

PLANNING AND ZONING COMMISSION  
TOWN OF SOUTHTON

SEPTEMBER 3, 2019

MINUTES

The Planning & Zoning Commission of the Town of Southington held a public hearing and a regular meeting on Tuesday, September 3, 2019 at the John Weichsel Municipal Center Assembly Room, 196 North Main Street, Southington, CT. Michael DeSanto, Chair, called the meeting to order at 7:00 pm.

The following Commissioners were in attendance:

Jennifer Clock	James Morelli*
Susan Locks	Dagmara Scalise
Robert Hammersley	Michael DeSanto, Chair

( \*Arrived at 7:04 where noted in the Minutes.)

Alternates: Peter Santago & Val Guarino

Ex-Officio: Robert Phillips, Director of Planning & Community Development  
James Grappone, Assistant Town Engineer

Absent: Paul Chaplinsky, Commissioner  
Stuart Savelkoul & Joe Coviello, Alternates

The Chair seated Mr. Santago for Mr. Chaplinsky and Mr. Morelli will be arriving late and until he arrives, I will seat Mr. Guarino for him.

A quorum was determined.

The Pledge of Allegiance to the American Flag was recited by everyone in attendance.

(Mr. Morelli arrived and joined the meeting.)

**MICHAEL DELSANTO, Chair, presiding:**

The Chair recognized a student in the audience and asked him to come forward and give his name and grade level and why he is here.

Ryan is in the 6<sup>th</sup> grade at Joseph A. DePaolo Middle School and he is here this evening with his parents.

APPROVAL OF MINUTES

Regular Meeting of August 20, 2019

Ms. Clock made a motion to approve which Ms. Locks seconded. Motion passed on a majority voice vote with Ms. Scalise and Mr. Hammersley abstaining.

PUBLIC HEARINGS

Mr. Phillips read the legal notice into the record.

(Minutes are prepared summary style and you may refer to the video on line to hear the full two-hour presentation with comments and questions by the residents and commissioners.)

A. Nutmeg Companies, Inc., special permit application for the construction of a truck wash facility, property located at 1300 South Main Street, owned by ZP Group, LLC in a B zone (SPU #623) continued from August 20

Stephen Giudice, Harry Cole & Son, 876 South Main Street, Plantsville, CT presented on behalf of the applicant.

The application is for a truck wash facility. This is assessor's map 41, parcel 35, B zoned property. Nutmeg Companies, Inc., is the applicant. I would ask that everything that was said at the last meeting be incorporated into this hearing.

The address is 1300 South Main Street.

At the last meeting I described the property and we talked about the history of the property.

We did go to the wetland commission, had a site walk and two wetland meetings which resulted in a favorable vote and a favorable floodplain impact filling and excavation recommendation to this board.

Per Section 4-03.2B your regulations do permit truck wash facilities in a B zone. Our application is for a 16,000-sf building. The dimensions are 85 by 200 ft.

We have parking on the site for a visitor or two and for employees. We estimate four to five employees on site.

Previously, we talked about the truck circulation and the fact the wetlands commission asked us to pull back some of our pavement and we also talked about floodplain mitigation, our storm water detention and swales and landscaping.

Discussed & pointed out on the screen.

We have existing sewers that we'll be tying into for sewer access. And, we have a water line that connects to this property. (Indicating)

We received comments from the town engineer and made some revisions to the plan. They were minor in nature. He discussed the three underground water oil separator tanks proposed which

would connect to the town sanitary sewer system. This facility will be permitted by the DEEP and maintenance will be supervised by the DEEP which was a major plan change.

We do go over at the last meeting the reason why this facility is acceptable for this site and we went over what you should consider in determining if we meet those considerations.

We have adequate turning movements on site. We have adequate utilities on site. The roads are adequately sized for this type of traffic.

We talked about the bus facility to the south of us.

We talked about the busses at the commuter lot. That's new to this area.

Traffic was a concern and my office had prepared a statement and explained how we analyzed the trips and what we thought the trips would be based on methodology. The ITE trip generation manual does not specifically address this type of use.

Mr. Scott Hesketh, with us here tonight, was asked to look at this and give his opinion.

