons why that place can't have big box stores.

- **Speaker 9**

1:07:04

And I realize nowadays business change, doing a lot of stuff on the internet, but there's still opportunity. And five, six years ago, there was a ton of opportunity and nothing is done. I don't know if we have a town attorney. Why do they let this go on? I mean, you know, I would do some investigating. You know, how does somebody own a big piece of problems?

- **Speaker 1**

1:07:30

Sir, we're talking about the multifamily zone change on Pearl Street. We don't need to go into tricoms. All right, okay. I don't want to run.

- **Speaker 9**

1:07:37

I don't want to run.

- **Speaker 1**

1:07:38

Well, we've all gone down that road.

- **Speaker 9**

1:07:40

Okay, I'm sorry. Not a problem, I get it. First meeting, I'm not good at this. You're doing great. So, you know, that's all I want to say. Number one is drastic. We can't deny it.

- **Speaker 9**

1:07:51

We don't want to hear whatever. And number two, let's take the tax burden off the homeowners and let's put it on industry. That's all I got to say. Thanks for listening.

- **Speaker 10**

1:08:12

Address 11 Height Street, Seymour, Connecticut. So I did want to talk about the manufacturing comment that was made.

- **Speaker 1**

1:08:21

What's your name, Nadine Crowder?

- **Speaker 10**

1:08:22

Nadine Crowder, 11 Height Street. So I have a junior. She's at Emin O'Brien. She's been in the manufacturing program for three years. She is with a lot of other juniors who are being placed in manufacturing internships. And I can tell you right now, none of them are in Seymour. You have four manufacturing places.

- **Speaker 10**

1:08:43

I don't know how many employees they have, but these kids are not getting jobs in Seymour. They're getting jobs in Milford. They're getting jobs in Stratford. They're getting jobs in Newtown. They're getting jobs very far away. They need cars. My daughter got her license in a car in February just so she could transport herself to and from Sikorsky in Stratford every single day this summer.

- **Speaker 10**

1:09:08

There is no way that she will be taking public transportation from Seymour because she won't get there on time. She has to be there either at 6, 6.30, or 7 in the morning, and then we'll get off at 2, 2.30, or 3. If she was to take public transportation from Seymour to Lockheed, Martin, Stratford, it would take her hours each way. So I can tell you right now: if that is one of the incentives, is because kids or adults are getting manufacturing jobs and they need to be close, they're not getting jobs in Seymour and they will not be taking public transportation.

- **Speaker 11**

1:10:00

Hello, my name is James Amadon. I'm at 109 Maple Street. I'm going to try and be quick here. I 1st want to echo a few of the earlier comments from some of the neighbors that are even closer than I am. The gentleman from 13 Maple Street with the traffic concerns, it's a very real problem there, as you guys have heard endlessly. The gentleman who measured the street, 20 feet 2 " , is Horrendously tiny.

- **Speaker 11**

1:10:27

I drive a Honda Fit, which I kind of think of as like a little go-kart. Maybe I drive a little too fast or a little too dangerous at times, but I tell you what, I take that road slow and it still feels like I am boxed in on that road because it is tiny. If we were to do anything like this, if this, what was proposed as the plan was to go in, if you do not widen the street, you are asking for a problem. If you do widen the street, then you take on a cost burden that I was set, heard wasn't really factored in here. So keep in mind that there are costs that the city's going to have to do to upgrade infrastructure, etc., just to live with the idea of the plan development. Also, I just want to say, as the attorney mentioned, yes, they do have a right to develop the land. And I think it was mentioned 36 maybe seems high, but certainly you could fit 15 to 30 single-family homes there.

- **Speaker 11**

1:11:21

They'd all be well over half a million dollars. I think that would grow. The grandlands probably larger than was discussed earlier. And I think they would be quite desirable homes if you were to do that. It is a relatively convenient location if again if the traffic doesn't get extensively worse. If you were to do this, I'm going to have to say right now you've got to address the traffic light at the bottom of the hill at Zoy's, because otherwise I live on Maple and it would have been faster for me to walk down here to vote on election day. That's how bad it was backed up.

