

DRAFT APPROVAL CONDITIONS FOR ZONE CHANGE

Appl 21-55P, McGuire Associates Zone Change

Zone change of 7.3 acres from Rural Residential (RR) zone to General Commercial (GC) zone, for property located at 542 King Street

1. The Planning and Zoning Commission finds that the zone change is in conformance with the Town Plan of Conservation and Development.
2. The effective date of the zone change is upon filing of required map in the office of the town clerk.
3. Within ninety days, a zone change map (1" = 40') with an A-2 certification must be filed on the land records, showing all boundary lines and the acreage of the land where the zone change was granted. The map shall be drawn in accordance with the rules and regulations of the State Board of Registration for Professionals Engineers and Land Surveyors and shall be stamped and signed by a Registered Land Surveyor. The zone change map must be submitted on black and white mylars, with this approval letter thereon, together with three blueprint copies of the Zone Change.

Appl 22-02P, Hartford Truck Equipment Landscape Plan

Planning Department Report 2-15-22

1. Request for site plan approval of landscape berm planting plan, on property located at 542 King Street, currently RR zone (pending GC zone)
2. The purpose of the berm is for screening activities on Hartford Truck property from adjacent residences and residentially zone properties.
3. The berm along the King Street frontage is approximately 160 feet wide will be approximately 8 feet high starting approximately 20+ feet from the edge of pavement on King Street (property line show is not straight).
4. Vincent Stetson, Director of Public Works and the town's tree warden reviewed the plans and had the following comments:

“I had an opportunity to review the field conditions on King Street and marked all of the trees I would like to see stay with white ribbon. The majority of these trees are large oaks with a few younger ones and a small up and coming cedar. Without clear delineation of the property boundary between the ROW of Hartford Trucks property, there may be potential that one or two of these trees are right on the property line or not in the ROW at all.

There were many locust trees that I did not flag and would not mind seeing removed if necessary. Additionally, there is ample opportunity for the undergrowth and vines/invasives noted on the plan to be removed which will greatly improve the curb appeal of this area.”

5. The bermed area is shown within a conservation easement to be dedicated to a third party. On top of the berm, the applicant has proposed installing either a six or eight foot black vinyl fence with extensive plantings are shown on both sides of the berm.
6. The Planning Dept. would recommend a landscape bond in the amount of \$40,000 to be held for two growing seasons to ensure survival of the plantings.
7. There are no regulated wetlands on the site, however the applicant will be disturbing over an ½ acre and is subject to a conservation plan approval. The IWA/CC approved this plan on February 2 and recommended a bond in the amount of \$20,000 to ensure compliance with the erosion and sedimentation measures as well as the installation of the stormwater structure.

If this application is approved, the Planning Department as no additional modifications to request.

STANDARD APPROVAL MODIFICATIONS FOR SITE PLAN

PROJECT Hartford Truck Equipment Landscape Berm

APPL.22-02P

ENGINEER/ARCHITECT: Design Professionals

PROJ. # 2482.H

Submit mylars of sheets: C-LS1

1. Prior to commencement of any site work, a meeting must be held with Town Staff.
2. This application is subject to the conditions of approval of the Inland Wetlands Agency/Conservation Commission, including bonds in the amount of \$ 20,000 to ensure compliance with the erosion and sediment control measures and establishment of storm water system.
3. A landscape bond in the amount of \$40,000 is required and will be held for two growing seasons to ensure survival of the plantings.
4. All bonds must be in one of the forms described in the enclosed Bond Policy.
5. All plans used in the field by the developer must bear the stamp and authorized signature of the Town of South Windsor.
6. *The proposed conservation easement shall be reviewed and approved by the town attorney.*
7. *Removal of trees and work with in the Town ROW is subject to approval of the Director of Public Works/ Tree Warden.*
8. *Engineering comments dated 2/10/22 must be incorporated into the final plans.*
- 9.
- 10.



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CIVIL & TRAFFIC ENGINEERS / LAND SURVEYORS / PLANNERS / LANDSCAPE ARCHITECTS
Serving Connecticut, Massachusetts, & Rhode Island

January 27, 2022

Mr. Bart Pacekonis, Chairman
Planning & Zoning Commission
1540 Sullivan Avenue
South Windsor, CT 06074

RECEIVED

JAN 28 2022

SOUTH WINDSOR PLANNING DEPT.

Re: Modification to Required Parking
Proposed Subway Tenant
One Buckland Center
Application 15-48P

Dear Chairman Pacekonis:

Our client, Scott Leonard, owner of One Buckland Center, would like to lease a vacant 1,530 square foot retail space in the smaller of the property's two buildings (at 1 Buckland Road), to a Subway brand franchise, and our assignment, as the site's design consultant, was to determine its feasibility.

As such, we first investigated whether or not the septic system could support this use. We performed an analysis, submitted it to the South Windsor Health Department, and a B100A application was subsequently approved for a Subway franchise. The capacity of the existing septic system is not at issue.