The public spoke about the noise, separation from housing and property owners on Burritt Street were concerned about impacts. There was some talk about the Alzheimer's Center. I have maps that show the distances.

I'll ask Scott to talk about his letter and answer any questions you may have.

Scott Hesketh, licensed engineer in Connecticut with the firm of F.A. Hesketh and Associates. We have submitted a letter dated September 3, 2019 for the record. He then reviewed the letter which is on file in the Town Planner's Office. (Refer to the video on line to hear his presentation and questions by the commissioners.)

Hours of operation are proposed to be 6:00 am to 9:00 pm. Seven days a week.

Signage on site was discussed.

Existing curb cut was discussed.

Discussion about possibly flipping the building 180 degrees.

Flood zone on the property was discussed.

Queueing and stacking on site were discussed.

The DOT's role in this site approval was discussed.

(Those speaking in favor of the application.)

None.

(Those speaking against the application.)

The following residents spoke against the application:

1. Scott Bauerstein, Burritt Street
2. Mike Sadowski, Mulberry Street
3. Mark Flors, 1293 South Main Street
4. Emily Fortier, 15 Burritt Street, read a prepared statement.
5. David James, President of the Quinnipiac River Watershed Association, read a prepared statement.
6. Bob Suhar, Old Turnpike Road
7. John Needham, 62 February Drive
8. Ronald Albrycht, 207 Canal Street.

The concerns cited were, among others: Burritt Street being a tight area, zero turn radius for tractor trailer vehicles, children at play in the area and dogs and older people in the area walking, pollution, traffic circulation, Jake brakes at night, and distance to highways. The Clark Street intersection was discussed and the Mulberry Street intersection was discussed. Traffic volumes were discussed. Congestion being a main concern. Emergency vehicle access was discussed. Flooding was brought up. The sewer pipe at the entrance to the property was discussed as being old. Fishing and additional wildlife programs in the area being in jeopardy were discussed. Wildlife in jeopardy was discussed. School buses and children waiting for the school buses in the area was discussed. Affect on natural resources was discussed. The Quinnipiac River impact was discussed. Ecology in the area was brought up. Ecology in the river was brought up. The Alzheimer's Center and their use of the sidewalk for therapy was discussed. Idling trucks and fumes was brought up.

The need for a full traffic study was brought up and discussed. Impact of increased traffic and tractor trailer traffic was noted. Diesel fumes from idling trucks was noted. Sound proofing for the building was questioned. Dryer noises. The effect on pedestrian traffic in the area was brought up. Overnight parking was questioned. Future expansion was questioned. Environmental concerns in general were brought up. Water quality and use in the area were brought up. Chemicals used by the truck washing procedure were questioned. Solar panels were asked about. Ice build up on the roadways in the winter was questioned. Emergency plans in the event of spills were asked about. Snow removal on site was questioned. Commuter bus schedule was discussed. Marketing was questioned. Crime concerns were talked about as a possibility. Littering in the area was discussed. The ability of the ground to support the trucks was questioned.

(Rebuttal)

Mr. Giudice addressed some of the questions:

- Extensive discussion about the sewer pipe on the property entrance and the trucks being able to clear the pipe. Doesn't appear to be a problem for the trucks.

- Th threshold that institutes a traffic study is 75 peak hour trips per day per your regulations. Explained the analysis is over the course of a whole day and the numbers are down.
- The facility will be insulated. The door will open and close as needed.
- The machines are electrically operated. No plan for solar panels.
- No overnight parking.
- Floodplain, the wetlands commission makes recommendations based on their investigation and you ultimately have the authority over a floodplain and that's why the PZC votes on it. Our position in our presentation and site plan does not have a negative impact on floodplain.

We are not proposing any activity in the floodway.

We are allowed to alter the floodplain as long as we compensate for the alteration. The floodwater on site prior would be on this post. Pre and post numbers for floodwater remain the same on this property. We are proposing fill but also excavation in order to balance the floodplain requirement.

Discussion.

We are filling 120 cy of floodplain area. Compensating 680 cy. Some of it includes ZIRO.

Oil/water separators were discussed as being connected to the sewer system and they are regulated by the DEEP and are generally required to connect to the municipal sewer system, if available.

Discussion.

The recycling of water was discussed.

The DEEP is the required agency permitting the oil/water separators for connection.

