

Exhibit C

Oneil, Caitlin

From: Lipe, Michele
Sent: Monday, March 27, 2023 11:44 AM
To: Oneil, Caitlin
Subject: FW: [External]Fwd: South Windsor CT Proposed Zoning Changes and text amendments
Attachments: 03-14-23_exhibits marked SJG 03242023.pdf

From: Steve Grech <stephenjgrech@gmail.com>
Sent: Monday, March 27, 2023 11:37 AM
To: Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>; J. H. <jeh4@att.net>
Subject: [External]Fwd: South Windsor CT Proposed Zoning Changes and text amendments

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

Hi Michelle and John

I can not make p and z tomorrow night

Thx

March 27, 2023

Planning and Zoning Meeting: Public
7:00 PM EST March 28, 2023

Bart Packeonis
Chairman
Planing and Zoning Committee

Good morning, afternoon & evening,

1st and foremost, I would like to commend and express appreciation for tireless and thank less effort by the committee and the community. In the past 2 – 3 years the Town of South Windsor has recognized that there currently are some deficiencies withing the structure of the current planning and zoning regulations.

A couple of quick things should come to mind when setting on this herculion task; What is the strongest characteristic of South Windsor and Who does South Windsor want to be upon maturation?

In the past few weeks I have reviewed some similar CT towns with zoning regs. Most of the ones I look at were similar in Demographics to South Windsor. Over the past years I have also reviewed several in several states. The protections being put in place need to insure the integrity of the towns attributes while providing a framework for progressive growth.

While the changes in the text are a step in the right direction they are no way near completion.

Attached is a marked up copy of some additional changes to consider. I apologize because I have not had the time to dedicate due to my profession. But as a tax payer in this community, I have seen many considerations for the tax payers wants and needs go by the way side.

Some key takeaways that may be in the attached marked up .pdf and some additional that are not in there:

1. Commercial and Residential zones should be at least separated by a road way.
2. Nothing should be built within 200' of any residential property, especially a commercial entity that is an immediate threat to safety, health and the property values of the tax paying residents.
3. There are over 50 commercial properties currently unoccupied in South Windsor. Do we need to tear down pristine open land to build more, without addressing the unoccupied.
4. When I hear developers, speak to the fact, that, the reputation of South Windsor is at stake. I look at the developers speaking. Keep in mind, the developers make their money and leave after a project is complete. It is the town, that has to pay for the additional infrastructure, loss of environment, lower property values and lessened quality of life.
5. Monetary and Sanctionary, Penalties should be in place for developers presenting less then accurate plans, alleged expert reporting and mall intent to the community.

5.

As I said earlier, I believe this truly a great start, with more work to be done, to address, the issues formentioned.

additional note

Instead of the town looking to buy properties like 8 Collins Lane, they should look to purchase properties like 25 Talbot and 75 Connecticut Ave and preserve the pristine open space. The 2 mentioned would increase home values and quality of life. Instead of reducing home values add burden to infrastructure.

Best Regards,

Stephen. J. Grech
South Windsor CT 06074

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

Exhibit A

South Windsor Planning and Zoning Commission

Proposed Zoning Text Changes
Public Hearing March 14, 2023

Presented by: Bart Pacekonis, PZC Chair

Moratorium

On April 5, 2022 the Planning and Zoning Commission voted to implement an one year moratorium on applications/development of warehouses, distribution centers and similar “big box” projects which is in effect until April 22, 2023.

The purpose is to take a pause so the Commission, in concert with town staff, could review current regulations to determine if and what changes/additions/alterations are necessary to meet the evolving needs of the town. The goal is to more effectively plan and regulate development of large warehouse-type facilities within the industrial and commercial zones.

PZC Warehouse Subcommittee established in May of 2022– met over the past 9 months to review and proposed modifications to regulations. Tonight is a presentation of the proposed changes

Within the mission statement should be the goal of the Planning and Zoning commission to ultimately serve the needs of the taxing paying residents. To act as a protectorate of natural resources while defining a planned environment for growth of the grand list without disturbing the towns unique characteristics.

Considerations for Subcommittee from adopted moratorium

- Zoning classification— i.e. Industrial, Commercial, variation of these (i.e. Industrial Park Zone)
- Level of “intensity” – i.e. the frequency at which products/materials are moved in and out of a facility
- Distance from residential areas of certain types of industrial uses
- Size of building; Number of dock doors
- Types of vehicles (tractor-trailers) using the facility; Impact on traffic/queuing
- Level of noise; Level of air pollution
- Hours of operation (i.e. 24/7)
- Outdoor storage requirements
- Number of full and part time employees (parking implications)
- Compliance with Plan of Conservation and Development

4th Bullet point: Effect of immediate community being considered for development, to include health, safety and wellness risks

PZC Subcommittee work - examples

Changes in the regulations to address:

- Land uses, definitions and approval process
 - Create definitions for types of uses
 - Provide location setback requirements for types of uses
 - Determined application process – special exception versus site plan
 - Defined project information required related to operation on site and traffic patterns
 - Set performance criteria outlined for noise, air pollution and lighting
- Site design criteria considerations
 - Determine sizes/types of vehicles using the facility and design of parking areas to accommodate
 - Updated Traffic Study criteria for evaluating the development impact on traffic/queuing/access
 - Reviewed and updated parking requirements and reserve parking considerations
 - Defined criteria for outdoor storage locations and screening requirements
- Screening and Buffer requirements
 - Increase buffer plantings and included cross section examples of buffers
 - Defined screening and when required
 - Determine requirements of different types of outdoor storage screening

Penalties - should be put in place for design firms and developers submitting less than accurate reporting: Ex: Traffic studies, wildlife studies

Any claimed expert reporting must be vetted for accuracy

Penalties should include: fines and access to doing business in the town for periods of time.

