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Economic Development Commission
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MINUTES
EDC – REGULAR MEETING
JULY 8, 2026 – 6:30 P.M.

1. Call to Order

The Regular Meeting of the Economic Development Commission was called to order on Wednesday, July 8, 2026, at 6:30 PM at Plymouth Town Hall, Mayor's Conference Room, 80 Main Street, Terryville, CT.

2. Roll Call

A quorum was established. Members in attendance included: Chairman Jordan Kuczenski, Vice Chairman Jeff Scott, Robert Green, Matthew Gualtieri, Rob Wilcox, Vance Taylor, Council Liaison Joe Green, Margus Laan and Pam Pelletier-Recording Secretary.

3. Fire Exit Notification

Pointed out by the Chairman.

4. Pledge of Allegiance

Led by the Chairman.

5. Public Comment

No public comments were received.

6. Approval of Minutes from June 10, 2026

A motion to approve the minutes from the June 10, 2026 meeting was made by Vice Chairman Jeff Scott and seconded by Matt Gualtieri. The motion carried.

7. Old Business

a. Manufacturers' Networking Event at Casanova Distributors, August 31, 3:30–6:00 PM

Staff Consultant Vance Taylor reported that the event remains on schedule, but raised the question of shifting the format to a midday event. He explained that John Casanova indicated the bottling operation typically shuts down around 3:00 PM, meaning a midday visit would allow attendees to witness the bottling process in action. The Commission agreed that a 12:30 PM start time was preferable, with the tour of the bottling operation taking place first, followed by lunch and speaker presentations.

aylor confirmed two speakers are currently planned: Jessica Lavero from Advance CT, who will peak on manufacturer support programs including job training and incentive programs, and 'eter Ludwig from the Connecticut Green Bank, who will address energy programs and utility ost reduction incentives. Taylor indicated he would confirm whether both speakers could iccommodate the revised midday schedule.

). EDC Ambassadors & Manufacturers' Directory

:hairman Jordan Kuczenski reported that progress has been made on developing a directory of nanufacturers, distributors, and local commercial companies in Plymouth. A Google Sheets-ased directory has been built and will be shared with all commissioners. Taylor suggested oordinating with Tax Collector Pamela Pelletier to obtain a personal property tax list after July o cross-reference and identify any businesses that may have been missed. Pelletier confirmed hat the assessor could run a personal property listing for this purpose.

:. "Made in Plymouth" – Confirmed with Terryville Library; Need Products and :ompany Info

aylor reported that Gretchen at the Terryville Library has confirmed her support for a "Made in 'lymouth" exhibit, which would showcase manufactured products made in town along with ompany bios. Exhibit space is available in the fall, and the Commission will begin reaching out o local companies to request participation and product samples once the manufacturers' lirectory is in place.

I. Mayfair Signage – Sale/Lease

aylor reported that in response to Vice Chairman Scott's question from the prior meeting egarding whether the Mayfair property could be offered for lease in addition to sale, he onsulted with Town Attorney Bill Hamzy. Hamzy confirmed no issue with offering the property or lease, provided the town's intent is not to become a long-term landlord but rather to increase he property's attractiveness and value as an investment. The signage will be updated to reflect oth sale and lease options.

:. Proposed Text Amendment for C-1 Zone, Burr Road to Scott/Seymour Road, to \llow for Self-Storage Facilities; Public Hearing 7/23; EDC Recommendation?

)irector of Planning & Economic Development Margus Laan presented the proposed text mendment. He explained that rather than creating an overlay zone, the amendment would nodify the C-1 zone regulations directly, adding a footnote to the use table specifying that self-torage facilities would be permitted only within the geographic area bounded by Seymour/Scott :oad and Burr Road along Route 6. The amendment would also revise Section 6-Y, which urrently permits storage only within pre-existing non-conforming buildings. Key provisions of he proposed amendment include a requirement that facilities be located on rear lots with no

Route 6 frontage and a minimum parcel size of five acres. Laan noted that this particular corridor was selected as it best matches the character appropriate for such a use.

Vice Chairman Scott recused himself from the discussion and vote due to a possible conflict of interest.

A motion to recommend approval of the proposed text amendment for the C-1 zone, from Burr Road to Scott/Seymour Road, to allow for self-storage facilities on rear lots with no Route 6 frontage and a minimum five-acre parcel size was made by Chairman Kuczenski and Matt Gualtieri. The motion carried.

f. CT Main Street – Annual Assessment

Taylor noted that the Connecticut Main Street annual assessment interview is being scheduled for mid-July, with potential dates of the 16th, 17th, or 21st. Chairman Kuczenski indicated availability and confirmed he would serve as a point of contact for the assessment.