The tanks underground are concrete and heavy. These are designed to have water in them all the time. Watertight.

He explained the ground will be able to support the weight of these trucks. If the site was not suitable, we wouldn't be proposing this use on this site.

As for trucks, we could easily fit one queueing in one lane. Allowance for stacking was noted.

Operation of the building was discussed by Bob Godiksen of Nutmeg Companies, Norwich, CT. We are proposing to hook up to the gas in the street to heat the water and the building. We will have unit heaters through the center mechanical area and infrared heaters in each bay to heat the bays.

He explained we are using one of the highest tech truck wash designers in the country. He explained the facility in Norwich where there have been no problems in the over years' time it has been running.

No problems with freezing, contamination. He explained it half the size of this one but they run all their buses, trucks, police cars through with no problems. No complaints from the neighbors.

The Chair asked Mr. Giudice to discuss Mulberry Street. Mr. Giudice noted the town's public works department is on Mulberry Street and the State of Connecticut garage is on Mulberry Street.

They use dump trucks. Its possible trucks using this facility would go on Mulberry Street. The streets are public and trucks travel the streets now. Canal Street has a trucking company. It's possible they will come to this facility. It happens now and will continue to happen.

Discussion.

Buses are on the roadway now and the impact to the roadway, traffic and neighbors really isn't that significant. Our point is the traffic isn't going to be that congested. These roads can handle it.

Discussion.

The sidewalk can still be used for patients at the Alzheimer's facility.

Discussion.

Clark Street traffic was discussed as not being a negative impact.

Emergency spill kits and emergency training were discussed as Standard Operating Procedure for any type of use like this and we would follow that.

Snow removal would be done quickly. Explained the snow storage area is adequate.

As for crime, the park will be sensitively lit to not impact abutting property owners. Nobody wants crime at their facility. We will work to prevent it.

The directional signage was discussed as something that will be incorporated.

Soil sampling done at this stage was described. At this point we have done testing. With bank financing, the bank will require a Phase I, II or III test. There will be additional testing if this moved forward but it doesn't happen at this time.

Discussion.

The Norwich facility (municipal vehicles only) was described as to the neighborhood in which it is located and its distance to a highway. Neighborhood interaction was described. The road network was described. Exterior of the facility was described. No traffic backups were noted. They can go 24/7 if they want to. Volume of carwashes were explained at this facility.

The two commercial truck wash facilities in Milford were brought up and noted. A question was posed: What really happens at a truck car wash? Why no traffic information from these two sites? Scott Hesketh further explained the information provided in his report.

Discussion.

Marketing and advertising of the facility to truck drivers in the internet and websites was discussed by Mr. Hesketh.

Wash times are in the range of four to six minutes. Mr. Hesketh elaborated on the procedure.

Mr. Giudice commented in favor of the application. He noted it is new but it is a step in the right direction. We think it is beneficial for the town. We try to answer all questions based on our professional experience but we can't predict everything. We design on our best practices and experiences. I feel sometimes the questions don't fall into the zoning envelope but I understand why they're coming and the concerns. I know you guys are in a tough place. Hopefully, we've answered your questions to the best of our ability.

The Chair said the comparison of this facility to Norwich are apples to oranges. They do it on their schedule. It's municipal. It's different. This is a business. Of course, they're going to advertise.

The Chair closed the public hearing for this item.

B. Jason and Monica DeGumbia, special permit application for parent/grandparent apartment, property located at 537 Pleasant Street, in an R-20/25 zone (SPU #626)

Jason DeGumbia, 877 Pleasant Street, applicant, explained they purchased a parcel of land at 537 Pleasant Street for new construction with an in-law set up for my mother in law.

Mr. Phillips said the application meets the regulations.

(Those speaking in favor of the application)

None.

(Those speaking against the application)

None.

The Chair closed the public hearing.

#### BUSINESS MEETING

A. Nutmeg Companies, Inc., special permit application for the construction of a truck wash facility, property located at 1300 South Main Street, owned by ZP Group, LLC., in a B zone (SPU #623) tabled from August 20

Mr. Phillips reminded this item is on for site plan. They're requesting a sidewalk waiver which is a separate motion and a separate vote.

