

**TOWN OF SOUTH WINDSOR**  
**PLANNING & ZONING COMMISSION**

**MINUTES**

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**JULY 9, 2019**

**MEMBERS PRESENT:** Bart Pacekonis, Kevin Foley, Frank Bonzani, Stephanie Dexter, Steve Wagner, Bill Flagg

**ALTERNATES PRESENT:** Paul Bernstein, Kenny Young

**STAFF PRESENT:** Michele Lipe, Director of Planning; Jeffrey Doolittle, Town Engineer; Lauren Zarambo, Recording Secretary

**PLEDGE OF ALLEGIANCE**

**PUBLIC HEARING / COUNCIL CHAMBERS 7:00 PM**

**CALL TO ORDER:** Chairman Pacekonis called the Public Hearing to order at 7:00 p.m.

Secretary Commissioner Bonzani read the legal notice as it was published in the Journal Inquirer on Saturday, June 29, 2019 and Friday, July 5, 2019.

- 1. Appl. 19-34P, Pete's RV Parking** - request for a 2 year temporary and conditional permit (Section 2.13.a) for storage of up to 35 RV campers, on property located at 395 John Fitch Boulevard, GC zone

Applicant/owner Mr. David Goold presented the request.

Director of Planning Michele Lipe gave staff comments:

1. A request for a two year temporary and conditional permit for the storage of campers on approximately .5 acres, on property located at 395 John Fitch Boulevard (northerly side of Chapel Road), General Commercial zone
2. The applicant is proposing to store up to 35 campers (approximately 12' x 30' in size) on the site. This site is adjacent to Pete's RV parking.
3. Sales and storage of recreational vehicles are allowed in the General Commercial zone when associated with a business. (GC is the zone in which the main Van's Leisure Living sales facility is located. The applicant is proposing to have a golf cart between the two facilities to allow customers to see the RV's without having to go back out onto Route 5.
4. The site is currently vacant and historically had an automotive use. There is an existing driveway into the site. The site is currently overgrown and will have to be cleared to accommodate the parking of vehicles. This property does have steep slopes around the perimeter. At this time no grading is proposed. We would recommend that Planning staff meet on site and the limit of clearing and parking is established in the field.
5. The wording of the T & C permit regulation is that, "Temporary and conditional permits may be granted by the Commission for a period not to exceed two years. Such approval may be given after a Public Hearing if, in the judgment of the Commission, the public convenience and welfare will be substantially served, and the appropriate use of neighboring property will not be substantially or permanently injured, and traffic and other hazards will not result from such use."

If this application is approved, we would request the applicant put up perimeter fencing and have staff review the extent of the parking area. No grading is allowed without further approvals.

Town Engineer Jeff Doolittle had no staff comments.

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The Chairman asked for comments from the public.

No one from the public spoke in support or against the application.

Chairman Pacekonis asked for comments from commissioners.

There were no comments from commissioners.

The Chairman closed the public hearing at 7:07 p.m.

- 2. Appl. 19-28P, Scannell Properties #392 LLC** – request for Special Exception to Section 4.4.5.E and Site Plan approval for a 421,152 sf distribution facility to include outdoor product storage, to be known as 360 Ellington Road Distribution Center, on properties located at 360 Ellington Road, 245 Chapel Road and R008 John Fitch Boulevard, I-291 Corridor Development zone

Mr. Peter DeMallie, President of Design Professionals, Inc. presented the request on behalf of Scannell Properties #392 LLC with Mr. Luke Mauro, traffic engineer with Langan, Mr. Ed Foley, Vice President of Sales and Business Development for Genesee & Wyoming Inc. with Transportation Manager Mr. Bob Wilcox, and Mr. Jeff Gaslaw of Connecticut Southern Railway, Mr. Daniel Madrigal and Mr. Zach Zweifler of Scannell Properties, Mr. Federico Chiappina, Partner of Macgregor Associates Architects, and Senior Project Manager Ms. Suzanne Choate and Project Engineer Mr. John Mills, P.E. from Design Professionals, Inc.