- **Speaker 11**

1:11:55

It was backed up all the way past the intersection. It's horrible. That needs to be addressed currently. It certainly would need to be addressed with 100 new houses. Lastly, I just want to say this. I think this is the wrong process. If the planning and zoning committee has a plan for what they want to zone the town, they should do that and there should be zoning changes.

- **Speaker 11**

1:12:19

Maybe this one is a good location. Maybe we do want to change this area to MF. Allow future developers, allow future buyers to buy, allow some of the homeowners there to sell to a developer at an inflated price. That would be great. But we shouldn't be doing this for one developer who came and wants a windfall for a property that they bought under R18 zone just so they can sit on and eventually tear down the house. Now I know it was mentioned that they'd like to keep the house, but there was a convenient turn of phrase here where it was they'd like to. There wasn't a commitment to it.

- **Speaker 11**

1:12:54

There is no commitment in any of these plans. The only commitment is that you give them a windfall by giving them the zoning change so they or the next developer who has a totally different plan can do whatever they want by right. Thank you. Thank you.

- **Speaker 3**

1:13:35

Peter Raja, 33 Redcrest Road, some more 52 years there. A couple questions that they can answer. Seems like all the development is coming on this side of the town. Nothing is going across the river. People that live up there,

I'm sure they would not like to have any multifamily homes, road houses, townhouses, whatever you call them. We need to get a certain amount of affordable housing here, but it seems like it's always coming down on this side. Now, Pearl Street on the other end, they should put in new apartments there, or condos, whatever you call them.

- **Speaker 3**

1:14:12

Prospect Street, which is essentially downtown back of Waldgreens, they want to put more up there. They want to sell the 10 acres to the south that we own. The corner of Moss and South Maple Street, there's a proposal to put in multi-townhouses on there. It was shot down, but I'm sure they'll be coming back. I mean, how many apartments and townhouses and affordable housing do we need? Why do we need them on this side of the town? We have the quality of living here.

- **Speaker 3**

1:14:44

I mean, we can't all afford to go live on the other side, but everything is coming down here, and it's certainly not fair. People that are going to be living there, they're single, maybe one, two families. These people do not get involved at Seymour. They're here to sleep. They want to work in manufacturing, like it was said. They go to Sikorsky, they go outside, they go up 67, which is almost impossible now. They go to Stratford, Milford, Orange, every place, but they're not working at Seymour because there's not enough manufacturing here.

- **Speaker 3**

1:15:20

So we are supplying the apartments and affordable living for other towns around Shelton and Derby and Oxford, Woodbridge, whatever else. It's not fair that it's all coming down on our shoulders here. And I like what the lawyer said, and I'm going to quote him. He said, he's a lawyer, and I'm quoting him. And he said, mate, I'm going to try to be honest with you. Think about that. I'm trying to be honest with you when I just spice, but he said it not easy spice.

- **Speaker 3**

1:15:57

Maybe it's a friend in slice. Maybe it doesn't mean anything else. But he needs to be careful what he says.

- **Speaker 12**

1:16:17

Hi. Good evening, members of the Commission. My name is Amanda Ketter, and I speak to you today as a resident of 77 South Maine, so I don't have to repeat myself, and as a researcher with two degrees in public health. I am here today to identify the objective safety crisis this 180 development creates. We are being threatened with Section 830G, but the law is clear. Affordable housing does not override a documented threat to public safety. Between the hours of 3 and 5, as others have noted, traffic backs up to the Tide Restaurant.

- **Speaker 12**

1:16:51

It's not an inconvenience. I live here. I struggle to get it back out of my driveway without the UI anecdotes. Adding an additional 200 vehicles to this specific topography is a mathematical impossibility for safety. My spouse, a paramedic, has urged me to highlight the golden hour of emergency medicine, the hour following trauma when intervention is most likely to influence survival. When the traffic is backed up past the TIDE restaurant, an ambulance or fire truck trying to navigate these steep, narrow hills is trapped. We've already seen a fatal accident on the Maple Street curves and a 2nd alarm fire on Pearl Street.