Mr. Grappone had some conditions to add:

- A DEEP general permit needs to be obtained.
- A DOT encroachment permit and a drainage agreement to be obtained.
- We did receive clarification on the oil/water separators.
- The 8" sanitary sewer is to be inspected, air tested and video cameraed prior to the building connection.
- We need eventually final calculations on the hydrodynamic separator which we did receive today but the calculations on the total suspended solids and flow reductions was not included in those calculations so we need that.

The Chair asked if any of the concerns brought up last meeting or this meeting raised any red flags for the engineering department on this application. Mr. Grappone responded: Not really. This is something new but it will go through DEEP and DOT approvals. There may have to be some kind of modification to the general permit. I'm not sure of the maximum flow from the facility but there is a general permit with a maximum of 15,000 gallons per day (water usage) for a car wash facility. It doesn't specifically mention trucks, but it does mention a car facility. The DEEP will make that determination when submitted. The miscellaneous permit is up to 5,000 gallons/day.

Again, it is common practice that these types of facilities hook up to the sanitary sewer. We have not had any impacts to our sewer treatment plant on carwashes. Same type of detergent. But we will get that information moving forward if it is approved.

The Chair asked the same question of Mr. Phillips. Mr. Phillips said the application meets the regulations and he has no concerns. It's a decision up to the PZC on the merits of the special permit.

Ms. Clock highlighted and posed a question to the commission. Part of the POCD is we highlighted each part of Southington and Plantsville is a village. My question is can anyone make an argument as to how this facility fits into the vision of Plantsville as a village. Because of our policy is for it to maintain and enhance the role of Plantsville as a village within Southington. So that wasn't really discussed tonight and I want that to be highlighted.

Ms. Scalise responded that is an excellent point. What has been going through my mind is really the great development of pedestrian friendly and just people family businesses along the canal. You have the trail, Kingsmen Brewing. You have a lot of people biking. Quaint homes. That's been received very positively down to the expansion and improvement of the parking lot. Now you are saying Southington, Plantsville, we are interested in promoting business and increasing revenue but at what expense? We put in something like this very commercial facility, do we lose the character? Do we then hurt the more walkable neighborhood aspect which is really just one street over? Now you're thinking that there is going to be some traffic back and forth to the Truck Stop on the surface ways. I feel like we are losing the character.

Sliders across the street with the folks at Mulberry. That's what I keep envisioning as how appealing is it for me as a resident but also as a customer of that area. I think Plantsville as a village is phenomenal. We have other big commercial districts. Is this going to lose something by having this facility?

The Chair said when he thinks of the Village of Plantsville, he thinks of downtown Plantsville. I think of West Main Street, the pharmacy which is now gone. That stretch with restaurants and the rails to trails. I think that is what I think of. But I understand what you are saying. The POCD is all inclusive of the entire town and the village.

Mr. Morelli said he didn't see that parcel as attractive as an open space parcel. If it was available, we'd have it already. I don't see it impacting the rails to trails. The Quinnipiac River is in-between it. I'd like to tackle this and say I make a motion to approve this. I feel that way because:

We heard expert testimony last time that the average trip generation in that area is a thousand cars an hour. We heard again that's approximately what the trip generation is in that area. Mr. Guarino verified that. He said he had 402 cars in a half hour so that's a thousand an hour. We don't dispute

there is traffic on that street. It's a state road and you can't stop trucks from going on that road. Nobody has a problem with 60 school buses idling in the parking lot at 6:00 am and taking off in all different directions down the road. That's six percent of that travel.

They've stated a number of times the most they can push through the truck wash is 25 trucks an hour. I think you'd be hard-pressed to get 15 an hour. But that's my opinion. So even if you had 30 an hour, that's three percent increase in traffic on the state highway. Fifty percent of the access is a block away. Entrance ramps to 84 in one direction.

I think Burritt Street, although I hear the complaints and I understand, I think it is prejudicial to this application because those trucks aren't going to a car wash right now. They're travelling Route 10 because they're allowed to do that. If the applicant works with the truckers who go to this place and ask them to use different routes, you won't see them on Burritt Street.

The property has a natural buffer that the state put there with the commuter parking lot. A huge earth berm. It's got vegetation to the river. I didn't realize that parking went back that far. You won't even see this truck wash, I bet, if they put a reasonable buffer of trees around it.