The second issue was parking. The site was approved by the Planning & Zoning Commission generally for "Retail" uses, which requires one parking space for every 200 square feet of building area. The subject available space is relatively small, at 1,530 square feet in size, which translates into eight required parking spaces, which we believe is adequate for this use. We reached this conclusion based on a number of supporting factors, as follows:

- 1) Fenwood Consulting and Management, which includes our client, undertook a study of the parking needs of four Subway franchises in closest proximity to the One Buckland Center development (see attached report). They were at 1006 Sullivan Avenue in South Windsor, 172 Deming Road in Manchester, 1131 Tolland Turnpike in Manchester, and 309 Ellington Road in East Hartford. Each location was observed during the peak operational hours over a five-day period, recording the number of customer and employee vehicles. The two Manchester and the East Hartford locations never exceeded eight spaces, and were generally well under that threshold. On the other hand, the Sullivan Avenue, South Windsor store exceeded that level by between one and four spaces, albeit for brief periods (all were two minutes or less), on all five days. Additional information below explains this phenomenon, and why we believe it will not apply to the One Buckland Center tenant.

- 2) The Fenwood report made some key observations which differentiate this use from restaurants which require greater parking capacity (31 spaces for the subject store, which is one space for every 50 square feet under current South Windsor zoning (see Table 6.4.3B, under Fast Food and Restaurants).
- 3) As with convenience stores, Subway franchises do not have kitchens or stoves on their premises. They instead, if requested, warm the submarine sandwiches via microwave heaters
- 4) The Town regulates convenience stores, such as the 7-11 on Ellington Road, as if it were a retail enterprise, and not as a restaurant. Convenience-stores also embrace the quick service, grab and go meals concept. At the 7-11, one can quickly grab a lunch of pizza, a sandwich, a soda, a hot dog, beef patties, doughnuts or other edible items or beverages, and much more. Parking is to the retail classification of 1 space for every 200 square feet. Subway should be treated no differently.
- 5) Customers can order their meal on-line via the Subway website or Subway App, and pick it up at the store with a typical thirty second turnaround.
- 6) Subway stores are now offering curbside pickup options. *- spaces dedicated*
- 7) Delivery services, such as DoorDash, UberEats, GrubHub, and Postmates are also experiencing a thirty second turnaround for the driver.
- 8) Rapid turnaround time is greatly reducing the need for parking spaces at Subway restaurants.
- 9) The Sullivan Avenue parking demand is an outlier. The current store owner has indicated to us that, in terms of sales, customer traffic and customer counts, it is one of the top ten Subway franchises in the state. It was her highest grossing store when she had nine of them, and it is her highest grossing today. She says that her other stores were grossing about half of the Sullivan Avenue store.
- 10) That same franchise owner has been reducing seating capacity in her Subway locations. Only 10% of customers now dine at her tables.
- 11) The now closed store at Evergreen Run, across the street from One Buckland Center, also had half the volume of the Sullivan Avenue store.
- 12) Roughly 40% of customers are now using the on-line ordering App, and that percentage is growing.
- 13) Customers who don't use the App, where their order is waiting for them when they arrive, are now waiting an average of three to four minutes to be served.
- 14) We believe the restaurant parking assignment, which requires an additional 23 spaces, is exorbitant for this use. The retail classification is more than ample.
- 15) To confirm the Fenwood Consulting & Management report's findings, DPI did a review of the available quick service and conventional restaurants within a ½ mile of the four evaluated Subway franchises to determine if there is any correlation in the number of observed vehicles (customer/employee totals) at each store to the number of quick service and conventional restaurants available in the area. Below is a list of the other restaurants within a ½ mile of the observed Subway's based on DPI's review. The peak total number of parked cars as noted in the Fenwood Consulting & Management report is also included below:

Existing Subway @ 1006 Sullivan Ave
South Windsor, CT

Peak # of observed parked cars: 12

Quick Service Restaurants within 0.5+ miles

1. Dairy Queen Grill and Chill
2. Dunkin

Conventional Restaurants within 0.5+ miles

1. Bella Pizza
2. Mexicali Cantina Grill
3. The Red Cabin
4. Hong Kong House
5. Joe Pizza

Existing Subway @ 172 Deming Street
Manchester, CT

Peak # of observed parked cars: 7

Quick Service Restaurants within 0.5+ miles

1. McDonald's
2. Dunkin
3. Chipotle Mexican Grill
4. Panera Bread
5. Starbucks

Conventional Restaurants within 0.5+ miles

1. IHOP
2. TGI Fridays

Existing Subway @ 1131 Tolland Turnpike
Manchester, CT

Peak # of observed parked cars: 6

Quick Service Restaurants within 0.5+ miles

1. McDonald's
2. Dunkin
3. BurgerFi
4. Sonic
5. Wendy's
6. It's Just Wings

Conventional Restaurants within 0.5+ miles

1. Kobe Asian Bistro
2. Paradise Biryani Indian Cuisine
3. Randy's Wooster Street Pizza
4. Chili's Grill & Bar
5. Texas Roadhouse
6. Joey Garlic's
7. Buffalo Wild Wings

