

bridges receive preventative maintenance to mitigate future construction costs and liability. For instance, there is a strong likelihood that the Paper Mill Road bridge superstructure will drop from its current fair (5) condition rating to poor (4) condition over the next 10 years, if preventative maintenance is not provided. In the event any of our bridges fall into the poor (4) condition category, the Town should begin the process of obtaining State and Federal funding for rehabilitation or replacement. This would help ensure that the design and reconstruction can occur prior to the subject structure degrading to a critical condition, necessitating closure.

14. Historic Preservation. Much of Killingworth's character is due to the presence of its historical buildings, houses, and sites. The following historical assets in Killingworth should be preserved, maintained, or improved.

1. The Killingworth Congregational Church on Route 81 and the Emmanuel Episcopal Church on Emanuel Church Road.
2. Approximately 150 historically significant houses and structures as inventoried in Killingworth's Survey of Architecturally Significant Buildings, prepared in cooperation with the Connecticut River Estuary Regional Planning Agency in 1980.
3. Eight one-room schoolhouses built between 1800 and the late 19th century. Four are in private ownership, two are owned by the Killingworth Historical Society, and two by the Town.
4. Numerous mill and factory sites. Some are uninventoried, but can be identified on the 1859 and 1874 maps of Killingworth.
5. Titus Coan's (important missionary to Hawaii) birthplace at the end of Titus Coan Road.
6. The site of the first society house (early town hall) and first meetinghouse (church) built in Killingworth southwest of the junction of Routes 80 and 81.
7. Seven town-owned graveyards no longer in use.
8. The historic Town center which is the area extending along both sides of Route 81 from the municipal buildings south to Chittenden Road and on Route 80 east of the traffic circle.
9. Stonewalls which mark the Town rights-of-way on many roads and mark pastures and original property boundaries.
10. The agricultural renaissance cairns on Buell Hill (Deer Lake subdivision).
11. The stagecoach stop on Tower Hill Road (half is on Town property).
12. Important archeological sites such as Native American rock shelters.

Several methods can be used to preserve historical assets. When tracts of land are subdivided, the Planning and Zoning Commission should whenever appropriate and possible require that historically significant sites, structures, and assets and public access to them be donated to open

space. Stone walls, carriage roads, mill sites, cow pens, and house foundations should be shown on site plans and means for protecting them be described in the Historical and Archeological Preservation Plan. Significant sites could be obtained through the Open Space Trust Fund. All historically significant structures, sites and assets and archeologically important sites should be protected whenever possible from threats including but not limited to highway expansion, reservoir expansion, utility construction, traffic congestion, demolition, filling, or excavation. Town roads that provide access to historically significant sites should be maintained, not abandoned. The seven town-owned graveyards should be maintained. The Town of Killingworth should use town-owned land in a manner compatible with nearby historic buildings.

Special attention should be paid to preservation of the historic Town center because the appearance of this area contributes greatly to the character of the Town and has the greatest impact on people living in Killingworth or traveling through Killingworth. This can be achieved through regulations for the Commercial District that insure commercial uses and historic buildings are compatible.

15. Historic Districts. Another method of historical preservation is the establishment of Historic Districts. Historic Districts can be used to preserve the external architectural integrity of antique houses where they are clustered together. This method may not be the most suitable for Killingworth because the Town's old houses are widely scattered and do not in most areas fall into groups or "districts". However, some potential areas for small historic districts exist.

1. Chestnut Hill Road.
2. Roast Meat Hill Road from its junction with Route 80 to approximately one mile south.
3. Pond Meadow Road near its junction with Burr Hill Road.
4. Route 148 west of Schnoor Road to Kroupa's Pond.
5. Route 81 from the traffic circle to approximately one mile north.
6. Cluster of original Lane family houses on Schnoor Road.

Procedures for the establishment of Historic Districts are described in the State Statutes.

16. Historic Overlay Zone. Several of Killingworth's historic houses are located on Route 81 north of the traffic circle. Except for the Killingworth Café, these houses are located in the Residential Zone. Being located on a busy State highway, these houses are often difficult to sell as residences. As a result, they run the risk of being neglected or abandoned. One way to avoid this is to allow the houses to be used for certain commercial uses through a Historic Overlay Zone.

A Historic Overlay Zone is an additional layer of regulations (e.g., Commercial) for a specific area that is laid over the underlying zoning regulations (e.g., Residential). The base zoning regulations continue to be administered, but the overlay adds another level of regulations to be considered. Historic Overlay Zoning is when historic district design review is established through a zoning ordinance rather than an independent process such as establishing a Local Historic District. This Historic Overlay tier is applied to an area considered worthy of preservation because of its architectural, cultural or historic significance.

In creating a Historic Overlay Zone regulation, the Planning and Zoning Commission would specify what uses are allowed in these buildings, e.g., doctor's or lawyer's office. Changes proposed for the building would have to be submitted and reviewed by an agency designated by the Commission, e.g., the Historical Review Committee. Any uses and changes made to buildings within

the Historic Overlay District would require a special permit by the Planning and Zoning Commission with a recommendation by the Historic Review Committee. Upon completion, a preservation easement would be granted to the Town and enforceable by the Commission or the Historic Review Committee.

17. Natural Hazards Mitigation Plan. A Natural Hazards Mitigation Plan for the Town of Killingworth has been prepared by the Lower Connecticut River Valley Council of Governments (RiverCOG). The Natural Hazards Mitigation Plan provides the town with information about natural hazards specific to Killingworth, past occurrences, chance for reoccurrence, and potential impacts.

The purpose of the Natural Hazards Mitigation Plan is to:

1. Identify natural hazards that could occur and the geographic areas most likely to be affected by the occurrence of those natural hazards;
2. Assess threats from the occurrence of those natural hazards to natural resources, public infrastructure, private property and people;
3. Review existing actions and capabilities of and among the region(s) and its towns to mitigate threats from occurrence of those natural hazards;
4. Recommend additional actions to further prevent loss of life and reduce property damages associated with the occurrence of natural hazards; and
5. Update plans to remain eligible at the time a community applies for and when the Federal/State agencies award funds for hazard mitigation actions.

The Natural Hazards Mitigation Plan for Killingworth is hereby adopted as part of this Plan of Conservation and Development.

ZONING ENFORCEMENT

The Plan of Conservation and Development provides a basis for enacting regulations to carry out the Plan's recommendations. Regulations are drafted and enacted by the Planning and Zoning Commission following a public hearing. The Zoning Regulations for the Town of Killingworth are only effective if they can be enforced. Under Article XXXII of the Zoning Regulations, the Regulations shall be enforced by the Zoning Enforcement Officer. For most violations, a conversation between the Zoning Enforcement Officer and the offending party is sufficient to resolve the problem. When it is not, a "Notice of Violation" is sent. If there is no response to the Notice of Violation, a "Cease and Desist" order is sent. The Cease and desist order can be appealed to the Zoning Board of Appeals within thirty days. If the violation continues after thirty days and is not reversed by the Zoning Board of Appeals, the Planning and Zoning Commission can refer the violation to its legal counsel who will file for an injunction in Superior Court to cease the violation. This procedure, although usually ultimately successful, is lengthy sometimes taking months or years to be heard by the court, during which time the violation continues. There are also significant expenses to the Town in attorney and court fees.

The Connecticut General Statutes give municipalities the authority by ordinance to impose fines for violations of zoning regulations.

Sec. 8-12a. Establishment of municipal penalties for violations of regulations. (a) Any municipality may, by ordinance adopted by its legislative body, establish penalties for violations of