All arguments we heard about chemicals being dumped into the sewer system and negative effect to the ecology, I have to say I drove in the parking lot of the bowling alley and I also looked on the Google maps and it shows about 25 buses parked there. You have buses parked overnight, leaking oil in that parking lot with the water going right into the Quinnipiac River. There are no infiltration trenches, there's no detention, no catch basins.

Mr. James, thank you for coming. The QRWA is doing a phenomenal job with the Quinnipiac River. I fish, as well. I appreciate your comments. I don't think this location will generate anywhere near any type of pollution than what is already all around the river.

My concern is does this application meet the requirements. It's a commercial location. It's serviceable by trucks, whether we like it or not. It is not going to increase the traffic that much.

The Alzheimer's Center. We have the state DOT location down the street. We have the city garage down the street on Mulberry Street.

At nine o'clock, most people are still awake. The application has graciously offered to limit the hours from 6:00 am to 9:00 pm. That's a great compromise.

Comments about safety and the children, I have to say, I would trust my kids walking next to their truck any day of the week. Truck drivers are conscientious people. Accidents are accidents. As to Jake brakes, I think that is the number one menace to society today. It's obnoxious.

I think that we already have an increase in truck traffic because you have buses there and go twice a day, in and out. They idle and they sit. I don't see what another two percent of truck traffic will do to the neighborhood. I am sympathetic to the neighborhood and we ask them to give maps or GPS routes to go to Atwater Street and Canal Street. We have F & F and New Penn. They are already running heavy trucks on those roads. It's legal.

That is a motion to approve with the engineering stipulations as stated by Mr. Grappone. The hours are 6:00 am to 9:00 pm, seven days a week.

Mr. Hammersley seconded. He said Mr. Morelli did a fantastic job of summarizing. I've driven by there to gauge a feel for it and I drive there to go to my office. There are the buses and the DOT garage and the Southington DPW garage, as well. There are auto repair facilities there, as well. A large one, actually. I'm sure contaminants have been put into the groundwater absent any filtering as this facility provides for.

I think a valid and important point is there are a lot of unknowns here. It's a new thing. We don't know what the truck traffic is going to be there. If they get 15 an hour, I think they're lucky. I hope they do because I want the business to thrive in our town as much as possible.

Trucks will come in there eventually. I think there is a lot of concern about something that ultimately a year or two from now, we will say I didn't know that was there or it hasn't been a big impact on that parcel.

The carwashes that I go to on Queen Street both have right turn only exits out. I think that is to avoid cutting across traffic on Queen Street. Some consideration of a right turn only lane would be a good thing. I think it is a fair concession to ask for. The quickest route to the highway is to take that right turn out of there, go up to 691 and access 91 and 84. I don't see a reason for wanting to swing the truck around, cut across traffic, going to the left just to go east on 84. I think it is more a difficult thing.

My experience has been professionally that truck drivers are professional drivers. They take their job seriously. That's what they're doing for a living and they are much less inclined to be people texting on their phone and being distracted by their phone as we see all too often. That is what causes most accidents. Not a truck driver out there doing their job safely. They're safe and they take that responsibility seriously.

Ms. Clock wanted to go on record and say she has major concerns about the placement of the facility. I love the idea as it is new and inventive. It's a great idea to have a controlled environment. I drove down this road 15 times looking for continuity. There is none. We're pulling the fact that there is the bus depot, which is the only comparable thing on the whole strip. There is a school five miles away from this facility. Those are kids in our town. There's the elderly people. Not to say truck drivers are disregarding safety, it's the fact that you have a road and you are attracting more trucks than should be there. Just because they are there now doesn't mean you have to attract more.

I don't think of Plantsville Village as downtown Plantsville. I think of it as the entire Plantsville. You have Sliders. I am concerned. Safety should be our number one concern. That's part of planning properly on this board. That's what I am concerned about. I don't want to rely on flyers to properly plan for saying which way to head. We have no control. We don't know the routes they'll head down.

Those are my major concerns this. I don't think it conforms with the community and I have concerns for the safety and welfare of the people in the area.