Intensity rankings

1	2	3	4	5
Very low intensity. Requires Site Plan	Low intensity. Requires Site Plan	Medium intensity. Requires Special Exception	High intensity. Requires Special Exception.	Very High intensity. Requires Special Exception.
Level of intensity				
Self storage type <ul style="list-style-type: none"> Drive up, climate-controlled, business, vehicle, etc. Typically just a few transactions/month or 12-15/year Personal residential use Typically in industrial and commercial zones Examples: Admiral, CubeSmart, Storage Sense 	TBD <ul style="list-style-type: none"> Manufacturing Office Contractors Service/showrooms 	Warehouse <ul style="list-style-type: none"> Primarily for storage Medium to high level of truck traffic Limited hours of operation Fewer dock doors than Distribution Center/Truck Terminal Intensity could be as high as a few transactions/day but should be no more 24/7 operation would require soundproofing Special Exception > 40,000 sf 	Distribution Facility <ul style="list-style-type: none"> Heavy flow of traffic in and out all day Greater concentration of dock doors than Warehouse More air and noise pollution as a result of activity 24/7 operation would require soundproofing Examples: Home Depot, Aldi, Coke 	Freight Terminal <ul style="list-style-type: none"> Most industrial application High noise and air pollution impact High traffic and congestion Requires greatest distance from residential 24/7 operation requires soundproofing Examples: R&L Carriers, Old Dominion
Last Mile Delivery Facility <ul style="list-style-type: none"> Highest level of activity – vehicles in and out consistently Loads moving quickly in and out should reduce idling but could enhance noise Examples: Amazon 				
Bus Storage Facility <ul style="list-style-type: none"> Factors similar to Freight Terminal Examples: DATTCO 				

If an applicant / developer cannot identify the specific application for a project (i.e. is it a Warehouse or is it a Truck Terminal?) the PZC will assume the highest level of intensity and most onerous requirements.

1) Low Intensity

Climate controlled and cold storage require chemicals as refrigerants and cause a risk to the general public

Buffer zone should be increased to 250' between residential and commercial. The only time a consideration can be made is if a roadway separates.

Types of facilities and definitions

- **Storage Facility**

- Lowest level of intensity generally used by individuals or small business to store goods for a long period of time with low level of frequency moving in and out – generally less than once/month. Usually rented out for personal needs like furniture, or even a car. Small cube spaces part of a facility of dozens or even hundred of units. Renters can access facility at any time. Not intrusive in terms of traffic, queuing, noise, air pollution. Low impact application. Requires no employees and few parking spaces as functions as self-serve so hours of operation are generally irrelevant. Generates little to no noise/air pollution. No standard building configuration. **No minimum distance from residential areas**

- **Warehouse**

- Can be referred as a high cube warehouse; typically a building at least 200,000 gross square feet with ceiling height of 24+ feet. Used for storage/consolidation of goods prior to their distribution. Typically has a high level of automation and high-efficiency processing enabling inside workers to process orders that leave the building. Medium level of intensity as goods are often housed for more than a month resulting in fewer issues with traffic congestion and queuing. Loading dock typically on one side. Usually lower number of dock doors – one per 20,000 sq. ft. Will have limited hours of operation – generally M-F early morning to late afternoon. Fewer employees and parking spaces versus other facilities due to lower intensity. Noise and air pollution should not be a factor. **No minimum distance from residential areas; facilities greater than 40,000 sf require special exception**

- **Distribution Center**

- Many of the same elements as a Warehouse as the two terms are often used interchangeably or together. Distribution centers will have a higher level of intensity with goods moving in and out daily. Increased intensity results in greater traffic/queuing issues. Typically has more dock doors – i.e. one per 10,000 to 20,000 sq. ft. Also may have dock doors on two adjacent sides. Higher levels of automation versus Warehouse and greater truck parking needs. Greater noise and air pollution as a result of increased truck activity. Requires more employees and parking spaces per capita than Warehouse as a result of greater activity and intensity. May require 24/7 operation. **Distance from residential area minimum of 500 feet.** The distance is measured from the zone line to the property line.

All commercial zoning should have a minimum 250' from residential or a roadway separating the zones

* Storage facilities - last line of no minimum distance should be corrected to all applicable buffer zone between residential and commercial. A minimum of 250' or a road way.

Warehouse - last line of no minimum distance should be corrected to all applicable buffer zone between residential and commercial. A minimum of 250' or a road way.

* Distribution center - last line of no minimum distance should be corrected to all applicable buffer zone between residential and commercial. A minimum of 250' or a road way.

Measurement from all of the above should read from the commercial property line to the residential property

Types of facilities and definitions

- **Freight Terminal**

- Also called a Transload Facility or a Parcel Hub or cross-dock facility. High intensity with high number of dock doors – typically 1 per 10,000 sq. ft. but can range to 1 per 5,000 – 15,000 sq. ft. May require dock doors on 2 or more sides. Typically has little storage as main purpose is for rapid transfer of loads from one vehicle to another. Most industrial of all applications with concentration of traffic moving in and out hourly. Can impact neighborhood traffic and present queuing challenges. Hours of operation often greater than other applications including need for 24/7 operation. Noise and air pollution problematic. Least desirable use near residential areas. **Distance from residential minimum of 1000 feet.** Consolidation of pallet loads, little storage duration. May include truck washing, fueling and maintenance areas. Number of employees and parking spaces vary based on operation but generally higher than Warehouse. The distance is measured from the zone line to the property line.