Handouts were distributed to commissioners of building elevations inclusive of wall options and a revised landscape detail. Copies of a letter regarding a site line easement from Mr. Daniel Peach, President of Twin MRO at 273 Chapel Road (Exhibit A) were also distributed. Mr. DeMallie stated Mr. Peach has agreed to support the project's need for a site line easement along the frontage of his property for egress and to provide a temporary construction easement. Drainage from 273 Chapel Road will go onto the subject property and a hydrodynamic separator will be installed and discharge into the subject's infiltration basin. Twin MRO will maintain the separator for its duration.

The 46 acre subject property was described to include 21 acres on the south side of Admiral Moving and Storage owned by the Milkie family, 17 acres that includes 250 feet of frontage on Chapel Road owned by Charbonneau, Gerlt and Associates and 7 acres on the northerly side of the power lines owned by DCK. All properties will be combined to create one parcel with approval of the application.

The IWA/CC approved the application on July 3<sup>rd</sup>. Site plan approval, special exception approval for screened outdoor storage on 10% of the site and a waiver for 35' light poles throughout the site are being requested at this public hearing. Mr. DeMallie stated per Town staff recommendation they will not be requesting 35' high poles at the Chapel Road and Ellington Road entrances.

Truck access to the site will come from Chapel Road. The building is over 421,000 square feet creating a nine acre footprint. Sixty-three (63) parking spaces at the front of building are proposed for passenger cars. Outdoor storage will be located on the south side of the building. A .65 acre pond will be located in the northeast corner of the site as an area of mitigation to be planted with wetland species and shade trees. All storm water coming from the Admiral Storage and Twin Manufacturing sites will be treated according to 2004 DEEP guidelines.

Hours of operation at this facility will include two shifts between 6 a.m. and 11:30 p.m., Monday through Friday, reserving the right to work beyond those times during peak periods. There will be 35 employees on site with 25 drivers moving product off site throughout the New England area. Reserve parking (to

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demonstrate zoning compliance) and truck parking is shown on the site plan along with the 63 parking spaces.

Mr. DeMallie discussed the area on the site where outdoor product would be stored. Proposed screening for outdoor storage on the site was shown as a 20' high wooden wall but was not accepted by ADRC review. A solid textured masonry wall was shown as an option measuring 20' high rising to 22' high along the southern side of the site. Trees and shrubs would be added in front of the wall along the street side. Another option was described as a 6' berm with an 8' decorative fence atop along the Route 30 frontage. Both sides of the berm would be landscaped with trees to eventually grow higher than the berm fencing. The applicant is looking for input from the Commission on the screening wall and the best way to accomplish the required screening.

Other improvements to the site include the addition of rail on to the site. Currently the rail line along the east side of Route 5 connects to the site at Chapel Road. Approximately six rail cars will access the site daily in the early afternoon non-peak hours. One rail spur will go directly into the building for indoor loading and another rail spur will go to the south side of the property along the EverSource easement for outdoor loading within the outdoor storage area. Rail traffic will go up across Chapel Road and then back to the site when switching between spurs.

Truck traffic will access the site from Chapel Road. All truck loading operations will occur inside the building. Tarps will be removed and reinstalled outdoors in truck parking spaces.

Impervious coverage is at 61% with 65% allowed.

A pole height waiver is requested, with the exception of the two entrances, for light poles to be at a height of 35'. It will be safer to have fewer poles in a truck loading area and will supply more even distribution of light. Details will be supplied at the next public hearing including one section at the property line that exceeds a quarter foot candle.

An engineering comment to reduce the amount of pavement in front of the building will be looked at but has been designed per tenant's preference.

Mr. Ed Foley with Genesee & Wyoming Inc. described their local and area projects on three rail lines and safety record.