Existing Subway @ 309 Ellington Road
East Hartford, CT

Peak # of observed parked cars: 8

Quick Service Restaurants within 0.5+ miles

1. Dunkin
2. Between Rounds

Conventional Restaurants within 0.5+ miles

1. Luen Hop Chinese
2. The Pub
3. Eastern Chinese

Proposed Subway @ One Buckland Center
South Windsor, CT

Quick Service Restaurants within 0.5+ miles

1. Jersey Mikes Subs
2. Star Bucks (x2)
3. Five Guys
4. Noodles & Company
5. Chick-Fil-A
6. Taco Bell
7. Between Rounds
8. Chosen 1 Seafood
9. Dunkin
10. Panera Bread
11. It's Just Wings
12. Buckland Mall Food Court

Conventional Restaurants within 0.5+ miles

1. Chili's
2. Olive Garden
3. Artisanal Burger Company
4. Hooters
5. Burtons
6. Ted's Montana Grill
7. Market Grill
8. Dave n Busters
9. Red Heat Tavern
10. Sakura Garden
11. Maggie-McFly's

The preceding list highlights a trend at existing Subways where multiple quick service and conventional restaurants are available nearby. Based on peak numbers of observed cars in the Fenwood Consulting & Management report, Subway locations with a wide variety of food options nearby **did not** require more parking than what would be provided for the Subway tenant at One Buckland Center. The two locations (1006 Sullivan Ave and 309 Ellington Road), where there is a noticeable lack in variety of available quick service restaurants within ½ a mile, required the most parking at one time in comparison to the other Subway locations evaluated. With this, DPI anticipates that the proposed Subway at One Buckland Center would operate similarly to the lower volume Subways as represented in the report by Fenwood Consulting & Management, and thus the retail parking requirement would be expected to be appropriate.

Accordingly, we support the applicant's request to the PZC for a modification to the minimum number of required parking spaces for the Subway franchise at One Buckland Center, as allowed under Section 6.4.9 of the South Windsor Zoning Regulations, as if it were a retail use, such as a convenience store, for the applicant has demonstrated, through actual experience, that a lesser number will suffice, and the other expected uses in the shopping center are not expected to need any more than the retail classification requires.

Please feel free to contact us with any questions or comments.

Regards,

DESIGN PROFESSIONALS, INC.



Peter R. DeMallie
President

Cc: Michele Lipe, Director of Planning
Scott Leonard
Daniel Jamison

Fenwood Consulting & Management

Scott Leonard, Mike Leonard, & Bernie Meucci

December 14, 2021

This report delineates the field-work and data gathered from four Subway stores closest to that proposed for One Buckland Center, South Windsor, CT by Scott Leonard, Mike Leonard and Bernie Meucci. At this time, the two buildings at One Buckland Center are categorized as retail. This categorization has accompanying parking space requirements based on square footage of the occupied space. Subway is currently viewed as a restaurant, greatly increasing the number of parking spaces required for the occupied space. In One Buckland Center, based on the square footage of the occupied space (1,530± SF potential Subway tenant), a store categorized as a restaurant requires 31 parking spaces (1 space / 50 GFA), while a store categorized as retail requires 8 parking spaces, (1 space / 200 GFA). The purpose of the field-work performed and report is to highlight the inefficiencies in this categorization.

Data

Field-work observation was performed at four nearby Subway stores in Connecticut during peak hours over five days. The purpose was to identify the highest amount of car spaces occupied by customers and employees at one time. Observation and data for each location follows.

1006 Sullivan Avenue, South Windsor, CT

Approximate GFA: 1,250± SF

Customer waiting / eating area: 500± SF

Date	Time	Customer Cars	Employee Cars	Total Cars	Cars Over Allotment (8)
Monday (12/15/2021)	11:30	3	3	6	0
	11:45	4	3	7	0
	12:00	6	3	9	1
	12:15	7	4	11	3
	12:30	5	4	9	1
	12:45	3	4	7	0
Tuesday (12/16/2021)	11:30	3	3	6	0
	11:45	8	4	12	4
	12:00	7	4	11	3
	12:15	7	4	11	3
	12:30	8	4	12	4
	12:45	7	4	11	3
	1:00	6	4	10	2

Fenwood Consulting & Management

Scott Leonard, Mike Leonard, & Bernie Meucci

Wednesday (12/17/2021)	11:15	4	3	7	0
	11:30	3	3	6	0
	11:45	6	4	10	2
	12:00	6	4	10	2
	12:15	8	4	12	4
	12:30	4	4	8	0
	12:45	4	4	8	0
Thursday (12/18/2021)	11:30	3	3	6	0
	11:45	2	3	5	0
	12:00	8	4	12	4
	12:45	6	4	10	2
	1:00	6	4	10	2
Friday (12/19/2021)	11:00	3	3	6	0
	11:15	6	3	9	1
	11:30	6	3	9	1
	11:45	5	4	9	1
	12:00	6	4	10	2
	12:15	6	4	10	2
	12:30	5	4	9	1
	1:00	6	4	10	2