- **Last mile delivery facility**

- Also called a Fulfillment Center. Generally the highest level of intensity with vehicle traffic in and out throughout the day. Often will use vans or other types of vehicles other than tractor-trailers on out-going distribution, but incoming loads are typically large trucks. Typical facility would be an Amazon Distribution Center. Physical facility similar to Warehouse. Dock doors could be on two sides. Many elements similar to Warehouse or Distribution Center. Intensity requires high – maybe highest – number of employees and parking spots. Noise and air pollution should be moderate as trucks will quickly drop load and leave unlike Distribution Center or Freight Terminal where trucks may linger. Hours of operation should be limited. **Distance from residential zone minimum of 750 feet.** The distance is measured from the zone line to the property line.

- **Bus storage facility**

- Also referred to as a bus yard or bus depot. This is any area where buses – or other large commercial or industrial vehicles – are housed and maintained. An example of this facility is the DAATCO bus yard at Strong and Nutmeg Roads. Generally, this facility would be high intensity as loud and heavy vehicles are entering and exiting frequently throughout the day. This facility would generate high levels of pollution, noise and other forms of disruptions as a result of the inherent activities at the facility (i.e., Maintenance, repairs, cleaning, etc.) In the case of a DAATCO type facility there could be snow clearing activity as early as 3AM. The structures on the lot might vary per the needs of the use, but would generally include large garage and bay space, and office space. Much of the activity occurs on the grounds, not in the building. While not likely 24/7 operation, it could be. (An example of this facility is the DAATCO bus yard at Strong and Nutmeg Roads.) **Distance from residential minimum of 750 feet.** The distance is measured from the zone line to the property line.

1) Include distribution centers either cross dock or b2C

2) All of these types of facilities must have a 2 lane in a single direction roadway to alleviate disruptive traffic patterns

8



Needs to expand buffer zones between commercial and residential to at least a 2 lane road in each direction or 250'

Add new Section 7.24 - excerpts

Section 7.24 Freight, Truck, Warehouse Distribution Center
Add Section 7.24

Add- Section 7.24. Reviews intent of this use.

Provides definition for warehouse, distribution center, bus/truck storage facility, freight terminal, and last mile delivery facility. This section cover provisions, buffer/screening requirements and additional application information.

7.24.2 Provisions

- A. At the time of application, all new facilities shall comply with the separating distances outlined above. An anticipated truck route shall be provided.
- B. Details of the hours of operation for activities is required. The Commission may limit activities to specific hours to reduce impacts on residences.
- C. Signage for directional guidance for vehicles entering and exiting the facility shall be provided on-site, including directional guidance to the nearest truck route.

7.24.3 Additional Application Information

The following additional information shall be provided at the time of application:

1. A general floor plan which illustrates the layout of the proposed uses;
2. A narrative detailing such items as: number of docks doors, hours of operation, proposed uses, level of "intensity" – i.e. the frequency at which products/materials are moved in and out of a facility; and
3. Any operation and outside maintenance plan for the facility including snow clearing operations, maintenance of detention basins, pavement markings, signage etc. shall be shown on the plans.

Add Performance Standards - examples

Add Section 4.5.8 Performance Standards
Add 4.5.8, 4.5.8.a, 4.5.8.b, 4.5.8.c

Add- new section, which states that no development should have environmental impact, such as unreasonable emission of smoke, noise, dust, glare, fumes, odor, ionizing radiation, vibration, heat or any other pollutants. This added sub-section that highlighted noise and air pollution compliance and requirements.

- a. Environmental Impact. No use shall be allowed that is noxious or offensive by reason of the emission of smoke, particulate matter, noise, dust, glare, fumes, odor, ionizing radiation, vibration, heat or any other pollutant or waste. All industrial uses which may potentially emit such pollutants, shall submit a written assessment of the environmental impacts of the proposed uses and a plan which demonstrates how the project will comply with local, state and federal environmental regulations.
- b. Noise. Noise shall be controlled by design (sound wall placed close to the source of the noise) and/or vegetative screening to minimize impacts on adjacent streets and properties. In accordance with the provision of Section 22a-174-18 of the Connecticut State Statutes, no truck engine shall be allowed to idle for a period in excess of three minutes, when such vehicle is parked in any parking lot, truck loading area, transient loading space, or other location adjoining a residential area.
- c. Air Pollution. In order to minimize the pollution of air, all uses shall comply with the standards and requirements of the vision of Section 22a-174-1 to 22a 174-200 of the Connecticut State Statutes inclusive and all other applicable federal, state and local laws

Add Section 4.5.9 Illumination

Add- new section, which requires exterior illumination and noise shall be controlled by design or screening as not to intrude upon adjacent streets or properties. Reduction of lighting during night time hours would be encouraged.

Add Section 4.5.10 Protection of Natural Diversity

Add- new section, which states that no land located within an area designated by DEEP can be developed without first applying to DEEP.

Monetary penalties should be stated for after build out in the forms of stiff fines

1st offense \$25,000

2nd Offense \$50,000

3rd offense Operational permits/COO suspended pending hearing. If guilty at hearing monetary fines between \$100,000