- **Speaker 12**

1:17:26

If an emergency vehicle cannot bypass a gridlock South Main to reach a house fire or a stroke victim in which I'm framed, this is a liability the town cannot afford. This developer argues this location provides train station access, yet South Main Street has no sidewalks unless you count the five-foot strip under the railroad bridge. In March of this year, police already recorded pedestrians stumbling into traffic because they had nowhere to walk. Forcing more residents to walk this narrow, heavy shoulder to the train station is an implication for a pedestrian fatality. From a public health perspective, we evaluate the built environment based on its capacity to protect its citizens. This corridor is already failing. The Connecticut Crash Data Repository and Seymour Police Department monthly reports show 21 accidents at Pearl and Maple alone in recent years, and folks have asked for statistics.

- **Speaker 12**

1:18:18

They are certainly available and provided by UConn. This is a dangerous pre-existing condition. To ignore these statistics under the threat of 830G is to prioritize a developer's profit over the physical lives of the residents the city has sworn to protect. Do not let the developer's lawyer intimidate you with 830G. The statute specifically allows for denial with substantial public interest, like the documented inability for emergency vehicles to navigate these hills, outweighs the need for units. I also find it interesting in the lawyer's deposition, for lack of a better word, that he did his research, but he mentioned a traffic report, but he didn't conduct that himself. I do find that convenient.

- **Speaker 12**

1:19:01

At any rate, I urge this committee to stand on the side of safety and deny this application. The hills of Seymour do not change for a legal threat, and neither should our safety standards interfere.

- **Speaker 1**

1:19:24

Anyone else want to come up in opposition?

- **Speaker 12**

1:19:27

I'll cut Vera on the back as well if that helps you.

- **Speaker 0**

1:19:31

Yeah, that's quite a recognition. Thank you.

- **Speaker 13**

1:19:38

I'm Vera Roy. I own the 57 Maple Street. One of my animals was just recently hit from the speeding cars, and I agree with what was said that this does feel like the forgotten side of town. It should be a beautiful area that's conducive to a nice walking neighborhood, but I'm losing a lot. I'm afraid to garden next to my sidewalk because of how fast the traffic is. And there is no parking. The parking is on my sidewalk next to my house.

- **Speaker 13**

1:20:06

That's another thing. There is no place for the other side of the hilly side of Maple Street. If they have company, we don't have anywhere to go. So people are driving up and down and end up parking in the church all the way down to Pearl Street when you're going to have a party. Like I said, it just, you know, I am a taxpayer. I have a very humble house, but it has seemed to have felt like nobody really cares about us. And every single day we have fire engines racing, pulling the cars aside.

- **Speaker 13**

1:20:37

The police are pulling the cars aside to get down to the far end of where there's more curbs on Maple Street. The cars are going really fast and it doesn't seem like there's anything that's happening. So thank you.

- **Speaker 14**

1:21:05

Good afternoon, the William 116 Maker Street. Not here speaking for or against. I know you made a choice. I just, and congratulations, Twenty Sherman. A person has the right to do with their lands they see fit. I understand that. Believe it.

- **Speaker 14**

1:21:31

I'm not going to talk yes or no on this decision in front of you. I got the best interest in the town and the boards I serve. It's a personal for me because I live in close proximity to this project. We're talking about single family, R18, multifamily zone change. We have 830G in the wings. I ask that you guys do your due diligence. The only way to completely stop it is if somebody buys it, and that's not going to happen.

- **Speaker 14**

1:22:10

So if we develop the land or whatever's going to happen, that you gentlemen find a way to articulate the reasons for your decisions. If you change it to multifamily and the person that owns the property right now gets all the green lights they need, the value of the land goes up, they could probably sell it to another developer. See it happen a bunch of times. Whatever decision you make, remember one thing: if it's a single-family, we weigh heavy on Seymour's regulations on what can and can't be done. It's multifamily, you have say. We go to 830G,

you have the least amount of say in what goes on as far as town's regulations overlapping 830G. If you change the regulation to multifamily, 830G can still pre-bid, right?