172 Deming Road, Manchester, CT

Approximate GFA: 1,100± SF

Customer waiting / eating area: 390± SF

Date	Time	Customer Cars	Employee Cars	Total Cars	Cars Over Allotment (8)
Tuesday (11/23/2021)	11:30	3	2	5	0
	11:45	3	2	5	0
	12:00	4	2	6	0
	12:15	5	2	7	0
	12:30	4	2	6	0
	12:45	2	2	4	0
Wednesday (11/24/2021)	11:00	0	2	2	0
	11:15	2	2	4	0
	11:30	1	2	3	0
	11:45	2	2	4	0
	12:00	3	2	5	0
	12:15	2	2	4	0
	12:30	3	2	5	0
	12:45	3	2	5	0
Thursday (12/2/2021)	11:00	2	2	4	0
	11:15	2	2	4	0
	11:30	1	2	3	0
	11:45	3	2	5	0

Fenwood Consulting & Management

Scott Leonard, Mike Leonard, & Bernie Meucci

	12:00	2	2	4	0
	12:15	3	2	5	0
	12:30	2	2	4	0
	12:45	3	2	5	0
Friday (11/19/2021)	11:00	2	2	4	0
	11:15	3	2	5	0
	11:30	2	2	4	0
	11:45	3	2	5	0
	12:00	4	2	6	0
	12:15	4	2	6	0
	12:30	2	2	4	0
	12:45	2	2	4	0

1131 Tolland Turnpike, Manchester, CT

Approximate GFA: 930± SF

Customer waiting / eating area: 380± SF

Date	Time	Customer Cars	Employee Cars	Total Cars	Cars Over Allotment (8)
Monday (11/29/2021)	11:30	3	2	5	0
	11:45	2	2	4	0
	12:00	3	2	5	0
	12:15	3	2	5	0
	12:30	4	2	6	0
	12:45	3	2	5	0
Tuesday (11/30/2021)	11:00	1	2	3	0
	11:15	1	2	3	0
	11:30	2	2	4	0
	11:45	4	2	6	0
	12:00	3	2	5	0
	12:15	1	2	3	0
	12:30	3	2	5	0
	12:45	3	2	5	0
Wednesday (12/1/2021)	11:30	4	2	6	0
	11:45	2	2	4	0
	12:00	3	2	5	0
	12:15	1	2	3	0
	12:30	2	2	4	0
	12:45	3	2	5	0
Thursday (12/2/2021)	11:30	2	2	4	0
	11:45	4	2	6	0
	12:00	3	2	5	0
	12:15	4	2	6	0
	12:30	3	2	5	0
	12:45	2	2	4	0

Fenwood Consulting & Management

Scott Leonard, Mike Leonard, & Bernie Meucci

	1:00	1	2	3	0
	1:15	2	2	4	0
Friday (11/26/2021)	11:15	2	2	4	0
	11:30	2	2	4	0
	11:45	2	2	4	0
	12:00	1	2	3	0
	12:15	0	2	2	0
	12:30	3	2	5	0
	12:45	1	2	3	0

309 Ellington Road, East Hartford, CT

Approximate GFA: 1,540± SF

Customer waiting / eating area: 690± SF

Date	Time	Customer Cars	Employee Cars	Total Cars	Cars Over Allotment (8)
Monday (11/29/2021)	11:15	1	3	4	0
	11:30	3	3	6	0
	11:45	3	3	6	0
	12:00	3	3	6	0
	12:15	2	3	5	0
	12:30	4	3	7	0
	12:45	2	3	5	0
Tuesday (11/30/2021)	11:15	0	3	3	0
	11:30	3	3	6	0
	11:45	4	3	7	0
	12:00	4	3	7	0
	12:15	3	3	6	0
	12:30	4	3	7	0
	12:45	3	3	6	0
Wednesday (12/1/2021)	11:00	3	3	6	0
	11:15	2	3	5	0
	11:30	3	3	6	0
	11:45	4	3	7	0
	12:00	5	3	8	0
	12:15	5	3	8	0
	12:30	2	3	5	0
	12:45	5	3	8	0
1:00	1	3	4	0	
Thursday (12/2/2021)	11:00	3	3	6	0
	11:15	3	3	6	0
	11:30	3	3	6	0
	11:45	4	3	7	0
	12:00	5	3	8	0
	12:15	5	3	8	0

Fenwood Consulting & Management

Scott Leonard, Mike Leonard, & Bernie Meucci

	12:30	4	3	7	0
	12:45	5	3	8	0
Friday (11/26/2021)	1:00	1	3	4	0
	11:15	0	3	3	0
	11:30	1	3	4	0
	11:45	0	3	3	0
	12:00	3	3	6	0
	12:15	4	3	7	0
	12:30	3	3	6	0
	12:45	3	3	6	0
	1:00	2	3	5	0

Analysis

The Data gathered was compared to the parking spot allotment currently approved for One Buckland Center, South Windsor, CT as categorized by a retail store (8 parking spaces). Field-work indicates that one out of four stores utilize more parking spaces than allotted. During peak hours, the most parking spaces used over allotment observed was four parking spaces. The local Subway Territory Representative indicated that the Subway on Sullivan Avenue is one of the busiest in the state, with a high volume of customers. The Subway at One Buckland Center is expected to operate like the other three stores included in the data above.