- \$500,000

Parking Lot Design Changes

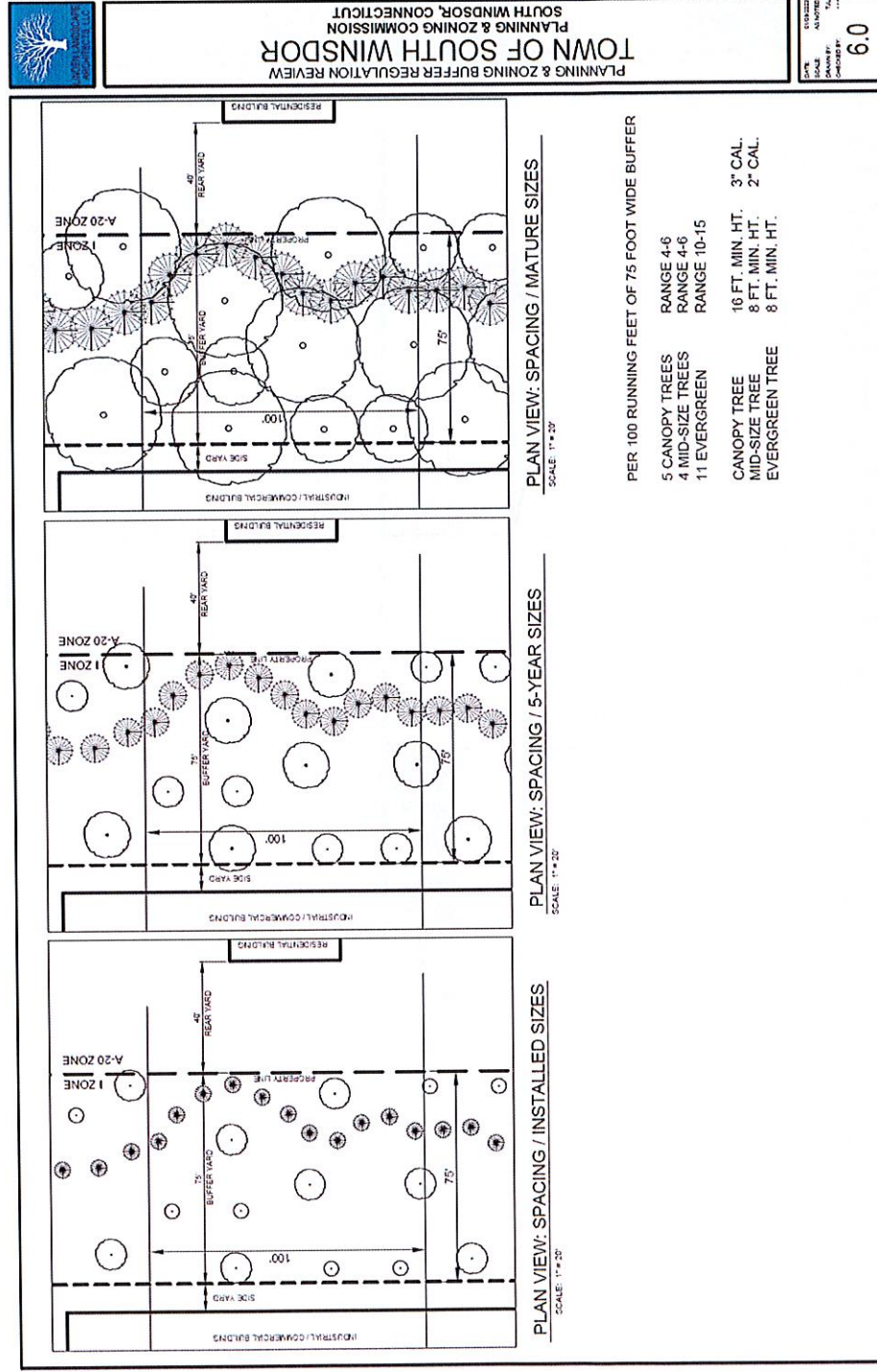
Section 6.4 Parking and Access Modify Table 6.4.3B	Modify- Table 6.4.3B Minimum Required Parking Spaces for Commercial and Industrial Uses to add separate requirement for Distribution Facilities and modify Manufacturing and Warehouse parking.
Section 6.4.4 Off-Street Parking- General Provisions Modify 6.4.4.A 6.4.4.I and 6.4.4.J	Modify-6.4.4.A Parking requirements to be exclusive for any truck parking requirements. 6.4.4.I Perimeter Circulation Road to allow for limited employee parking. 6.4.4.J Construction of Parking to include parking lots to have proper drainage and conform with Federal ADA requirements.
Section 6.4.5 Design of Parking Areas Modify 6.4.5.A Add 6.4.5.I, 6.4.5.J, 6.4.5.K, 6.4.5.L	Modify- 6.4.5.A to add truck turnaround may be required. Add- 6.4.5.I to address wider truck access. Add- 6.4.5.J to address turning radius in accordance with Public Improvement Specifications. Add- 6.4.5.K identify parking spaces on site plans with signage. Add- 6.4.5.L no parking to interfere or block designated loading areas. Employee parking to not be located near truck traffic.
Section 6.4.8 Off-Street Loading Add Section 6.4.8.1 Add 6.4.8.1.A Modify 6.4.8.B Add 6.4.8.C Add 6.4.8.D	Add- Section 6.4.8.1 General Provisions Add- 6.4.8.1.A Loading and Screening requirements. Some requirements include: warehouse truck loading aprons to be no closer than 150 feet from residential boundary lines and truck loading areas to be complete screened. Modify- 6.4.8.B Loading Docks/Receiving Areas to allow the Commission to permit truck loading area aprons between sides of the building and a secondary frontage. Add- 6.4.8.C Protection of Buildings- require bumpers at dock-height doors and bollards to be located to either side of drive through doors and building corners adjacent to paved accessways. Minimum heights for truck loading docks and fuel pump canopies. Add- 6.4.8.D Loading Space Standards for new buildings or additions of 10,000 SF or more. Standards include one space for each use between 10,000-20,000 sf and one space for each additional 10,000 sf. Truck loading spaces shall be at least 10 feet in width and 25 feet in length. Truck trailer storage space to be 12 feet in width and 65 feet in length.
Section 6.4.9 Modification of Minimum Required Parking Spaces Modify 6.4.9	Add- Maximum parking reduction of 10% with option to show reserve spaces Add- Items 1 and 2 under this section to review conditions of parking reduction.