Mr. Jeff Gaslaw of Connecticut Southern Railway described the operation of rail for the site with rail cars coming in from the south at the intersection of Route 5 and Chapel Road, pulling past Chapel Road and then shoving cars into the site towards one spur and then coming back out to switch to the other spur. Once the cars are in, a light locomotive will exit back across Chapel Road for further operations down the line. No major operational impact on Chapel Road or major issues are expected with the transportation along the Route 5 line where they already have several customers.

Mr. Luke Mauro with Langan Engineering stated they do not expect much vehicular impact from the project. The same traffic counts as were used for the Coca Cola facility and the Connecticut Soils project plus a 1% growth rate to project volumes out to 2020. Trip generation was estimated at 80 vehicles during both morning and afternoon peak hour totals. Intersection analysis showed no degradation of service. Review and approval from the Office of the State Traffic Administration is required due to the size of the project. Traffic volumes have already been approved by DOT and a meeting will take place tomorrow with them about how the rail will interact with Chapel Road. Sight distances on Ellington Road meet DOT requirements. Intersection sight distances on Chapel Road looking east meet DOT requirements but to the west it does encroach on the neighboring property. A sight line easement is in process of being procured.

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Ms. Suzanne Choate described an alternative option for the 22' high wall at the southerly side of site to add a single row of red cedar trees along it. The storm drainage was described. Redesigns are being reviewed per Town staff comments. Mr. DeMallie described the low impact development standards for the project that will have infiltration of 100% of the storm water runoff.

Mr. Federico Chiappina, Partner of Macgregor Associates Architects, described the large warehouse with a corner office. The building will house trucks driving through the building and have very few occupants. The exterior of the building has changes in height to the wall parapets and uses color and texture to break up the long elevations. The front of the building has a main entrance and covered portico and gives the appearance of a two story office building with 2 levels of glass sections. Clear story windows are placed high on the walls to bring natural light in throughout the building as well as skylights. Both types of windows have sensors to turn lights on and off to conserve energy. Color samples of building materials were shown. Total height of the building is 42 feet with a maximum interior height of 40'. The accent band around the exterior of the building has been raised above the windows per comments from ADRC.

Mr. DeMallie stated revised plans and narrative will be submitted within the next two weeks.

Chairman Pacekonis appointed Alternate Commissioner Bernstein to be seated for Commissioner Greer.

Director of Planning Lipe gave staff comments:

1. Request for Special Exception to Section 4.4.5.E and Site Plan approval for a 421,152 sf distribution facility to include outdoor product storage, to be known as 360 Ellington Road Distribution Center, on properties located at 360 Ellington Road, 245 Chapel Road and R008 John Fitch Boulevard, I-291 Corridor Development zone
2. The intended use is a small office and warehouse space for a distribution facility including outdoor storage of product distribution. The operation of the facility will generally be from 6:30 am to 11:00 pm.
3. It appears that all zoning requirements have been met. Maximum impervious coverage allowed is 65%; 61% proposed. Lot size is about 45 acres. Front yard setback for the building about 175 feet, 50 feet required.
4. The parking requirement for this building is 365 spaces. The applicant is providing 63 auto parking; 183 truck parking spaces and are requesting the remaining 119 spaces as reserve spaces. They have demonstrated how the reserve spaces should be accommodated on the westerly side of the building.
5. The loading docks for this building are located on the westerly side of the building. The building is being designed to allow trucks to pass through the building as well as adding a rail spur into the building for rail cars entering from west.
6. This property is subject to the access management regulations. There is one access proposed from Ellington Road, opposite the Coca Cola building currently under construction, and a truck only entrance proposed off of Chapel Road.
7. The Office of State Traffic Administration approval is required; and OSTA has full jurisdiction over traffic signals and road improvements on State roads. We would require any final plans submitted reflect any requirements of the State's approval.
8. This project also involves the introduction of two rail spurs to service the project. It is anticipated that rail deliveries will occur once a day; generally in the afternoon and will include up to six rail cars. The Office Railways has jurisdiction over the rail road. Staff have raised some questions on the use of the railroad, length of time Chapel Road will be blocked, impact on surrounding properties and what

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improvements may be needed. There is a meeting set up for tomorrow morning to discuss specifically the rail and we will report back to the PZC.