When comparing the observed data against the parking spot requirement proposed for the 1,530+SF Subway for One Buckland Center, South Windsor, CT, as categorized by a restaurant (31 parking spaces), it is evident that the consumer demand does not come close to that requirement.

Key Points

Subway stores are intended for quick service, grab and go meals. This process is similar to that of convenience stores and gas stations, which are both categorized as retail stores. Like convenience stores and gas stations, Subway stores do not have kitchens or stoves on their premises as they utilize microwave heaters.

With technological advancement, it is easier than ever to order ahead for food to be ready upon pick-up. Curbside pick-up and applications such as DoorDash, Uber Eats, GrubHub, Postmates, and the Subway App encourage quick service meals. Field observation notes indicate that all incidences where there were more cars in parking spaces than the projected allotment lasted for two minutes or less.

It is evident that the parking spaces required by Subway stores does not meet the proposed thirty parking spaces, as defined by a restaurant categorization. Therefore, Subway stores should be defined as retail stores. A Subway store is the perfect tenant for One Buckland Center because of the rapid turnover of customers. However, the classification of Subway stores as a restaurant is extraneous based on the required parking space requirement versus demand.

Small plazas have to have exceptions to this rule, to ensure economic prosperity throughout the Town of South Windsor, CT. It is the responsibility of the Town of South Windsor to help the plazas and retail stores that choose to do business in this town. CVS is closing 900 stores. Retail is experiencing a lot of challenges and needs the Town of South Windsor to help keep retail business vibrant.

*new
done
in 2019
see table*

From: jennifersc <jennifersc@comcast.net>
To: "scottleonard1@yahoo.com" <scottleonard1@yahoo.com>
Sent: Thursday, January 20, 2022, 09:07:55 PM EST
Subject: Subway

To whom it may concern,

I am the owner of three Subway stores, I had at one time I had 9 stores. My highest volume store in sales, traffic and customer counts is the store on 1006 Sullivan Ave, South Windsor. This store is in the top ten in Connecticut in those categories. My other 2 stores are half the sales, traffic and customer counts. My past stores were the same, half the sales, like the store that I had owned at Evergreen Run. With the online ordering app and the 3rd party delivery app, those orders that get picked up thru the app, the customer or delivery driver is in and out and gone in 30 seconds. Average of 40 % of the customers use the app, the rest that stand in line are out in a average of 3 to 4 minutes which less than 10% of them stay and eat at the tables. With the new remodel in my Sullivan Ave and 175 West Road, Ellington store we eliminated half the seating because of lack of use.

Thanks, Jennifer Santochristo

Section 6.4 Parking and Access - Off-Street Parking and Loading

6.4.1 Purpose

It is the intent of this Regulation to create off-street parking that is creative and to achieve attractive, innovative parking layouts that will accent and highlight buildings and features of commercial development. For any proposed development, the Commission shall review overall site design, parking layout and configuration, traffic circulation within the site, the number and location of access points to and from the site, and the nature and type of traffic circulation on adjacent roadways to ensure that public safety and welfare is promoted. The location of any proposed access shall be clearly indicated on the plans for any proposed development.

6.4.2 Applicability

The following schedule of parking and loading requirements shall apply to all zone districts in the Town of South Windsor.

6.4.3 Minimum Number of Parking Spaces

In all districts, the minimum number of parking spaces shall be provided in accordance with the following schedules:

Table 6.4.3A Minimum Required Parking Spaces – Residential Uses

Use - Residential	Minimum Required Parking Spaces
One and Two-Family Dwellings including Accessory or In-Law Apartments	2 spaces per dwelling unit
Multi-family Dwellings ⁽¹⁾	2 spaces per dwelling unit
Multi-family Dwellings / SAMUD-OZ ⁽³⁾	1.7 spaces per dwelling unit, however, if shared parking, 1.75 spaces per two-bedroom dwelling unit, 1.25 spaces per one-bedroom dwelling unit, and 1.0 space per studio / efficiency dwelling unit
Assisted Living ⁽²⁾	1 space per 2 dwelling units
Bed and Breakfast	1 space per guest bedroom
Home Occupations, Home Offices	1 space per 160 square feet, or fraction thereof, of building floor area devoted to such use
Elderly Housing	1 space per living unit plus 1 per employee
Independent Living	1.25 spaces per dwelling unit
⁽¹⁾ The Commission reserves the right to require up to 2½ spaces per dwelling unit. In addition to the minimum number of parking spaces required for passenger vehicles, the Commission may require a special area containing at least 1 parking space for every 10 dwelling units for the storage of recreational vehicles, boat trailers, and the like. This area may also be used for the parking of visitors' vehicles. ⁽²⁾ The site plan shall demonstrate reserve parking equal to the primary parking in the event that additional parking is needed. (Shared parking facilities may be used to satisfy this requirement.) ⁽³⁾ See Section 5.10 Specific requirements for a Sullivan Avenue Mix-Use Development in the GC Zone	

