

**MINUTES OF BUSINESS MEETING
HELD BY THE PLANNING AND ZONING COMMISSION
SEPTEMBER 5, 2012**

ROLL CALL:

Members Present: Joseph Diminico, Chairman
Kevin Dougan, Vice Chairman
Andy Kidd, Secretary
Eric Prause
Horace Brown

Alternates: John Chaput

Absent: Anthony Petrone
Susan Shanbaum

Also Present: Mark Pellegrini, Director of Planning
Renata Bertotti, Senior Planner
Matthew Bordeaux, Environmental Planner
and Wetlands Agent
Ginger MacHattie, Recording Secretary

Time Convened: 7:03 P.M.

NEW BUSINESS:

TOMIC REAL ESTATE, LLC – 161 Sanrico Drive – for construction of a 5200 sq. ft. addition to an existing industrial use building including a loading dock; modification of existing and construction of additional paved surface; construction of stormwater management facilities; and regrading – Inland Wetlands Permit – Determination of Significance (2012-067); Inland Wetlands Permit (2012-067); Erosion and Sedimentation Control Plan (2012-068)

Mr. Raymond Nelson, P.E. with Messier & Associates, Inc., explained that this application is for the addition of a stormwater management facilities and pavement modifications and additions to an existing industrial use property at 161 Sanrico Drive. The business operating on the site is New England Tool Corporation. One of the features of the proposed addition is the installation of a loading dock. He said currently everything at the building is ground level but because of the nature of the business and trucks coming in to unload, a loading dock is essential to proper operation of the building and handling of materials.

Mr. Nelson reviewed the erosion and sedimentation control plan. He said presently, stormwater from the rear of the property does not flow to any stormwater facilities. It runs off mainly to the east of the property through a wetlands associated with a wetland corridor and a watercourse that runs through the right hand side of the property. Mr. Nelson pointed out the heavy blue line on the map, which represents the wetlands. This defines the limit of usable land on this site. He said the east side of the property is really unbuildable for all intents and purposes so the building

and development are concentrated in the other two-thirds of the lot. As part of the proposed stormwater management facility, the applicant is proposing the installation of facilities to handle the stormwater and dissipate it into the ground as much as possible. Starting with the addition, there will be a sloped roof to the west with downspouts discharging to the ground. He said discharge will run over a grassed area to a stone filled infiltration swale, where it will infiltrate into the ground. Some soil testing was completed at this location. This was actually part of the old Ansaldo Sand and Gravel operation. Well drained fine sand and gravel remains in place. Everything is designed for a 25 year storm. In the case of an extraordinary storm, there will be a catch basin at the end of the trench set a few inches higher than the level bottom of the trench. Overflow from that will enter the catch basin and go through a pipe to a catch basin being installed at the low point by the loading dock. From there, any water that comes from the infiltration trench as well as water from the localized area of the loading dock and the existing pavement area will discharge through twin perforated 8" PVC pipes, with the idea of ex-filtrating the water as it goes down to another catch basin at the corner of the proposed pavement extension. That catch basin will have a trap put into it and from there will discharge to a rip rap splash pad energy dissipater. From there, discharge will go through a broad, flat swale created to enhance what is there now. That area will be planted with New England wetland plant mix.

The amount of actual wetlands disturbance is about 2/100's of an acre. There is about a net 5 cubic yard excavation within the area. It will be reseeded with the New England wetland plant mix. In the wetland review area, about 17/100's of an acre will be disturbed. The net fill is about 44 cubic yards. In order to excavate to the 4' differential for the loading dock to the existing grade, part of the excavated material will be used to fill other areas. The net result is a minimal net amount of fill.

The plan includes a narrative maintenance plan for the new stormwater management system components during and after construction, as requested by Town staff. The applicant has read the Environmental Planner's remarks and agrees. He read Mr. Bordeaux's conclusion into the record.

Because of the nature of grading of this property, the erosion and sedimentation control will be mostly self-contained. The elevation is generally higher than the area of disturbance. The main area where sedimentation could occur, if not taken care of, is on the downslope near the wetland so geotextile silt fence is proposed. He also proposed protection at the new catch basin with a geotextile fabric or a silt sack.

All proposed construction will increase the coverage of the lot from 31.1% to 35.3% of the allowable 60%. There is a wooded area to the rear of this property which will remain mostly undisturbed. Winner's Gymnastics is next door and there is an existing wooded tree buffer. In addition, some evergreen screening will be planted along the edge at the suggestion of Town staff. Existing landscaping will remain.