- **Speaker 14**

1:23:10

Can still have that. It's true. We are in a position right now of closing the barn door after the horses get out. And it's a lesson that we on land use boards and in town and citizens of the town have to understand: we've got to do this 180 degrees different going in the future. It's a lesson learned. Traffic is not going away. That is a major problem, whether we get more people or not, more housing.

- **Speaker 14**

1:23:41

We have to push traffic and traffic issues everywhere in Seymour to the front burner. That's a must. And I'm going to be proactive on that as much as I can. I just say, I ask that this board do your homework and articulate your reasons why, whatever you have to do, whatever you decide, so that people understand exactly what you're doing. I appreciate your effort. Thank you very much.

- **Speaker 15**

1:24:26

17 Pearl Street. Yep, 17 Pearl Street. So that's right across the street from this proposed development. So my 1st response when the application came in was no. The 2nd time the application came in was no. The 3rd time it's no. I had produced the speech in my head last night, wanted to say witty things and intelligent things, but I think everyone else before me has made wonderful points.

- **Speaker 15**

1:24:59

So I don't know what's left to say, but let's just talk about tax revenue then. So you talked about how this place is going to bring us all this tax revenue. But what about the burden on our resources now? Because these houses are not, these apartments, I should say, aren't going to not have children. The two bedrooms we lived are going to have children. If we look at the USCensus.gov, each family in the United States have about 1.9 kids. So then 1.9 kids are going to need our resources.

- **Speaker 15**

1:25:37

We can ask the Board of Education how much it costs Seymour to educate a child each school year. Then we ought to subtract that from the tax revenue. What about our emergency resources? This is one of the things that I touched on our last meeting. So, what I did was, I went to the Seymour Police Department and I pulled some data. The data I have is January 1st, 2023, to this morning as of about 11 a.m. There were 400.

- **Speaker 15**

1:26:12

50 emergency response call to Balanced Rock. The reason I look at Balance Rock is because they're comparable to what is being proposed at this site. So that is 30 months. Divide that by 450 or into 450 and we have 15 emergency calls a month, which means we have four, about four emergency service calls a week. That is a lot of resources. How much money is it every time our emergency services go out? So now we got to deduct that as well from the tax revenue that's coming in.

- **Speaker 15**

1:26:55

Cars. Once again, if we look at the US7Cs.gov website, the U.S. household has an average of 1.88 cars. To say that no one's going to have a car because everyone's going to walk in this complex, that's not reality. So I 2nd everything that all my friends and neighbors have said earlier, and I oppose this development. I do not believe this is the right site. Perhaps some other site that is not so narrow in the road and so much traffic would be better.

- **Speaker 1**

1:27:43

Anyone else want to come up in opposition?

- **Speaker 16**

1:28:06

Good evening. My name is Gina Benizio. Gina Benizio. Your address. Yes, I'm representing 58 Maple Street, 60 Maple Street. I live at 62 Maple Street. I am also representing 196 South Main Street and 198 South Main Street.

- **Speaker 16**

1:28:29

The 62 Maple location where I reside is adjacent to this property. I reiterate every single comment in this room that was made to oppose the changing of this zone. So I don't want to add to it. I just want to reiterate that I am opposing the change. I opposed it the 1st time. I opposed it the 2nd time. I'm now opposing it again the 3rd time.

- **Speaker 16**

1:29:02

Why I'm here, why are we all here a 3rd time is beyond me. I just don't understand that. I know that the attorney said that there had to be some sort of three versus five on the approval. I don't understand that concept. All I understand is that the 1st and 2nd time it was denied. So why are we here again for a 3rd denial or approval is beyond me. I mean, if it gets denied again, are we going to be here a 4th time, a 5th time?

- **Speaker 16**

1:29:37

How many times do we have to be here, coming here fighting for our lives? How many I've been 40 years in New York City. I left New York City to come to a hometown feel of Seymour, Connecticut. And you know what? I no longer have that hometown feel at all. And I'm sure everyone here who has lived here for years, as I've heard, 52 years, 40 years, 60 years, you might as well come back with me to New York City because this is what it's feeling like.