ARTICLE 6 – SITE DEVELOPMENT REGULATIONS

Table 6.4.3B Minimum Required Parking Spaces – Commercial and Industrial Uses

Use	Minimum Required Parking Spaces
Bar, Nightclub, Lounge	1 space per 50 sq. ft. of Gross Floor Area (GFA)
Bowling Alley	4 spaces per lane plus any restaurant requirements
Business Offices <50,000 sq. ft. of GFA	4 ½ per 1000 sq. ft. of GFA
Business Offices 50,000 - 100,000 sq. ft. GFA	4 per 1000 sq. ft. of GFA
Business Offices >100,000 sq. ft. of GFA	3 ½ per 1000 sq. ft. of GFA
Car Wash	10 spaces per stall including stacking
Church, Synagogue	1 space per 3 seats
Fast Food	1 space per 50 sq. ft. of GFA
Financial Institution	1 space per 250 sq. ft. of GFA plus 1 per employee
Hotel, Motel, Tourist Home	1 space per unit plus restaurant requirements
Hospital, Sanitarium, Convalescent or Nursing Home	1 space per 3 beds, plus 1 per 2 employees
Industrial and Manufacturing	1 space per 700 sq. ft. of GFA or 1 space per 2/3 employees for the largest shift, whichever is greater
Library	1 space per 400 sq. ft. of GFA
Medical and Dental Office	4 spaces per 1000 sq. ft. of GFA
Places of Assembly, Amusement, Recreation, and Education	1 space per 250 sq. ft. of GFA
Research	1 space per 700 sq. ft. GFA or 1 space per 2/3 employees, whichever is greater
Restaurants, Taverns, Cocktail Lounges	1 space per 50 sq. ft. of GFA
Retail Stores, Personal Service Shops	1 space per 200 sq. ft. of GFA
Roadside Stands	3 minimum, plus dwelling lot requirements
Self Storage	1 space per 25 units of storage
Shopping Center <200,000 sq. ft. of GFA	4 per 1000 sq. ft. GFA
Shopping Center 200,000 - 500,000 sq. ft. GFA	4 ½ per 1000 sq. ft. of GFA
Shopping Center >500,000 sq. ft. GFA	5 per 1000 sq. ft. of GFA
Theater	1 space per 3 seats
Undertaking Establishments	1 space per 50 sq. ft. of GFA
Warehouse	1 space per 1,250 sq. ft. plus 1 space per employee
Each use not listed above	The Commission shall determine the appropriate number of spaces based upon similarity to the above uses and/or standards available from recognized authorities.

6.4.4 Off-Street Parking – General Provisions

A. Shared Parking

In the case of more than one use of a building or lot, required parking facilities shall be construed to be the sum of the requirements for all uses computed separately according to the above schedule.

ARTICLE 6 – SITE DEVELOPMENT REGULATIONS

4. No area is presently available on the site of the non-residential building to provide additional on-site parking.
 5. The residential character of the neighborhood will not be unduly disrupted.
- C. The primary site should be able to be accessed without pedestrian crossing of any public street. This provision may be waived only if the applicant demonstrates to the Commission that there is no other practical and feasible solution, and that the proposed roadway crossing does not create an unsafe condition. The waiver provision shall not be available to sites located on Sullivan Avenue (Route 194), or Buckland Road, nor to any other four-lane roadway.

6.4.8 Off-Street Loading

- A. The number of loading spaces shall be sufficient to accommodate the anticipated loading requirements of building users, which requirements shall be in accordance with industry practice, but not to exceed said requirement.
- B. Loading Docks/Receiving Areas**
1. Loading docks and receiving areas shall be designed as an integral part of the building and/or adequately screened such that these areas do not adversely impact the site and building aesthetics.
 2. Loading docks shall not face a public highway. The above may be waived by the Commission in cases where the proposed loading docks will not, in the opinion of the Commission, cause undue noise or visual disruption.
 3. Sufficient on-site vehicular maneuvering area must be provided; trucks destined to, or coming from, loading docks shall not require maneuvering movements within the public highway. Access/egress for loading areas shall be designed to provide adequate, safe maneuvers in a manner that does not compromise the efficiency and safety of parking areas. Truck maneuvers on streets/drives, other than entering and exiting, are not permitted.
 4. Where lots abut a residential or rural zone or use, loading docks shall not face said zone or use. The above may be waived by the Commission in cases where the proposed loading docks are a minimum of 100 feet from a rural or residential zone and/or will not, in the opinion of the Commission, cause undue noise or visual disruption to abutting residential or rural zones or uses.