Mr. Bordeaux said the applicant has proposed appropriate and adequate measures for erosion control. The result will be a minimal overall increase in impervious surface.

Ms. Bertotti said there are no outstanding staff comments.

Inland Wetlands Permit – Determination of Significance (2012-067)

MOTION: Mr. Kidd moved to find the proposed activity would not cause a significant impact to the wetlands and will not require a public hearing. Mr. Brown seconded the motion and all members voted in favor.

Inland Wetlands Permit (2012-067)

MOTION: Mr. Kidd moved to approve the inland wetlands permit for five years with work within the wetlands upland review area to be completed one year from the beginning of construction. Mr. Brown seconded the motion and all members voted in favor.

Erosion and Sedimentation Control Plan (2012-068)

MOTION: Mr. Kidd moved to approve the erosion and sedimentation control plan. Mr. Brown seconded the motion and all members voted in favor.

TOWN OF MANCHESTER PUBLIC WORKS – for milling and replacing pavement along Tolland Turnpike between Buckland Street and Slater Street and incidental work including replacing existing catch basin tops and relocating guide rails within the regulated wetland area – Inland Wetlands Permit – Determination of Significance (2012-085); Inland Wetlands Permit (2012-085)

Mr. Derek Gregor, Assistant Town Engineer, explained that this application concerns the rehabilitation of Tolland Turnpike and is partially funded through CT DOT STP Urban Grant. The project extends from Buckland Street and runs up Tolland Turnpike eastward to the intersection with Slater Street. This section of road was last reconstructed in 1990 by CT DOT. There are two watercourses in the vicinity of the project. One is Hayes Pond, which Mr. Gregor pointed out on the displayed map. Hayes Pond is located approximately 2,000 feet east of the intersection of Tolland Turnpike and North Main Street. There is also a small watercourse that crosses below the road just west of the intersection with Slater Street. The plan displayed is an enlargement of those two areas, with Hayes Pond on the top and the crossing near Slater Street shown on the bottom.

Highlighted on the plans is the inland wetland boundary based on the Town of Manchester plans. Mr. Gregor said they are not entirely accurate for current conditions at the site. Work planned will include milling off three inches and replacing three inches of pavement. Catch basin tops will be replaced. The majority of the work is within the existing granite curb lines. There will be some limited areas where a full depth reconstruction will be needed. Once milled, the pavement condition will be evaluated. Minor improvements will be made in very localized areas. There will be limited sidewalk improvements outside of the curb at the intersection of North Main Street and Tolland Turnpike.

Mr. Gregor said work within the wetlands will be contained within the roadway between the existing granite curb near Hayes Pond. The wetlands limits are in blue per the Town map and the yellow line indicates the 100' regulated area. He said on the lower map, the Town map shows the wetlands limits extending across the road; however, that is not the case. Mr. Gregor pointed out the wetland that flows south and goes underneath some culverts underneath the road. The only work being done outside of the curbline is just on the north side of the road. There is

currently about 150' of metal beam guiderail that sits about 4' back off the curb. The DOT is partially funding this project and has asked that the guiderail be reset to the face of the curb, making a safer condition and avoiding a launching condition with a vehicle that could hit the curb and go up over the rail. He said that will require the relocation of one hydrant in that area a little further to the west. For that disturbance, silt fence will be placed on the north side, downgrade of that limited disturbance. The area will be restored with loam and seed.

Mr. Gregor said it is anticipated that the project design will be finished this winter and go out to bid in the spring of 2013. The project will probably take 4-6 weeks to complete.

Mr. Bordeaux said this application is fairly clear cut. The only activity occurring outside the curb limits will be in the vicinity of the Slater Street intersection where the guiderail will be moved closer to the street. That was a requirement of the State for this funding.

Ms. Bertotti said Town staff has no outstanding comments on this application.

Inland Wetlands Permit – Determination of Significance (2012-085)

MOTION: Mr. Kidd moved to find the proposed activity would not cause a significant impact to the wetlands and will not require a public hearing. Mr. Brown seconded the motion and all members voted in favor.

Inland Wetlands Permit (2012-085)

MOTION: Mr. Kidd moved to approve the inland wetlands permit for five years with work within the wetlands upland review area to be completed one year from the beginning of construction. Mr. Brown seconded the motion and all members voted in favor.