Buffer Changes

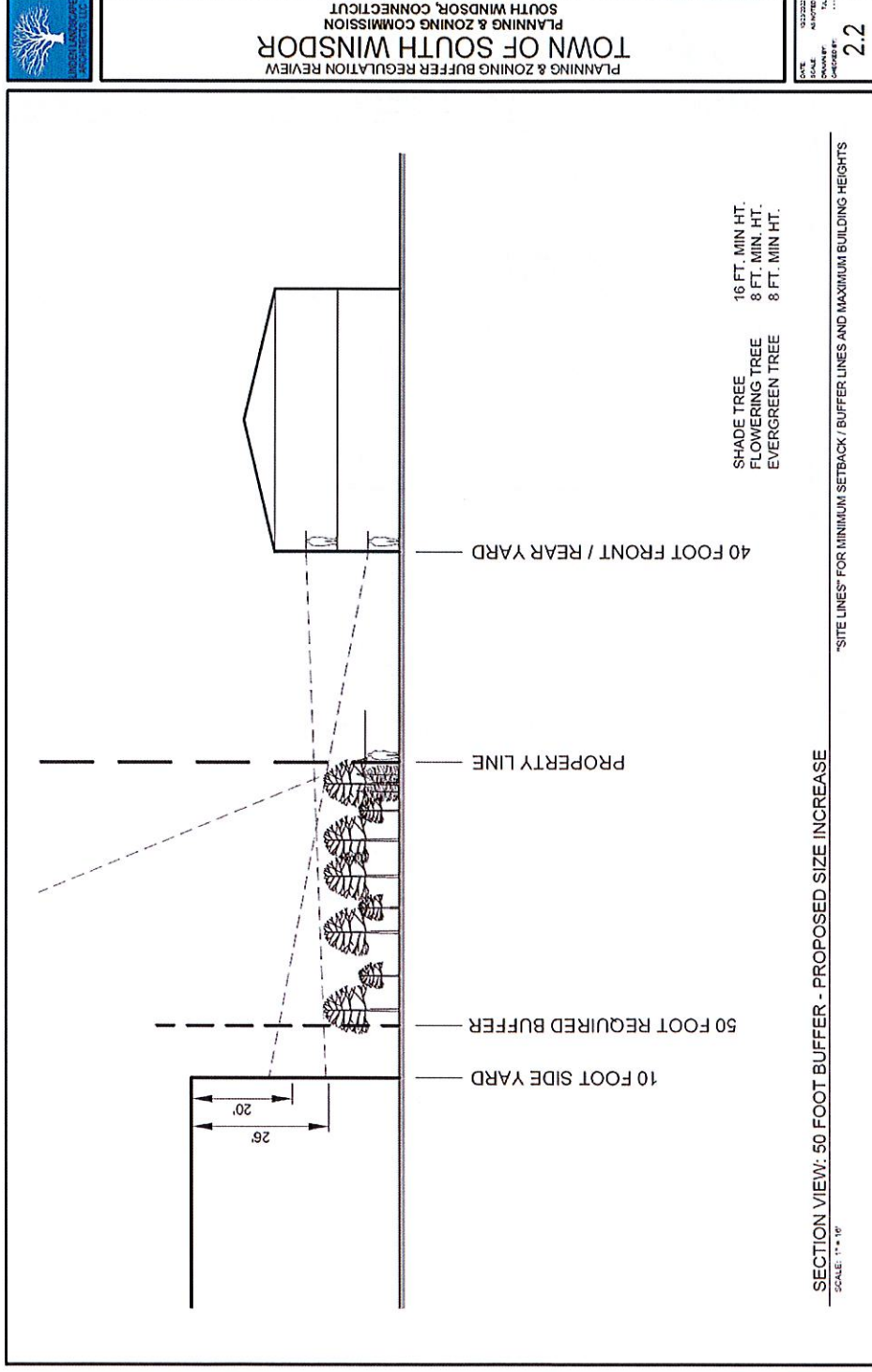
Zone/Use		Buffer Width
GC, RC, TS		50 feet
Industrial		75 feet; Applicant may request reduction to 50 feet in accordance with Sec. 6.2.4.C.1 and 6.2.4.C.2 - See Appendix for Buffer Designs
Section 6.2 Landscaping and Buffers		Modify- 6.2.1.B Identification of invasive plant species by DEEP.
Modify 6.2.1.D		Modify- 6.2.1.D Potentially requiring fencing around detention basins with decorative fencing required if facing a public way.
Add 6.2.1.G		Add 6.2.1.G Landscaping to include crop pollinators
Add 6.2.1.H		Add 6.2.1.H Landscape strips between commercial properties shall be monitored for trash.
Section 6.2.2 Maintenance of Landscaping		Modify 6.2.2 Commission to require additional bonding for sites without irrigation systems and all buffer bonds to be held for a minimum of two years to ensure survival.
Modify 6.2.2		
Section 6.2.4 Buffers		Modify 6.2.4 Purpose to include pollutants and further describe the purpose of a buffer.
Modify 6.2.4.A		Modify 6.2.4.B.2 to add at time of the application and adjust height of evergreen trees, shade trees and caliper. Suggests reviewing Section 11.1.9.2 Cross Sections.
Modify 6.2.4.B.2		Add 6.2.4.B.4.c Multifamily Assisted Housing
Add 6.2.4.B.4.c		Add 6.2.4.B.4.d Senior Residence Development
Add 6.2.4.B.4.d		Modify 6.2.4.B.8 to further review alternative buffer and planting requirements.
Modify 6.2.4.B.8		Modify Table 6.2.4A Buffer Widths Buffer Width in GC, RC and TS zone to be 50 feet and in I zone to be 75 feet.
Modify Table 6.2.4A Buffer Widths		Modify 6.2.4.C.1 any pre-existing lot in the I zone prior to these adopted regulations can maintain a 50-foot approved buffer.
Modify 6.2.4.C.1		Modify 6.2.4.C.2 when a 75-foot buffer is required the buffer width can be reduced to 50-feet upon demonstration of performance standards.
Modify 6.2.4.C.2		Modify 6.2.4.D from Interplanted Buffer to Buffer Plantings and combine language in Item E Non Interplanted Buffer. Remove tree suggestions.
Modify 6.2.4.D		Modify 6.2.4.E from Non Interplanted Buffer to Alternative Buffer and review options for alternative buffers and requirements.
Modify 6.2.4.E		Modify 6.2.4.F from Alternative Buffers to Berms. Review berm designs and requirements.
Modify 6.2.4.F		Add Section 6.2.5 Screening Requirements- The section reviews the purpose, standards and types of screening the Commission will now require.
New- Section 6.2.5 Screening Requirements		

Absolutely no buffer less than 250' unless a roadway separates the division between commercial and residential zone.