- **Speaker 16**

1:30:17

I feel like I live probably somewhere in New Haven, Bridgeport. From my bedroom window, I can see the apartments on Maple Street, L Pressing. I see the glaring lights that blaze in my bedroom window that I can't even sleep at night. These apartments that are going to be right in my backyard, how many spotlights are going to be shining on my child's bedroom window? Where do we stop? How can we put an end to this? I'm not opposing to developing the property, but let's get some single family units in there.

- **Speaker 16**

1:31:03

Okay? My son, my son, who was a volunteer firefighter in Seymour, married three years ago. He wanted to stay in Seymour, but couldn't get an affordable single-family house. You know where he's living now? Litchfield. Okay? Litchfield.

- **Speaker 16**

1:31:29

And he wanted to stay in Seymour. You know why? There's no cute little quaint single-family homes anymore. That's what this town is all about. Single-family homes. My mother-in-law came from Italy 60 years ago and she has seen a vast change. And the change is horrible.

- **Speaker 16**

1:31:55

I don't know what road we're going down, but it's a horrible one. And I thank you for your time.

- **Speaker 1**

1:32:15

Anyone else want to come up in opposition? Opposition going twice? Opposition going three times. All right, at this time, I'd like to call anybody up that would like to speak in favor of this application. Anyone in favor going twice? Anyone in favor of going three times?

- **Speaker 0**

1:33:03

This was it. Thanks for the game.

- **Speaker 2**

1:33:07

I really was trying to be honest. It was the correct. That's great. And on that comment, we're going to really fix it in the comments to none of this stuff that bothers me when they accuse me. But the bottom line is here is we are here for a zone change. And the reason I was trying to be honest is I was trying to explain what my client intends on doing. It's true, once it's zone change, anything should happen.

- **Speaker 2**

1:33:37

But the traffic report is done at special exception. It's not done at the zone change. Unless, of course, and you're going to be going into this, you have an appropriate PDD regulation, which requires a concept plan and a traffic report, considering the zone change. So it's something that I will, because I'm going to be speaking on PDD, that I will bring up to you on there. So the traffic report is done. And it's obvious from listening to the neighborhood that you have a serious and apparently totally unsafe condition existing on Maple Street and Crow Street. And that is very interesting because it allows me to explain to you the law concerning traffic and the law concerning infrastructure when it comes to a subdivision, which is a matter of right, versus something that is subject to a special exception versus something that is, and they put it up, under ATASH-30G.

- **Speaker 2**

1:34:45

And by the way, I understand those brochures that were passed out by one of the members. I think my client did send them. He was hoping to get the neighborhood to understand the difference between the two. I don't know whether it was a good idea, but the fact is that under your own zoning, this commission, believe it or not, has determined that the infrastructure in the general neighborhood of 1828 and 32 Pearl Street is sufficient for an R18 subdivision. So what does that mean? Well, if you read Uttermoke Farms or Pansy Road, Supreme Court cases, what that means is that if someone came in with an R40 subdivision, which would be, of course, having six streets in a way, you would be able to require them to address concerns along the boundary of the property.

- **Speaker 2**

1:35:53

And apparently, there are concerns that need to be addressed along the boundary of the property on Pearl Street. So that's what you'd be able to do because the law is absolutely clear that by zoning it out 40, all the other issues, the speeds on Maple Street, the light on Maple and Pearl, those are not relevant. And you cannot go to other intersections and say, well, but developer, we need you to do something. We need you to change the timing. We need you to do something. We need you to, you could say to them the same, say, we're going to need a widening of the area in front, you know, right in front of your body.