8. New Business

(Note: At the outset of New Business, the Commission voted to reorganize the agenda, moving Item 8d — the Downtown Development Update — to be heard first as Item 7a-1, in order to accommodate the availability of the remote presenter.)

d. Downtown Development Update – Presentation by Jason Williams, SLR Consulting

Jason Williams, Senior Principal Landscape Architect with SLR Consulting, presented via Zoom on the progress of the Downtown Transformation Plan implementation, funded through the Community Investment Fund (CIF) grant. His presentation covered two primary areas: the Downtown Master Plan and Route 6 Streetscape Improvements.

Background and Project Scope

Williams explained that SLR's work builds upon the 2024 Goldman and York Downtown Transformation Plan. The project encompasses seven key project areas within the downtown core, including four parcels: 8 South Main Street, the Old Eagle Lock building, and 99 and 13 Agney Avenue. Additional project components include façade improvements, a Riverview Walkway from Horseshoe Falls to Lake Winfield, landscape improvements, gateway treatments, and streetscape enhancements along Route 6.

Branding and Public Engagement

The team has developed a branding identity for the transformation plan, rooted in Plymouth's environmental character and historical manufacturing heritage, including iconography drawn

·om lock and clock manufacturing. A website is being developed to allow the public to track the rogress of each individual project component.

oning Analysis

LR conducted a zoning analysis of the four downtown parcels. Williams noted several onstraints: the C-Village zone limits building heights to 40 feet, which may restrict residential lensity in upper floors; and building coverage allowances in the C-Village are more restrictive han in the adjacent industrial zone. He outlined four potential zoning options to address these onstraints: (1) rezoning industrial parcels into the C-Village zone; (2) creating a C-Village Mixed-Jse District overlay; (3) establishing a Planned Development District (PDD) overlay; and (4) ·stablishing a Municipal Development District (MDD) tied to redevelopment statutes and ·conomic development organizations.

Villiams also described discussions with the Connecticut Municipal Development Authority CMDA), which has expressed interest in certifying a downtown transit-oriented development oundary for Plymouth. He noted that while Plymouth lacks a train line — typically a CMDA riority — the depth of SLR's upfront planning work distinguishes Plymouth from other nunicipalities still in early stages.

Market Analysis

;LR completed a market analysis examining housing demographics, local economy, commercial narket trends, and consumer spending patterns. Key findings included: single-person households n Plymouth grew 29% from 2014 to 2024; residents aged 55 and older grew by 31%; median ome sale prices have increased over 100% since 2016; and the rental market reflects a 2% acancy rate, indicating significant undersupply. Williams highlighted growing demand for nultifamily and workforce-oriented housing, and noted Terryville's lower median household ncome relative to the region as reinforcing the need for middle-housing options.

Taylor asked whether the recently announced 47-unit affordable/workforce housing development on Scott Road had been factored into the analysis. Williams indicated he would verify this and follow up.

Development Concepts

SLR prepared two conceptual site plans for the downtown master plan area. Both concepts envision mixed-use development with ground-floor retail, café, and artisan studio space alongside upper-floor residential units. Concept 1 includes approximately 207 residential units and 58,000 square feet of commercial space. Concept 2 includes approximately 250 residential units and approximately 50,000 square feet of retail. Both concepts incorporate structured and surface parking, pedestrian connections to the Pequabuck River, and access to the proposed Riverview Walkway trail.

Williams noted that SLR has also engaged an architecture firm to develop preliminary interior floor plans for the Old Eagle Lock building specifically, given its industrial character. These preliminary layouts identify potential ground-floor uses including a café, individual business spaces, and fabrication studios for tenants, as well as upper-floor residential configurations. Williams emphasized that providing this level of architectural pre-development work dramatically reduces the upfront due-diligence burden on prospective developers.

Discussion among commissioners touched on the feasibility of phasing the project parcel by parcel, with Chairman Kuczenski noting that 8 South Main is currently vacant and, on the market, and that Eagle Lock is listed for sale. Williams confirmed that each parcel can be independently developed and that SLR has already met with at least one developer, with additional outreach underway.

Commissioners raised questions about utility capacity, particularly sewer infrastructure. Matt Gualtieri noted that the WPCA is already facing a potential $25 million upgrade and that existing lines may not support 200 or more housing units. Williams acknowledged that SLR's civil engineers are conducting a utility capacity analysis and would engage the WPCA for data. Taylor referenced CMDA's infrastructure grant program as a potential funding source for necessary utility upgrades.