TOWN OF MANCHESTER PUBLIC WORKS – for reconstruction of approximately 5,000 linear feet of road to provide geometric, safety and drainage improvements on Lydall Street from Vernon Street to the Vernon town line. – Inland Wetlands Permit – Determination of Significance (2012-086); Inland Wetlands Permit (2012-086); Erosion and Sedimentation Control Plan (2012-087); Flood Plain Permit (2012-088)

Mr. Derek Gregor, Assistant Town Engineer, explained this application is for the reconstruction of Lydall Street between Vernon Street and the Vernon town line, which consists of approximately 5,000 linear feet of road. Currently, the existing road in the area varies quite a bit in width, anywhere from 18' to 24' with limited drainage controls, substandard guiderail, as well as poor pavement condition. He said the project will provide some road geometry, safety, and drainage improvements. The design maintains the rural characteristics as much as possible. Mr. Gregor displayed a plan that shows the limits of the entire project. To the left side is Vernon Street and going east on the south side of the road is Cliffside Drive. The project continues eastward past the pond and terminates at the Vernon Town Line.

The plan is to provide a more consistent standard 22' to 24' road width along the entire length. There is a limitation on the geometric improvements, but some minor horizontal and vertical changes will be made to improve site lines a bit. The project will involve reclamation of the road, pulverizing the existing pavement and blending it into the subsurface. This provides a

suitable base material to install new pavement. A 5" thickness will be applied for most of the project. There are some areas where a full depth reconstruction will be completed as needed.

Mr. Gregor displayed an enlarged plan. He said in blue on the south side of the road is Lydall Brook, which runs from the Vernon Street intersection going east past the condominium driveway. Also, highlighted in yellow are the wetland limits and 100' regulated area. For much of the portion of the road at the western end, work will be within the 100' regulated area. The project continues around to the pond at the top end of Lydall Brook. There are some minor wetland impacts in this area. There is a fairly large wetlands area that was flagged by a Wetland Scientist. Work is within or just clipping the 100' regulated area in many of locations. Continuing on down the road, at the sharp bend, some elevation improvements will be made for vehicle safety and to accommodate drainage. As part of maintaining the rural characteristic, the amount of curbing will be limited and grass swales and paved leakoffs will be used instead. Catch basins have also been added in some locations to better collect the flow. The existing guiderail is substandard and not the proper height and will be replaced with proper guiderail. It will be extended in some minor areas for better safety protection.

Mr. Gregor displayed an enlargement of the property at 555 Lydall Street, near the pond. On the north side of the road, there is an existing culvert that runs under the driveway. To the east is Town owned property. There seems to be some amount of base flow year round in the culvert under the driveway and continues into a swale that runs along the north side of the road and ends up discharging into a larger, flatter wetland area that has a small 18" stone dam that helps impound the water. Flow goes over the dam, back down to the road, and crosses in an existing culvert that runs beneath the road and currently outlets on the south side just near the pond. One of the issues is this particular swale channel, as it runs just to the west of the driveway, is higher than the road and very close to the road. He said there has been an issue with water continually flowing and seeping into the northern gutter line of the road. When there are significant rains it overflows onto the road and causes some safety concerns for vehicles. In addition, the area tends to ice in the winter. After looking at options to address that, but given the pond on the south side of the road, flood plain elevations, and wetlands limitations, the best option he said is to extend the culvert that exists under the driveway 130' to the west to put the pipe where the swale is and be able to fill in over the top of the pipe. This will bury the system until it outlets into the existing wetland area at the west end of the property. That allows the flow to be conveyed from the east side of the driveway to the wetland area. There will be no impact to the stone dam. The disturbance will eliminate approximately 1,440 square feet of wetlands within the channel that conveys the flow from the property to the east to the larger wetland area.

Mr. Gregor said erosion controls include silt fence below all disturbed areas, silt sacks in the catch basins, one new outlet with rip rap scour protection and additional scour protection at some existing outlets. There are a few outlets at the far west end of the site near Vernon Street that have been evaluated and have a reasonable amount of stone and are sufficient. There is a stockpile area at the Water and Sewer Facility pump station and another just to the east of the wide area of the road that Mr. Gregor pointed out on the map. Stockpiles will be controlled with silt fence.

In summary, Mr. Gregor explained that this project has been on the books for a while and the residents in the area are anxious for the improvements given the varying road widths and

drainage conditions. In addition, the guiderail changes will improve the safety conditions. There will be no reduction in flood plain storage. He said this project will take place in two phases. The first phase, drainage related work, is planned for the fall of 2012. Road reconstruction is planned for early spring 2013.

In response to a question from Mr. Dougan, Mr. Gregor said the town line is before Lake Street. The end of the project will be before the Lake Street intersection, maybe about 200' before that intersection. All granite curbing will be maintained. The Town of Vernon is aware of the project but Mr. Gregor does not know of any plans to continue the project into Vernon.