6.4.9 Modification of Minimum Required Parking Spaces

A reduction in parking spaces may be allowed when the Planning and Zoning Commission deems the reduction to be in the best interest of the Town, according to the following:

1. The increase in stormwater run-off rate shall be held to a minimum by reducing the parking spaces, and/or
2. The applicant demonstrates through actual experience that a lesser number of parking spaces will suffice, and further that due to the nature of the building or business, future owners/occupants of the building are also unlikely to need to number of parking spaces required by the zoning regulations.

ARTICLE 6 – SITE DEVELOPMENT REGULATIONS

Table 6.4.10D – Minimum Required Parking Spaces – Commercial and Industrial Uses

Use – COMMERCIAL INDUSTRIAL	Minimum Required Parking Spaces
Bar, Nightclub, Lounge	See Tables 6.4.10A and 6.4.10B
Bowling Alley	
Business Offices	
Hotel, Motel, Tourist Home	
Hospital, Sanitarium, Convalescent or Nursing Home	
Industrial and Manufacturing	
Library	
Places of Assembly, Amusement, Recreation, and Education	
Research	
Restaurants, Taverns, Cocktail Lounges	
Theater	
Park and Ride Lots	See Tables 6.4.10A and 6.4.10B. In addition, all light poles may have EV Level 1 outlets
Charging Lots	
Municipal Parks and Recreation Areas	None required. Allowed as an accessory use.
Retail Stores	Calculation based on employee parking estimated at the time of site plan application. See Tables 6.4.10A and 6.4.10B. Plus one.
Car Wash	
Fast Food	
Financial Institution	
Library	
Schools	
Medical and Dental Offices	
Personal Service Shops	
Day Care and Pre-Schools	
Warehouse	
Shopping Center	Calculation based on sum of requirements for various uses therein (e.g. retail stores, restaurants, etc.) with rounding applied to sum. See Tables 6.4.10A and 6.4.10B.
Church, Synagogue	Recommended. Calculations should consider anticipated parking lot occupancy when religious services are not taking place. See Tables 6.4.10A and 6.4.10B.

ARTICLE 10 – DEFINITIONS

Outdoor Display: Display of items offered for sale outside of a building and visible to the public, by a commercial enterprise that occupies the site. Outdoor display is typically only 1 or 2 of the same (or similar) object and is NOT outdoor storage of multiple units of the same item. Any items that are brought inside the building at night are automatically considered outdoor display.

Outdoor Storage: Storage of any material outside of the building. (This does not include off-street parking of street-ready commercial vehicles used in the operation of the business.)

Parcel, Corner: A parcel having 2 adjacent sides facing a street or streets, so that the interior angle of the intersection is not more than 120 degrees.

Parcel Line, Front: All lines dividing the parcel from the street line.

Parcel Line, Side: All lines extended from a street which separate the parcel from other lots, parcels, or acreage.

Parcel, Improved: A piece of land, usually several acres, occupied or capable of being occupied by a group of buildings under the same or multiple ownership, as in the case of multifamily dwellings, or public, institutional, or commercial buildings, and the accessory buildings or uses customarily incidental to them, including such yards, buffers and open spaces as are required by these regulations.

Personal Services Shops: Establishments primarily engaged in the provision of services of a personal nature. Typical uses include, but are not limited to, beauty and barber shops, shoe repair shops, and tailor shops. Tattoo Parlors are not considered a personal services shop, nor are massage services, other than those provided by a massage therapist licensed by the State of Connecticut.

Pervious Surface Coverage: Surfaces consisting of a variety of types of pavement, pavers, concrete and other devices that provide storm infiltration while serving as a structural surface. Pervious surface can be used to add an additional 5% of coverage on the lot when a minimum of 10% of the surfaces are pervious surfaces.

Pet, Large Domestic Animal: Includes, but is not limited to, horses, cows, goats, sheep, and llamas kept for personal use.

Pickup Coach or Pickup Camper: A structure that mounts on a pickup or truck chassis and is equipped for use as a temporary dwelling while traveling.

Premises: That portion of a lot or structure or building actually in use for the specific purpose or use under consideration.

Recreation, Active: Activities that require physical exertion by people and/or physical alterations to the land, such as (but not limited to): exercise walking, sledding, skiing, camping, running, and organized group play.

Recreation, Passive: Minimally intrusive activities that allow the land to remain essentially in its natural state, such as (but not limited to): nature walks, bird watching.

Recreational Vehicle: A vehicle which is: (a) built on a single chassis; (b) 400 square feet or less when measured at the lowest horizontal projection; (c) designed to be self-propelled or permanently towable by a light duty truck; (d) designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

Restaurant: An eating place where food is prepared, customers are served by waitpersons, meals are served in non-disposable containers and consumed at tables, within a building or outside courtyard area.

ARTICLE 10 - DEFINITIONS

Restaurant, Fast Food: An eating establishment where most customers order and are served their food at a counter or in a motor vehicle, in disposable packages prepared to leave the premises, or to be taken to a counter or a table to be consumed.