9. The applicant has provided a colored elevation of the building and the pictures of the wall treatments that have been considered for the screening. Landscaping treatments have been included along the site's frontage and within the large berm in front of the employee parking area.
10. The proposed outdoor storage is permitted by special exception. The PZC recently amended the zoning regulations to allow this storage with the following criteria:
  - Allowed as an accessory use to a product distribution center up to a maximum of 10% of the total site;
  - Outdoor storage must be screened from public street by effective architectural and/or landscape architectural elements, which may include extensions of walls, plant materials, berms, fences or combination.
11. The Architecture and Design has reviewed the plans and was pleased with the architecture of the building, however, they did have some concerns about the treatment of the outdoor storage area and the aesthetics of the screening wall along the Ellington Road frontage. They offered the following comments for consideration:
  - distribute of the berm along the frontage so that it does not block the front of the building;
  - extend the building wall westward to screen the outdoor storage;
  - utilize a combination of landscape material, wall and fencing along the building frontage
  - provide a cross section of the facility from I-291

I would recommend that once the revised plan is finalized that it be brought back to ADRC for comment.

12. The applicant intends to have a monument sign at both entrances and would be allowed building signage.
13. There are no sidewalk or pathways shown on the plans. The current sidewalk plan does not call for any sidewalk along this stretch of Ellington Road. We have requested the applicant to grade the front of the property to accommodate the biker/walker in the event a future pathway or sidewalk is ever installed.
14. All proposed lighting has full cutoff fixtures and the pole height is 35' poles as well as wall paks on the buildings. Similar to other distribution facility sites, the adjacent building, the applicant has requested a waiver to be allowed to have seven poles in the truck area with 35 foot high poles. The Commission can grant this waiver after finding that:
  - traffic or other hazards will not be created; general property values will be conserved;
  - no adverse effects on existing uses in the area; general welfare of the community will be served;
  - no adverse environmental impacts will be created;
  - topography of the land makes the property suitable for higher poles.

This request is a little unusual as past requests have been focused on taller lights only in the truck loading areas. I had previously raised concerns that some of the proposed lighting levels shown are not in zoning compliance at the property lines. One of the areas of concern are the access drives.

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As for the taller light pole request, I would recommend that the lights at the employee entrances on Ellington Road and the truck entrance at Chapel Road not be 35 feet, rather the traditional 25 feet to be in line with other site lighting along the street frontages.

15. The site is served by public water and sewer. Water Pollution Control Authority approval is required.
16. The Fire Marshal's office have reviewed the plans and has no concerns with the proposal as presented.
17. There is a small pond that is a regulated wetlands on the site. IWA/CC approved this application on July 3, 2019 with standard approval conditions and the following bonding requirements: A bond shall be collected in the amount of \$50,000 placement and maintenance of erosion and sediment controls, and \$100,000 for installation of storm water systems and \$50,000 for the establishment of wetland mitigation to be held three growing seasons.

The Staff requests that the application stay open to address outstanding comments The next regularly scheduled PZC meeting is Tuesday, July 23<sup>rd</sup>.

Town Engineer Jeff Doolittle gave staff comments:

1. The turning radius from Ellington Road into and out of the new proposed driveway need to be larger for vehicle speeds.
2. Show the driveways being built for 359 Ellington Road across the street. The proposed driveway for this development should line up with one of the driveways for 359 Ellington Road.
3. The paved areas seem to be excessively wide around the proposed building outside of parking spaces. There is 80 feet of pavement on the Ellington Road side, a 48 foot plus wide drive around the north side, greater than 100 foot wide pavement on the west side and 25-35 feet wide pavement around all the outside storage areas on the south side. Can any of these paved areas be reduced?
4. I suggest the two smaller triangular outside storage areas adjacent to Ellington Road be eliminated or reduced in height to reduce the size of the screening wall and/or landscaping needed along Ellington Road.
5. Include stop or yield signs and symbols for traffic control where the main driveway from Ellington Road intersects the wide paved area by the car parking lot.
6. There should be travel lanes marked around the site where trucks are not allowed to park so emergency vehicles can reliably and safely get around the site and access the building.
7. The sidewalks from the north side of the building should lead to another sidewalk parallel to the driveway or ramps and a marked pedestrian area along the drive.
8. Include a stop sign at the south end of the truck driveway from Chapel Road where it enters the wide pavement and truck parking areas around the building
9. The guiderail by the drainage headwall along both sides of the truck driveway by Chapel Road needs to be extended further south.
10. There are a few notes on the plans that do not appear to be correctly directed and lines from the building on the east and west ends that are not labeled.
11. The slope into the pond along Ellington Road needs to be moved further away from road, and should be reduced to 4H:1V side slopes or less

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12. Move the large topsoil pyramid by Ellington Road. This material can be spread out along Ellington Road in a berm with landscaping to help screen the outside storage area or elsewhere on site.
13. Grade and provide easement for a 10 foot wide multi use path along Ellington Road
14. Show the edge of pavement in Ellington Road
15. The side slopes of the infiltration basin along Chapel Road need to be moved further away from the road ROW and reduced to 4H:1V or less.
16. The grading shown in the truck parking area west of the building will be very difficult to construct because of numerous sharp curves, humps and flat areas. Revise the grading so it is simpler and easy to construct and works better.
17. The grading plan shows a 5% cross slope in the middle of the truck parking area on the west side of the building. Is this too steep for trucks?
18. The Drainage Plan is incomplete, has numerous conflicts and inconsistencies and can not be built as shown. Elevations of all CB and pipes need to be checked. The grading plan does not agree with the drainage plan.
19. Where is water from the large roof draining and being collected?
20. Why is the large HDPE pipe on the southern side of the building so close to the water line on that side? These should be separated by 10 feet.
21. The Stormwater Management Report needs to be checked. The storm sewer analysis in Appendix D shows several pipes under capacity and places where the HGL of the water in the system is over the ground/TF elevations. The pipes and CB in this report do not all agree with the plans. It is not clear what flow the two WQ units were sized for, and the Water Quality Volume Calculations need to be checked. I have other questions about this report.

The Chairman asked for comments from the public in support of the application.

Mr. Michael Moriarty, owner of 415 Chapel Road, spoke in support of the application complementing the well thought out plan and financial backing as a property owner who will have the project in his backyard.

The Chairman asked for comments from the public with concerns or in opposition to the application.

Secretary Commissioner Bonzani read a letter read into record from Mrs. Marshall Montana regarding concerns about the buffer and wall design. (Exhibit B).

Chairman Pacekonis asked for comments from commissioners.

Commissioner Flagg asked Mr. Foley about their rail operations for distribution centers in other locations in Windham, Connecticut and Palmer, Massachusetts. Mr. Foley confirmed there were no hazardous materials involved to his knowledge and that hours of operation for the railroad vary but they try to keep it to early afternoon to late afternoon to early evening. Six rail cars can come and go daily and are federally regulated not to spend time sitting at a crossing delaying traffic. Every rail car of product coming in can equate to three truckloads going out. Mr. Mauro added that 80 total inbound and outbound trucks are anticipated daily equating to 4 to 5 per hour. Commissioner Flagg asked about the 35' high light poles which Mr. DeMallie stated were to illuminate operations around the building. Mr. Madrigal from Scannell noted their hours of operation with limited lighting for security reasons throughout the night and stated he will clarify that information at the next hearing.

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Commissioner Dexter asked for clarification of the location of the truck entrance on Chapel Road. Director Lipe stated it has been requested that the application pending sign will be moved to the truck entrance. Town Engineer Doolittle stated the entrance will be between Twin Manufacturing and Eastern Roofing and is presently entirely wooded. Mr. Bob Wilcox clarified the rail route for Commissioner Dexter stating the product will cross Chapel Road to meet the spur. Each delivery will cross Chapel Road twice. Mr. Gaslaw stated any improvements needed to be made to the crossing will have to be taken up with the State.