Environmental concerns regarding the Old Eagle Lock building — specifically oil-soaked floors — were also raised. Williams confirmed that a Phase 1 environmental assessment has been completed and that additional environmental core sampling is scheduled for August. He noted that grant programs exist to assist developers with capping, cleanup, and remediation costs.

A traffic study is also underway, with intersection counts collected the prior month.

Streetscape Improvements

Williams described the Route 6 streetscape improvements as the connective spine linking all downtown project areas. He reviewed the phased history of streetscape investment: a 700-linear-foot section completed in 2016 by the firm formerly known as Maloney McBroom, and the current CTDOT construction project (State Project No. 0110) underway, which includes intersection and signal improvements, compliant sidewalks, rapid-flashing beacons, drainage upgrades, and new lighting matching existing fixtures. SLR is currently at 30% preliminary design for the next phase of streetscape improvements and has applied for an additional CIF grant to support construction costs.

Williams closed by noting that when fully realized, the combined streetscape investment will represent more than a decade of coordinated public investment in downtown Plymouth.

(Note: The Commission voted to reorganize the agenda, moving Item 8C — discussion on EDA Grants, other funding opportunities ...— to be heard after the Downtown Development update, in order to accommodate the availability of guest Craig Stevenson.)

c. EDA Grants, Other Funding Opportunities – Presentation by Craig Stevenson, NVCOG

Craig Stevenson, Economic Development and Project Manager for the Naugatuck Valley Council of Governments (NVCOG) and former Economic Development Consultant for the Town of Plymouth, addressed the Commission on two topics: the OZ Gedney site and the potential for a new Route 6 business park.

NVCOG's Role

Stevenson introduced NVCOG's role as administrator of the Naugatuck Valley Corridor Economic Development District, serving as a regional conduit for federal economic development funding. He noted that NVCOG has more member towns enrolled in CMDA than any other region in the state, with Plymouth being one of them. He emphasized that NVCOG's community planner Nicole Sullivan is actively working with member towns to access CMDA funding, and that defining the downtown development boundary — as discussed in Jason Williams' presentation — is the primary remaining step for Plymouth to become eligible for CMDA grants.

Stevenson also highlighted NVCOG's Brownfields division as a resource for Plymouth, noting its track record in assisting towns such as Waterbury, Naugatuck, Oxford, and Shelton with environmental assessment grants, cleanup grants, and site redevelopment planning.

OZ Gedney Site

Stevenson described the OZ Gedney site as a significant redevelopment opportunity, noting it is the largest parcel between Bristol and Plymouth along Route 72 and benefits from high traffic counts and a river running through the property. The site has received a "no further action" letter from DEEP following cleanup by SPX Corporation, meaning it has been remediated to industrial standards.

Stevenson introduced two potential grant programs applicable to the site. The first is the **Grayfield Program**, appropriate for sites that are environmentally clean but face other barriers to redevelopment such as market uncertainty, infrastructure deficiencies, or site preparation needs. The second is the **Brownfield Area-Wide Revitalization (BAR) Planning Grant** through DECD, which would fund a planning and evaluation study to identify the highest and best use for the property, assess remaining infrastructure needs, and develop a roadmap for private sector engagement.

Taylor provided additional context, noting that he had recently shown the property to a prospective user interested in constructing up to 80,000 square feet of warehouse and distribution space employing approximately 50 people. He noted that significant site preparation would be required, including filling low areas, addressing drainage issues, and potentially demolishing an existing structurally questionable building. He asked whether DECD would be receptive to cost-sharing site improvements in conjunction with a committed private investment. Stevenson confirmed this is generally the case when a private owner is willing to commit capital.

Stevenson also noted that the property owners, the Worhunski family, are motivated sellers, with one owner located in California and the other focused on other priorities. He indicated that all that would be required of the owners is execution of an access agreement, and that the grant process would impose no financial burden on the town or the property owner.

Discussion touched on the history of the remediation, the role of DEEP in certifying the cleanup, and the limitation of the site to industrial uses under existing land use restrictions. Stevenson clarified that the proposed grant-funded studies would not revisit environmental contamination questions but would instead focus on market positioning, infrastructure needs, drainage, traffic, and utility capacity.

Stevenson also noted the potential applicability of federal disaster relief funds given that the region was declared an emergency area following 2024 flooding events, though he cautioned that this funding stream is nearly exhausted.