Buffer Cross Section Samples – Plantings

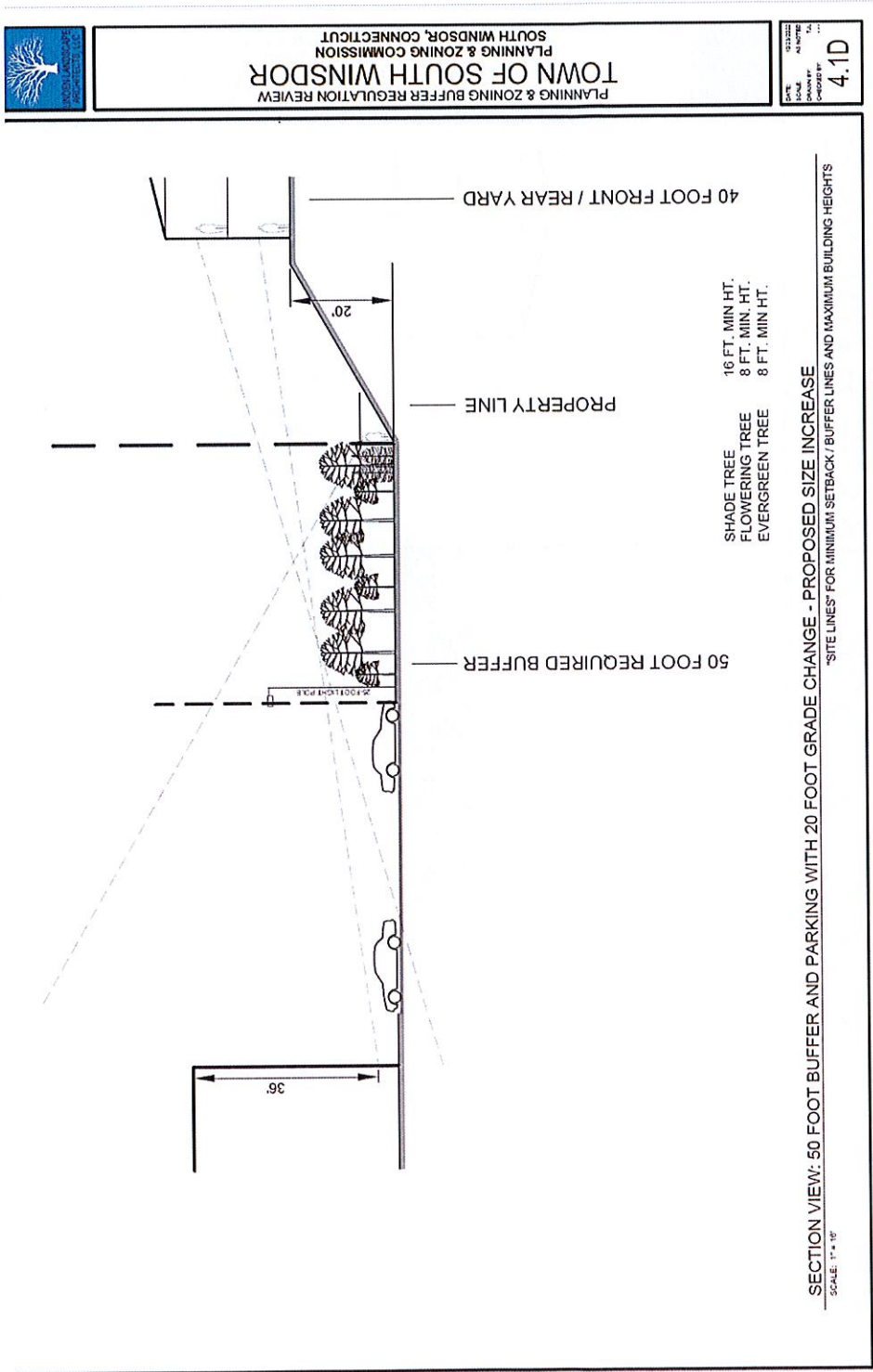


Buffer Cross Section Samples – Exhibit A



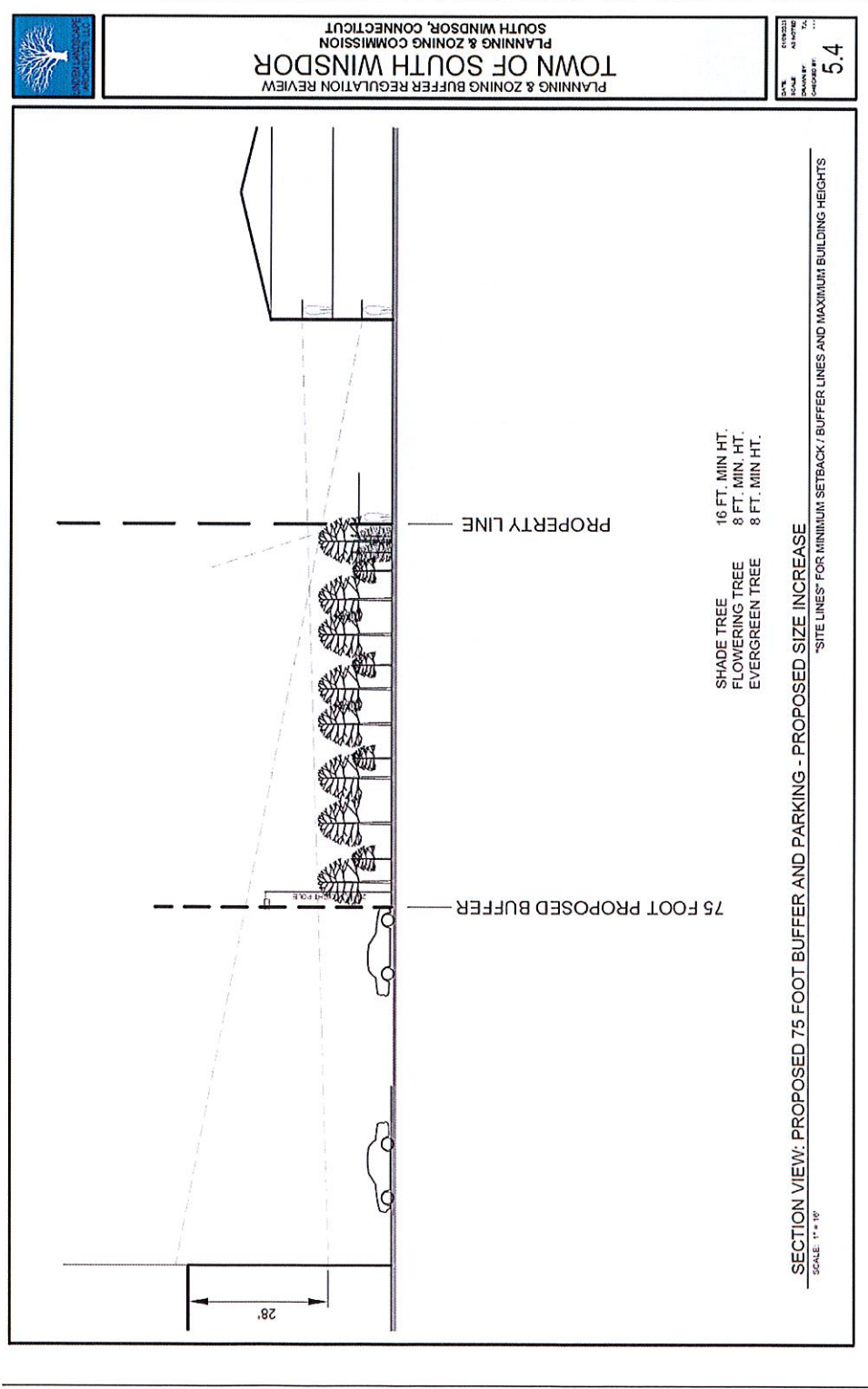
From the diagram above, common sense should prevail. The buffer zone is too short, the planned landscape does not even remotely benefit the aesthetics of the surrounding environment