Ms. Scalise totally agreed. For me, the issue is neighborhood compatibility. It always seems our default to say someone is doing it and we are going to add more to it without necessarily looking at the businesses that maybe are not doing this and looking at what do we want to build. I think planning & zoning, I just don't think about the zoning part of it. I think about the planning and how we want to grow our town.

I would love to see more of the attracting of people to come and (inaudible) the area. Not necessarily the large-scale truck traffic that is absolutely a traffic issue, out of character to see giant trucks going down small residential streets to go through cut throughs.

I think most of us can imagine seeing traffic on Queen Street and looking back and saying well that shouldn't have happened. We have an opportunity in a neighborhood like this --- still pretty rural, lots of houses, kid friendly and move in that direction and not in the direction of businesses that are vehicle friendly or commercial vehicle friendly. That to me, is really the mindset.

I don't understand why we are saying because there is a bus depot or a garage that we should put more if it.

Looking at some of the businesses approved on 322, this is becoming less appealing. Part of what is nice about the neighborhoods in Southington and Plantsville is that they can be very nice, compact, family friendly looking and to put a commercial business like that . . .

Mr. Morelli interjected when a business is coming to town, we have to look at the zone and the application. We'll have that parcel empty for a hundred years. It's a parcel in a commercial area and it meets the requirements.

Ms. Scalise continued. It's once again, how are we planning this town. What types of businesses are we trying to attract?

The Chair stated it is okay if not everyone agrees with everyone. Seven of us are going to vote on this.

Ms. Clock stated for her it is trying to fit a square peg into a round hole. It meets the requirements. It is a special permit. We're being asked to consider everything. That's where I am coming from.

The Chair added over the last 18 years on this board, this is the fourth application that has come before us for this parcel. Out of those four different applications, I think in my opinion this is the best fit for this area.

We have to talk about the fact that just because there is a bus terminal across the street or because there's trucking agencies close by; I think we have to take that into consideration. This isn't going into a residential area. It's a commercial lot next to a bowling alley. Next to a truck depot. Next to a very large auto mechanic place. Across the street from a couple of houses. But businesses have built around those residences. I think is the best application as far as fit for this site.

Doing a right turn only, I think we eliminate fifty percent of the highway traffic because fifty percent is going east. And, 84 east is right there.

I'll depend on the applicant to ensure that there is proper signage on the property. Best route possible to 84 west, best route possible to 91. I'll hope this applicant, if this is approved, is going to work diligently to ensure that his customers know where they're going. I don't want to see trucks in downtown Plantsville even though there are now trucks there. F & F concrete has dump trucks and cement trucks going through the downtown area. It wouldn't be out of the ordinary to see a truck

traverse through there. I'm hoping the applicant is going to be diligent with their customers and let them know the best route to highways in the area.

Roll Call:	Clock:	No
	Locks:	Yes
	Hammersley:	Yes
	Scalise:	No
	Morelli:	Yes
	DeSanto:	Yes
	Santago:	No

Motion carries 4 to 3 for approval.

B. Nutmeg Companies, Inc., site plan application for the construction of a truck wash facility, property located at 1300 South Main Street, owned by ZP Group, LLC, in a B zone (SPR #1788) tabled from August 20

Stephen Giudice, representing the application. From a site plan perspective, I can tell you that we have submitted a full set of site plans including storm drainage and floodplain mitigation and sewer connections and water connections. We have oil/water separators on site. We have a landscape plan incorporated into our set. We have a detailed erosion and sedimentation control narrative and details.

The detention is through the facility. (Indicating)

Existing curb cut we are going to utilize. (Indicating)

Landscaping around the building and perimeter of the wetland area. (Indicating)

The building is 16,000 sf.

Traffic circulation discussed. (Indicating)

If this approved, we go to the DOT and then the DEEP.

We will request a sidewalk waiver. We can do that due to certain circumstances. As you may know way to build a sidewalk to our south due to the Quinnipiac River, the topography and the wetlands. There no physical way to do it. To the north there are no sidewalks located. We have a small section of sidewalk we could construct but it doesn't seem sensible to propose that. We respectfully request a sidewalk waiver.

We are not proposing any signage. Per regulations there are signs on the building. Per the public hearing we will be installing directional signage that would identify routes for the highway system and we would incorporate a pamphlet for direction.