Route 6 Business Park / EDA Planning Grant

Stevenson described a second opportunity: the potential development of a new business park along Route 6 to relieve pressure on the existing Plymouth Business Park, which is nearly fully occupied. The concept, arising from a prior meeting with the mayor and Commission representatives, would provide space for contractors, tradespeople, light industrial users, and possibly some mixed uses. Stevenson indicated he had spoken with Deb Bevin at the Economic Development Administration (EDA) and confirmed that Plymouth's situation — a full business park with unmet demand — is an eligible basis for an EDA Planning Grant.

He noted that an EDA construction grant (typically an 80/20 match, with state funds potentially serving as the local match) could ultimately fund infrastructure improvements such as road construction needed to activate a new park. He emphasized that EDA is eager to engage with NVCOG's region, which has historically been underfunded relative to federal economic development resources nationally.

Stevenson distributed draft materials outlining the scope of work that would be involved in such a planning effort. He confirmed that NVCOG can help draft the initial grant application and that all that is needed to initiate the process is a letter from the Mayor authorizing NVCOG to proceed.

There was no formal vote taken on the NVCOG items. The Commission expressed general consensus in support of pursuing both the OZ Gedney brownfield planning grant and the EDA planning grant for a Route 6 business park, pending coordination with the Mayor's Office.

a. Report of Economic Development Consultant – Vance Taylor

Taylor provided a summary of active properties and ongoing initiatives:

- **8 South Main Street and 33 South Main Street** were noted as covered in Jason Williams' presentation; efforts to secure buyers or developers for those parcels are ongoing.
- **100 South Riverside** was noted as previously discussed.
- **122 NAPCO Drive** (formerly Michaud Tool, Park Lots 22 & 23 area) is now actively on the market for sale or lease following the passing of owner Roy Michaud. The owner's son is seeking to relocate or downsize the business. A Beacon Falls company named Linda is in conversations to potentially acquire the building, which could complement two lots they recently purchased on Container Drive.
- **Free Fill Opportunity:** Taylor noted that Mark Lewandowski of Thomas & Site Works had offered free fill from a project at the Terryville Fairgrounds. Taylor connected Lewandowski with a party interested in fill for a nearby site, which could benefit future development.
- **Yankee Gas Extension:** Taylor described Yankee Gas's willingness to consider extending natural gas lines into portions of the business park currently without service — specifically sections of NAPCO Drive and Container Drive. Taylor indicated he will conduct a demand survey provided by Yankee Gas to park tenants to gauge interest in a connection.
- **Scott Road Workforce Housing:** Connecticut Housing Partners, based in Trumbull, has scheduled on-site visits at the Scott Road development during the summer. Taylor offered to notify commissioners interested in attending a tour. The project is expected to be completed in late summer, with occupancy and rental of all 47 two-bedroom townhouse-style units beginning in early fall.
- **Food Processing Facility:** Taylor reported that engineers are currently revising the site plan for a food processing facility in Plymouth. The original plan called for seven buildings of 12,000 square feet each; the revised plan provides for an initial construction of approximately 35,000 square feet with expansion capacity to 100,000 square feet. Taylor noted that the owner's father, who traveled from Greece to evaluate potential sites, selected Plymouth specifically for its rural character and setting, even acknowledging that site development costs would be higher than at alternative flat sites. A site plan modification application is anticipated for the Planning & Zoning Commission's July 23rd meeting.
- **400 South Main Street:** Taylor confirmed that Berkshire and Eastern Railroad is installing a new rail siding for 400 South Main Street concurrently with reconfiguring the existing inland siding. A prospective buyer for the property is coordinating directly with the railroad.
- **Rock Your Block Café:** Taylor noted that Rock Your Block Café is in preliminary discussions with the broker for the former WASP building (the former Grange Hall) regarding a possible acquisition of that property, which includes an upstairs performance area well suited for the café's live events programming.
- **Annual Report:** Taylor noted that his annual report covering July 1, 2025 through June 30, 2026 was included in the commission's email packets and is available for review.

b. Report of the Director of Planning & Economic Development – Margus Laan

Director Laan noted that the public hearing on the proposed C-1 zone text amendment is scheduled for July 23rd. The legal notice will be published that Friday. The full regulatory text will be posted at the Town Clerk's office, on the town's website, and made available in his office. Laan indicated he would evaluate whether the full legal text would be published in print given cost considerations.

9. Comments from Commissioners

Commissioners offered brief positive remarks about the evening's presentations, particularly noting the quality and depth of SLR's downtown development work.

10. Adjournment

A motion to adjourn was made by Vice Chairman Jeff Scott and seconded Matt Gualtieri. The motion carried.

The meeting was adjourned 8:45 p.m.

Submitted by,

Pamela Pelletier
Recording Secretary