Buffer Cross Section Samples – Exhibit C

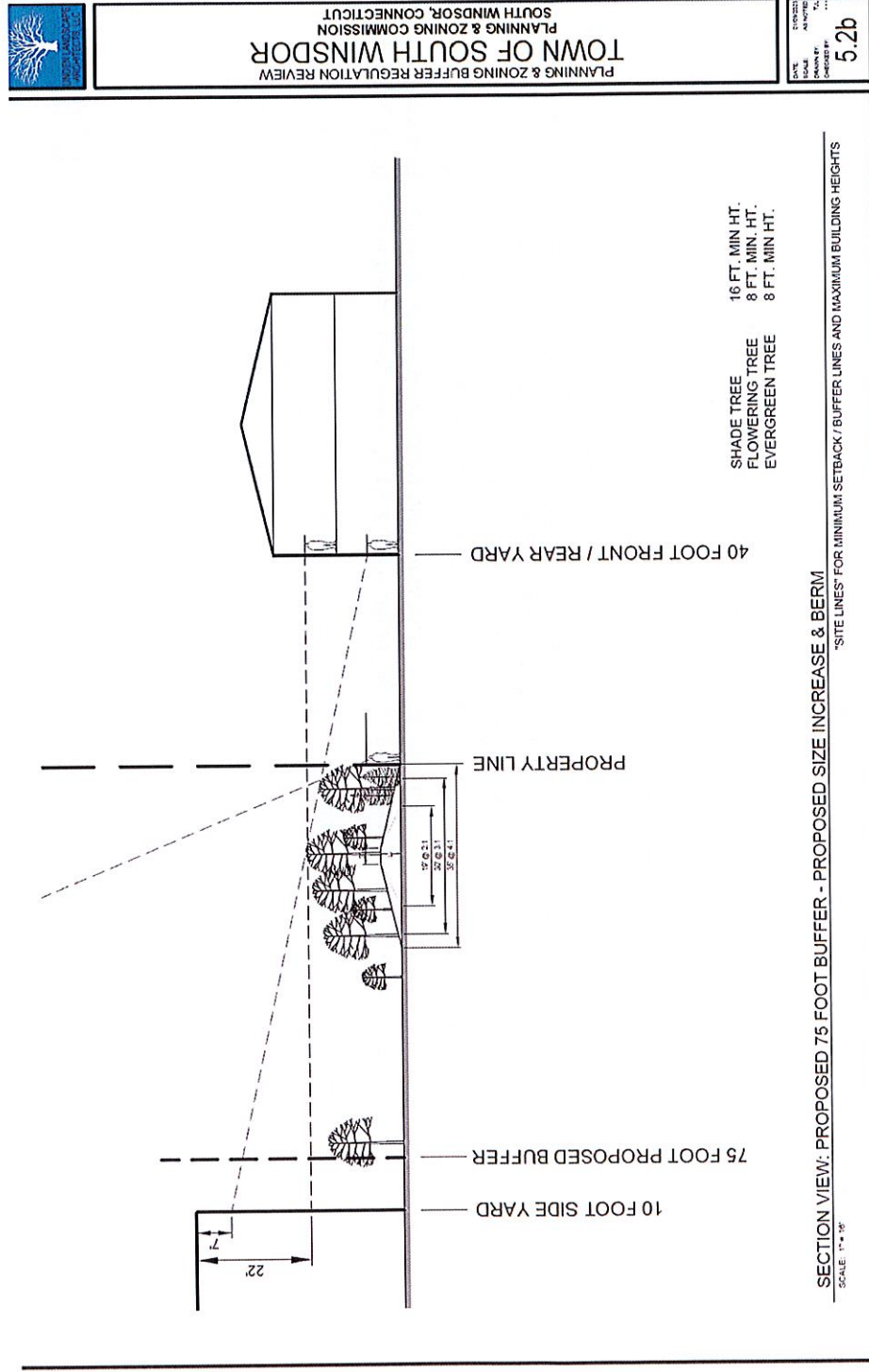


Description is less than appealing to the eye and within full of residential

Buffer Cross Section Samples – Exhibit E



Buffer Cross Section Samples – Exhibit G



Types of Buffer Designs

- **A. Air quality** - Buffers can affect the surrounding environment by temperature reduction, air pollutant removal and energy effects on building. The following are suggested design principles:
 - Design considerations should consider topographical, meteorological and other landscape scale factors; plant buffers close to the air pollution sources(s);
 - Plant moderately dense buffers for best air pollution removal; use trees, shrubs and grasses for multi-layered trapping; select plants with dense branching and twig structure;
 - Plant buffers in energy conserving locations managing the landscaping for shade and wind;
 - Plant trees that have leaves with hairy, resinous and coarse surfaces to capture more particles than smooth leaves;
 - Use multiple species to minimize risks with low diversity;
 - Use long-lived species that requires minimal maintenance; and/or
 - Select species with disease and pest resistance and are suitable for the site.
- **B. Noise Control** - Buffers can reduce noise from roads, driveways and other on-site sources. The following are suggested design principles;
 - Along roadways, locate the plantings close to the noise source while providing an appropriate setback for pedestrian access and snow removal;
 - Choose evergreen species best at providing year-round noise control;
 - Create a dense buffer with trees and shrubs to prevent gaps in the landscaping;
 - Select plants that are tolerant of air pollution and de-icing methods;
 - Consider topography and using existing landforms as noise barriers where possible; and/or
 - Construct noise barriers walls.
- **C. Visual Screening** – Buffers can provide visual screening of activities on adjacent sites. The following are suggested design principles:
 - Create a design with dense and multi-layered vegetation, particularly shrubs to screen views; and
 - Plant tree species that have maximum screening values. Deciduous plants provide 40% less screening than evergreens after leaf fall, so evergreens or a wider deciduous buffer may be necessary for screening year-round. Consider vegetation and viewpoint height in design of the buffer.
- **D. Crop Pollinator Habitat** – Landscaping plans can provide valuable resources for crop pollinators including shade, nesting sites, water, nectar, pollen and protection from pesticides. Buffers can be designed to reduce wind and aid in foraging and pollination efficiency. Ideally, buffers should be >1000 feet from crops to be most effective.

Section D, describes how buffers should be 1000' feet from crops, but does not address how human tissue and organs are more vulnerable than crops.

Screening requirements- excerpts

Standards for Screening