Commissioner Bonzani asked what the time limit is for rail cars to block streets and about idling trucks at the distribution center. Mr. Gaslaw stated it will be as minimal an impact to the public as possible and there is a State Statute to research. Mr. Mandrigal stated the trucks are not refrigerated and have no need to idle while parked.

Vice Chairman Foley asked how the rail service will interface with the Connecticut Soil project. Mr. Gaslaw confirmed they will be passing their private crossing and will be willing to look at their contract at tomorrow's rail meeting. The Vice Chair asked for the information to be brought to the next meeting regarding how much time a train can impede an intersection. Wall options were discussed and the Vice Chair stated the soils require irrigation at the frontage and asked that plant material be increased to 3" caliper and evergreen heights be a minimum of 8' tall. The density and species of plantings at Aldi's are a good example for partial berms with fencing that will allow the building to be seen.

Commissioner Wagner discussed screening with Mr. DeMallie and voiced his preference for plantings to be used rather than a wall and shortening the berm along Ellington Road to have views of the building. Mr. DeMallie confirmed the outdoor storage could be as high as 20' - 24' and the red cedars proposed at time of planting are 8' to 10' high. Commissioner Wagner asked about the low impact development and discussed LEED standards with Mr. DeMallie who described the 100% infiltration site and pond on site and Mr. Chiappina who explained the entire roof has been designed to accommodate solar loads and the natural lighting used in the building. The Commissioner encouraged rooftop solar installations rather than on farmland. A request was made for the company policy on the limits on idling time for trucks. The location of Mr. Moriarty's house was noted and will be looked at for the next hearing.

Commissioner Bernstein asked about security measures and lighting on the site. Mr. Chiappina described the cameras, lighting and fence heights required in the design. No barbed wire is proposed. Lighting on 35' pole will be full intensity during hours of operation and the policy for dimming of lights will be confirmed at the next hearing.

Chairman Pacekonis asked for clarification about the occasional hours past the two shifts from 6 a.m. to 11:30 p.m. Mr. Madrigal stated the tenant wants to reserve the flexibility in peak season for construction building materials or as things change down the road and want the option of working 24/7. The Chairman asked for clarification of the hours for the next hearing. The screening of 24' high outdoor storage of building materials was discussed and the Chairman asked commissioners to consider the intent of the obscuring the outdoor storage and encouraged the use of walls. The rail use during midday off peak hours will work but is concerning if it is later in the afternoon at peak hours for travel. Mr. Chiappina described the building's design of parapet walls to prevent rooftop equipment being seen from the street. Security fencing was described as 8' high chain link fencing around the perimeter with 6' ornamental fencing along Ellington Road frontage.

Director Lipe asked for any revised plans for treatments of the walls or screening to be brought back to ADRC for review on July 18<sup>th</sup>.



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Discussion about screening continued. Commissioner Wagner concurred with the use of partial walls and berms in sections. Vice Chairman Foley suggested stamped concrete panels to be used along with plantings for the wall rather than vinyl ornamental fencing

Commissioner Wagner made a motion to extend the public hearing until July 23, 2019.

Vice Chairman Foley seconded the motion.

The motion carried and the vote was unanimous.

**REGULAR MEETING / COUNCIL CHAMBERS**

Commissioner Wagner made a motion to extend the meeting until 10:00 p.m.

Secretary Commissioner Bonzani seconded the motion.

The motion carried and the vote was unanimous.

**CALL TO ORDER:**

**PUBLIC PARTICIPATION:**

**NEW BUSINESS:** Discussion/Decision/Action regarding the following:

- 1. Appl. 19-33P, Roy Major Home Occupation dba Bert & Company Beauty Salon** – request for renewal of a 5-year major home occupation for a hair salon at 1876 Main Street, A-40 zone

Mr. Bert Roy presented the renewal request for his hair salon at the Watson House.