- **Speaker 2**

1:36:36

We're going to need a widening in Manu Sidewalk. We're going to see how you interconnect. But when you go to off-site intersections, and that was the case, I believe, and I'm not sure, then the Pansy Road case, when you say, well, we need you to improve the intersection that's a couple hundred yards down the road, the answer of the Supreme Court was no. You already determined that the infrastructure is sufficient for our affordability. When you go to a special exception, and I gave you your own regulations, the ability to accommodate traffic in the general neighborhood is one of your considerations. So when you're in a special exception for multifamily, you can ask them to address those issues and then the special exception and say, you know what? I think you need to address the timing of the traffic light at Pearl and

- **Speaker 2**

1:37:37

Pearl and Maple Street, a light that I go through very often. And I go down Maple Street very often, and there is, it is a main thoroughfare. Coming down here tonight, the traffic was heavy. Why? Because it is a main feeder in O'Haven and from Omaha. And I live on 313 in Woodbridge, and yes, cars go fast. I understand it.

- **Speaker 2**

1:38:03

It's an existing traffic cloud that needs three trucks. And obviously there's a lot of traffic problems in the general neighborhood that need to be addressed. But you can have a full R18 subdivision with no buffers to the people who live on Maple because you can't impose them, very little open space, public roads, and no ability to address other traffic issues at other intersections. The developer in my case, my client, is taking a risk because if you pass this and he comes back in, it's a special exception. So he's got to factor into that special exception. Traffic issues. He has to do a full traffic report.

- **Speaker 2**

1:38:52

You don't do them when you're going for zone traffic. They're very expensive. But there will be a traffic report. And the Supreme Court has weighed in on those too. And it is a very difficult thing to say to the public that, in fact, if there is a traffic report, this court has said that you have to rely on the traffic engineer. While you can rely on observations of neighborhoods or anything like that, you have to rely on expert evidence, not on observations. And the same thing applies to the individual who raised the issue that you would never get an 8-30 G if traffic backs up and an ambulance might not be able to make it through.

- **Speaker 2**

1:39:35

You can do your research online and I'm going to tell you right now that that type of observational evidence is not what is required in that situation. But as I stated, my client is coming back to me for the 3rd time. And it would not have been possible if the petition, if the new statute was in effect or the petition wasn't properly done, he would have been building the 13.2 at the same time on the road. So, yeah, the client wants to develop property. I'm being very honest with you, stopping thinking for a minute. When was the last time in Seymour?

- **Speaker 2**

1:40:17

And you can go to other towns in the area, you saw a large lot, single-family subdivision. Now, R18 is a large lot, but it's not that. The other problem that you have with that, and certainly you could put, maybe that somebody said, 36 houses in there. The problem is those are the type of houses. If you aren't really afraid of school children, because they come with a price tag of \$27,000 per school child, well, the evidence that I presented shows you that those are the kind of houses that generate the school children. So if you had, not that you would have every single house having two kids, there would be 70 some odd kids. Even if it was only 50 kids, I mean, I think that's unrealistic.

- **Speaker 2**

1:41:12

What the evidence shows is that single-family neighborhoods rotate. They're older, people stay a little longer, then they sell to younger, and then kids come in. But that's where the kids are mainly generated. But I did

research, and it's very easy to do research. I'll tell you, when the public wants to do it, all you have to do is pick up the phone, look at an apartment building, get the address of the apartment building, call your Board of Education, and say, how many kids, K through 12, go to our school system from this address? All you need to do, very simple research. And when you do it, when you do it in any locations, whether it's apartment building in Seymour, apartment buildings in Dermie, Shelton, and Sonia, you'll get answers.

- **Speaker 2**

1:42:09

You will find a higher number of kids in those apartment buildings that have three bedrooms. Those are generally considered the ones that generate children, if you're so afraid of your school children. But it's a relatively easy to the interesting conundrum that developers have is Ms. Conroy got up this. Sort of castigated me for my little joke of comparing school children to nuclear waste every time you come in with a proposal and you talk about them because everybody says, Well, you're going to be more school children in. And she said they're a valuable commodity, and they are. My late wife was a guidance counselor, my oldest son is a teacher, and I mean, so they work in the school system.

- **Speaker 2**

1:42:56

The next individual who got up to talk said the biggest problem, his list of bigger problems, was more children. So there's a little bit of a hypocrisy when we look at that thing. Yes, you would like to have more children, less you want people to stay in. But the bottom line is, you have to make a decision about the economic development. People stood up here and told you how apartments are going to cost more. I provided evidence. They didn't provide any evidence.