Road: A strip of land or way subject to vehicular traffic (as well as pedestrian traffic) that provides direct or indirect access to property, including, but not limited to, alleys, avenues, boulevards, courts, drives, highways, lanes, places, terraces, trails, streets, or other thoroughfares.

Rooming House: A residence in which the resident owner, or tenant, rents rooms for compensation to 1 or more persons, but not in excess of 6 persons.

School: A facility with classrooms for education, kindergarten through grade 12, in any combination.

Screening: The physical obscuring or blocking of a view into a site or portion thereof (e.g., dumpster screening obscures the view into a dumpster; site screening obscures the view into a site). Screening must be accomplished through landscaping, fencing or combination thereof. The field of view must be obscured visually, within 5 years, to such an extent that activity on the lot is not immediately apparent from an abutting lot or from the road.

Setback: The distance between 2 structures, or a structure and the street line or other clearly denoted reference point; e.g., street center line, center point of a cul-de-sac.

Solar Energy System: Solar energy systems include ground, pole, and roof mounted systems.

Solar Energy System, Ground-Mounted: A free-standing solar collection system that is installed as either a principal structure or an accessory structure on a recorded lot.

Solar Energy System, Large: A solar energy collection system, which is interconnected to the local utility electrical grid and generates electricity that can be sold directly into the wholesale electricity market through a regional transmission organization, and/or be used to serve all or part of the electric load at one or more properties and consumers.

Solar Energy System, Roof-Mounted: A solar collection system that is installed upon or is part of the roof of a building or structure located on the subject property. Systems integrated as awnings or attached to the roofs of porches, sheds, carports, and covered parking structures also fall under this distinction.

Solar Energy System, Small: An accessory solar energy collection system that includes either a solar photovoltaic system and/or a solar thermal system.

Solar Parking Lot Canopy: A solar energy system with a supporting framework that is placed on, anchored in the ground, and that is independent of any building or other structure which is used in a parking lot or the top story of a parking structure to shade vehicles in such lot or structure.

Solar Photovoltaic (PV) System: A solar collection system consisting of one or more building systems, solar photovoltaic cells, panels or arrays, and solar related equipment that rely upon solar radiation as an energy source for collection, inversion storage, and distribution of solar energy for electric distribution.

Story: That portion of a building included between the upper surface of a floor and the upper surface of the floor or roof next above. Stories that do not contain habitable space shall not constitute a story with respect to allowed stories in a dwelling.

Street Line: The line separating a street right-of-way from adjoining property, not the paved or traveled roadway.

Street: Streets, avenues, boulevards, roads, lanes, highways, places, and any other thoroughfares which afford a principal means of access to abutting property, which are accepted by the Town or the State, and which are improved to a degree of traffic safety, and which will handle stormwater adequately.

Add Section 1.4 Residential Moratorium on Single Family Subdivision and Special Exception Permits for Housing to Article 1 Introductions/Districts

The Planning and Zoning Commission has planned carefully the growth of the community and has guided the development of residential areas within the Town into neighborhoods. Recent legislation regarding multi-family housing, accessory apartments, coupled with the need to create more affordable housing and the Commissions growing dissatisfaction with environmental impacts of lots yielded through open space subdivision and interior lots regulations warrants a moratorium until the PZC can fairly assess and revise its zoning regulations as to subdivisions and housing that will fairly meet the objectives of the legislation and the Town's Plan of Conservation and Development.

The Planning and Zoning Commission hereby declares an immediate moratorium on all applications for, and approvals of, single family residential subdivision or resubdivision which creates three or more lots and any special exception permits for any single family, duplex or multi-family residential housing. Any housing units or general plans for housing that have been already approved prior to the effective date of this moratorium shall not be affected. The expiration date of this Moratorium shall not exceed 12 months from the effective date of adoption unless extended by the Planning & Zoning Commission.

No applications will be accepted or heard by the Planning and Zoning Commission, and no approvals will be given by the Planning and Zoning Commission for new housing units during this period.

Draft 9-28-21; Revised 12-10-21; Revised 1-25-22

Lipe, Michele

From: Denise Douglas via Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Tuesday, February 8, 2022 7:22 PM
To: Lipe, Michele
Subject: [External]Form submission from: Minutes and Agendas Comment Form

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Submitted on Tuesday, February 8, 2022 - 7:22pm
Submitted by anonymous user: 2600:387:f:4312::1
Submitted values are:

Subject: Planning and Zoning Commission
==Please provide the following information==

Your Name: Denise Douglas

E-mail: dmdmc2001@yahoo.com

Phone Number: (860) 573-3684

==Address==

Street: 1139 Main St

City: South Windsor

State: Connecticut

Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

Please do not approve the new distribution warehouse at Governors highway/Talbot lane. The needs of the residents behind the proposed building must be the priority.

We have enough of these mega warehouses in town already.

Attachment:

The results of this submission may be viewed at:

<https://www.southwindsor-ct.gov/node/97133/submission/53006>