1. Natural areas for screening - Where an existing vegetated area is located on the same property as the proposed development; is within or includes the required buffer; and is of sufficient height, length and depth and contains adequate and sufficient healthy vegetation to provide a visually opaque screen year round as required in this section, no further improvements shall be required. Such area must remain intact and be protected throughout all phases of development, including any land disturbance.
2. Height of required screening - The height of required screening shall be sufficient to block the view of the feature, land use or activity for which the screening is required. To maximize site line obstruction, a screen shall be placed immediately adjacent to the feature to be screened with accommodations for reasonable access, use, and maintenance of the features and equipment, as necessary.
3. Mechanical equipment for all uses other than single-family residential and duplexes at ground level and mounted on roofs, including, but not limited to HVAC equipment, transformers and generators shall be screened. The length of a required screen shall be that which is necessary to screen the feature, land use or activity from protected properties, streets, and rights-of-way as provided in this section, however screening cannot obstruct the line of sight for vehicular traffic and must comply with the requirements of Corner Visibility, sight triangle requirements.
4. Roof mounted mechanical equipment shall not be visible in any direction from any adjacent properties, roads and public rights-of-way. Screening of roof-mounted equipment shall be accomplished by solid and permanent roof-mounted screens, compatible with the architectural style, materials and color of the building upon which the equipment is located. Where it can be clearly demonstrated in the application that such equipment is not visible from any adjacent existing residential properties, properties in residential zoning districts, roads and public rights-of-way, the rooftop screening will not be required. This will be verified at the time of the Certificate of Occupancy and screening measures may be required if it is determined that objects are visible.

Types of Screening

1. Fences, walls and/or chain-link fences with strips composed of wood, plastic, metal may be used in meeting screening requirements. A combination of eight (8) foot tall fencing and a five (5) foot wide landscape planter may be provided in lieu of solid fencing along the side and rear property lines in areas where the site is not visible to the public to ensure adequate screening and attenuate noise.
2. Anti-graffiti coating or an equivalent measure to prevent graffiti shall be provided for all screen walls visible to the public.

This has to be looked at closer. Currently after a building passes through P & Z there is no repercussions for maintaining what was submitted

Thank you!