Director of Planning Lipe gave staff comments:

1. This is an application for the renewal of a 5 year major home occupation permit for a single operator hair salon to be known as “Bert & Company Salon” at 1876 Main Street, A-40 zone.
2. This property has historically been known as “The Watson House”, and was previously permitted for a bed and breakfast by a temporary and conditional permit.
3. The applicant has indicated that there will be no change to the operation of the business from the original permit. The original narrative indicated that he would be using approximately 225 square feet on the first floor of the 6,852 square foot dwelling. He provided a floor plan of the space with the original application.
4. No additional employees have been proposed with this renewal. Clients would come one at a time, with the possibility for two at a time on occasion.
5. The hours of operation were originally identified as:
  - July – September Monday, Tuesday and Wednesday 7:00 am – 12:00 noon, and possible 5:00 – 6:00 pm.
  - October – June Tuesday – Saturday 8:00 am – 5:00 pm.
6. The applicant has indicated that there is adequate parking on site and proposes to use the two parking spaces that are along Sullivan Avenue.
7. A 2 square foot sign is allowed by regulations, although the applicant has not proposed any signage.

If this application is approved, the Planning Department has no further modifications to request.

Town Engineer Doolittle had no staff comments.

Commissioner Wagner made a motion to approve with the following conditions:

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1. Any alteration/additions to existing buildings, requires a building permit prior to start of construction. The applicant shall consult both the Building Department and Fire Marshal's Office and take out any permit as required for this use.
2. The business must be operated by the homeowner.
3. The permit will expire on July 9, 2024, and will have to be renewed at that time if the use is to continue.
4. Only one non-resident employee can be hired.
5. Hours of operation are July to September: Monday, Tuesday and Wednesday 7:00 a.m. – 12:00 noon, and 5:00 – 6:00 p.m.; October to June: Tuesday – Saturday 8:00 a.m. – 5:00 p.m.
6. Refuse from the business cannot be disposed of with residential refuse. Adequate arrangements must be made for business refuse disposal.

Commissioner Dexter seconded the motion.  
The motion carried and the vote was unanimous.

2. **Appl. 19-35P, Mangino Temporary & Conditional Permit Renewal**– request for a renewal of the two-year temporary and conditional permit to allow two apartments on property located at 272 Pierce Road, RR zone

Postponed until the next meeting on July 23, 2019.

3. **Appl. 19-34P, Pete's RV Parking** - request for a 2 year temporary and conditional permit (Section 2.13.a) for storage of up to 35 RV campers, on property located at 395 John Fitch Boulevard, GC zone

Commissioner Bernstein made a motion to approve with the following conditions:

1. The applicant shall contact the Planning staff meeting to set up a meeting on site so that the limits of clearing and parking established in the field does not encroach into the steep sloped areas.
2. The Temporary and Conditional permit will expire on 7/9/21 and will have to be renewed that time if the use is to continue.

Commissioner Wagner seconded the motion.

Vice Chairman Foley commented the line of sight on Chapel Road should not be blocked by any stored vehicles. Town Engineer Doolittle stated the DOT has a wide right of way on Route 5 that will require the applicant to stay on their property.

Commissioner Bernstein suggested an approval condition that any access between the two properties by golf cart should remain on private property.

Commissioner Wagner accepted friendly amendment.

The motion carried and the vote was unanimous.

**BONDS: Callings/Reductions/Settings**

**MINUTES:** 6/11/19, 6/25/19 approved by consensus

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**OLD BUSINESS:** *see page 2*

**APPLICATIONS OFFICIALLY RECEIVED:**

**OTHER BUSINESS:**

**CORRESPONDENCE / REPORTS:**

**ADJOURNMENT:**

Motion to adjourn made by Commissioner Foley at 9:45 p.m.

Commissioner Bernstein seconded the motion.

The motion carried and the vote was unanimous.

Respectfully Submitted,

Lauren L. Zarambo

Recording Secretary