It's in our best interest to be a good neighbor here. We intend to do that.

The Chair asked if there were any interest in the sidewalk waiver for the applicant.

(No motion proposed.)

The Chair asked for a motion for the site plan.

Mr. Morelli made a motion to approve the site plan. Mr. Hammersley seconded.

Discussion about the queuing and the lane would be striped for stacking. There will be pavement markings on the site.

Roll Call:	Clock:	No
	Locks:	Yes
	Hammersley:	Yes
	Scalise:	No
	Morelli:	Yes
	DelSanto:	Yes
	Santago:	Yes

Motion carries 5 to 2 for approval.

C. Nutmeg Companies, Inc., floodplain filling application for the construction of a truck wash facility, property located at 1300 South Main Street, owned by ZP Group, LLC in a B zone (FF #264) tabled from August 20

Mr. Phillips noted there are no concerns by staff. This application will not increase the flooding on site, if anything, it will help it by creating more flood storage.

Mr. Hammersley made a motion to approve and Mr. Morelli seconded.

Roll Call:	Clock:	No
	Locks:	Yes
	Hammersley:	Yes
	Scalise:	No
	Morelli:	Yes
	DelSanto:	Yes
	Santago:	Yes

Motion carries 5 to 2 for approval.

D. Jason and Monica DeGumbia, special permit application for parent/grandparent apartment, property located at 537 Pleasant Street, in an R-20/25 zone (SPU #626)

Ready for action. Mr. Hammersley made a motion to approve. Ms. Locks seconded. Motion passed 7 to 0 on a roll call vote.

E. K/B Enterprises of Southington, LLC, two lot subdivision application, 125 Jude Lane, in an I1 zone (S#1234)

Sev Bovino, Planner with Kratzert, Jones & Associates, represented the application. This is the Golf Quest facility. The property is zoned I-1. Sewer and water are available. Total acreage is 29.68 acres. It's used as a golf driving range. And, a family recreation area. We have batting cages and bumper carts.

The proposal is to split the property into two lots. Parcel 1, along I-84, is 5.77 acres.

Parcel 2 is the large one, 23.71 acres. This will continue to be used for the driving range.

The batting cages and the other uses on the parcel did not work out and the demand is not there. The owner hopes to attract a new use. It has to meet the I-1 zoning regulations. And, at that time if they do find somebody interested in buying this parcel, they come forward with a site plan which will meet all the regulations at the time.

The proposed lot line was indicated.

Discussion of the lot line, driveway, access and use of the lots.

Ms. Locks made a motion to approve. Mr. Santago seconded. Motion passed 7 to 0 on a roll call vote.

F. Release of \$8,000 E & S Bond, 192 River Street (S#1254)

Ready for action. Ms. Locks made a motion to approval. Mr. Hammersley seconded. Motion passed unanimously on a voice vote.

G. Road acceptance: Mariani Drive from Mount Vernon Road to its terminus, a total distance of 700 feet (0.13 mi), West Mountain View Estates (S#1318)

Ready for action. Mr. Hammersley made a motion to approve. Ms. Clock seconded. Motion passed unanimously on a voice vote.

H. Reduction of \$33,480 subdivision bond to maintenance bond amount of \$8,000, West Mountain View Estates (S#1318)

Ready for action. Ms. Clock so moved the motion. Mr. Hammersley seconded. Motion passed unanimously on a voice vote.

ITEMS TO SCHEDULE FOR PUBLIC HEARING

My Little Rascals, modification of special permit approval to allow for additional children, 805 West Queen Street, property owned by A & K Woodworking, LLC, in the WSB zone (SPU#570.1)  
September 17

Schedule for public hearing on that date.

RECEIPT OF NEW APPLICATIOPNS

- Supreme Forest Products application for site plan. Thirty by thirty shredder building. It's north of the previous building you approve through site plan modification. I think this is probably an administrative type of approval. It's not that large, but larger than a zoning permit.

The Chair and the commission agreed it could be done administratively.

ADJOURNMENT

Ms. Clock made a motion to adjourn and Mr. Hammersley seconded. Motion passed unanimously on a voice vote.

(Whereupon, the meeting was adjourned at 9:50 o'clock, p.m.)