- **Speaker 2**

1:43:27

They provided observational. And that's what developers have to deal with. The reason, and I'm going to be very honest and frank, the reason developers vote. And do an 8-30G project, which this guy could have easily done right now, rather than spend the money and come back in. The reason is those observational things are worthless in the evidentiary things. The evidence goes on you, as a commissioner, to come up with empirical evidence, not observational evidence, to hire experts, to spend a ton of money. And if you look at the cases that have gone to the Supreme Court, and if you ever do want to read a case, just read 121 Beach Street in the Fairfield case.

- **Speaker 2**

1:44:15

And it is a great explanation of what happened. Experts on both sides, experts, everything, and the Supreme Court determined it was insufficient to overrule the need for affordable housing. But not all developers want to do that all the time. Okay? And you really need to understand that the observational stuff, a developer can easily push it aside by going with ATS-30G. So my client, instead of choosing that, choose to come back in and to work with it. There's a substantial amount of open space.

- **Speaker 2**

1:44:52

He does want to preserve it. You can call him whatever you want to call him. The public can do that. But he's developing in such a way that it's exposing himself to special exception considerations, including traffic, the requirement that he comes in with a full traffic report to you under special exception. The developer that comes in with an RHE subdivision, you may have to address traffic concerns along the front of the property with that design. So you get to other directions. Again, most of the comments were all related to traffic.

- **Speaker 2**

1:45:29

There were very few. They were related to other areas. You obviously have some areas that have to be addressed. And I can understand it. But you have to look at it from the purpose of how it impacts the zoning of this property. Is it appropriate? Is it appropriate in accordance with your POCD?

- **Speaker 2**

1:45:51

Your planner has said that. Is it appropriate concerning future development? And by the way, on that and on taxes, you're more than welcome, and the public is more than welcome to contact other communities and find out. One woman said she did the research because she went to, we're trying to find out. The name of it. It used to be a condo project, or was it a bounce rock, which was an apartment project, and then became a condo project. And with property ownership, which he extrapolated that as to therefore all apartment complexes.

- **Speaker 2**

1:46:28

There's plenty of apartment complexes within the Valve. And the person who made the comment that everybody wants to come live in Seymour and there's no apartments in Dogota doesn't know what's going on in these towns because they are proposing and they're getting funding for that. So, you know, it's the only time recently that I actually had people behind me supporting what I was doing was when I brought Trader Joe's on the shelf. Anyway, my client did. Most of the time you come in and then you look at jobs. And then it's something that, you know, really in developers, we have to deal with. They're going to come in, and I understand their objections.

- **Speaker 2**

1:47:14

But I will tell you, these kind of developments do not harm property values. Go out and look at them. They're building coming up all the way. They're well maintained. They are an economic generator. And all you need to do is go to other towns, go to the assessor's offices, and see how they're valued and see the impact. Very simple amount of research.

- **Speaker 2**

1:47:42

And that is a consideration you must take into account. Along with the fact that, yes, there is another way for the developer to come back in, but right now he's not choosing it. So I don't think there were really any other specific Questions for us today. Thank you very much for the opportunity to present.

- **Speaker 1**

1:48:14

At this time, I'd like to make a motion to ask for a motion to close public hearing. We've been through this. This is the 3rd time. Each time takes three months, if I recall. It's been a lot. I'll make a motion to close it. Motion a.

- **Speaker 1**

1:48:35

Get a 2nd . All those in favor of closing the public hearing? Aye. Aye. Sorry about that. I made a motion to close the public hearing for this application, and I'm sorry, I did not make the motion. Joe made the motion.

- **Speaker 1**

1:48:58

It was seconded by Kevin or somebody over here seconded it. And we decided to close. We voted to close the public hearing. (5-0)

- **Speaker 0**

1:49:15

Mr. Chairman, may I suggest a recess prior to proceeding with the evening.

0:00:00
1:49:29