In response to questions from Mr. Kidd, Mr. Gregor explained that the property to the east is Town owned. There is a large wetland that flows through an existing 15" plastic pipe that goes under the driveway and outlets on the west side of the driveway into a 2' to 3' wide channel. It seems to have a base flow at all times and may be spring fed off Town property. The wetland flows right through the piping along the north side of the road, turns north, and opens into the larger wetland area with a small dam. That particular swale is elevated about 12" to 15" above the road and only 5' to 8' between the swale and the road in some areas. This causes seepage to come through the embankment and in large storm events causes roadway flooding. Mr. Gregor suspects that when Lydall Street was built the watercourse went directly to the pond. The flow probably redirected itself northward and continued west. It was brought to the Town's attention by a resident who heard about the project and discussed his concerns with icing. He said there is a fair amount of traffic that goes down this road.

In response to a question from Mr. Brown, Mr. Gregor explained there are two areas near house number 555 where pipe would be added. The existing pipe under the road would be extended to get the water far enough off the road that it is no longer a hazard. In addition, he showed where a 25' pipe would also be extended.

Mr. Bordeaux said he has visited the site and looked at the swale and vegetation. He concurs with Mr. Gregor's assessment; to excavate any deeper would require a fair amount of grading. Mr. Bordeaux agrees that this is the best option when considering the wetlands, erosion, and safety in the area.

In response to a question from Mr. Kidd, Mr. Bordeaux explained that the Commission is well within its rights to open this up for public hearing. It is up to the Commission to decide if the function of the conveyance swale offers significant habitat or pollutant mitigation, which in this case it does not. It also does not offer recreational value or protection from natural disaster or hazard. In Mr. Bordeaux's opinion, its only function is as a conveyance swale.

Mr. Kidd agrees that it is not providing any real value other than the conveyance of the run-off. If the Commission approves this without a public hearing, it would be consistent with its earlier rulings.

Mr. Dougan referred to packet documents that stated these improvements would result in a loss of approximately 1,440 sq. ft. of wetland area. He wondered what the total wetland area along that road is and what is significant per our regulations.

Mr. Gregor explained that Lydall Brook runs along the south side of the roadway. There are wetlands along the north side of Lydall Brook and the road. Care has been taken to minimize any disturbance in the wetlands. This is a challenging project because of the curvature and changing grade of the street as well as the narrow roadway. Mr. Gregor pointed out the large wetland areas and explained that care has been taken to avoid them. This is a public improvement project and therefore, options are limited, unlike when a new subdivision is proposed.

Mr. Bordeaux said the activity in the upland review area is 99,510 sq. ft. of impact in the existing disturbed area. The 1,440 sq. ft. is approximately 1.5% of the total area.

Mr. Pellegrini added that if one were to only look at the 150' swale and consider that the entire swale is being enclosed, that could be considered a significant impact. But that is a 150' section in the system that runs from ponds to swales to ponds to culverts to the Lydall Brook. When one looks at the larger system, the question is not only whether this is a substantial change to the natural channel but also does putting this seep into a pipe instead of letting it go overland effect the dynamics of the system. The system seems to be mostly conveying water through natural channels or culverts into the Brook.

Mr. Prause observed that this gets down to the definition of significant impact. The key phrase is substantial effect on the wetland. With wetland activity, even though the wetlands are independent, they are all connected. He said Mr. Kidd makes a good point in suggesting if the Commission is unsure, the question should be sent to a public hearing. In this case, in the grand scope, he does not see a problem.

Mr. Kidd said he feels more comfortable after putting this in the larger context of the entire system and does not think it should go to a public hearing.

Ms. Bertotti said Town staff has one modification request, which consists of a note on the final plans.

Inland Wetlands Permit – Determination of Significance (2012-086)

MOTION: Mr. Kidd moved to find the proposed activity would not cause a significant impact to the wetlands and will not require a public hearing. Mr. Brown seconded the motion and all members voted in favor.

Inland Wetlands Permit (2012-086)

MOTION: Mr. Kidd moved to approve the inland wetlands permit with modifications, outlined in comment No. 2 of a memorandum from Matthew Bordeaux, Environmental Planner, dated August 31, 2012 to Renata Bertotti, Senior Planner, for five years with work within the wetlands upland review area to be completed two years from the beginning of construction. Mr. Brown seconded the motion and all members voted in favor.

Erosion and Sedimentation Control Plan (2012-087)

MOTION: Mr. Kidd moved to approve the erosion and sedimentation control plan. Mr. Brown seconded the motion and all members voted in favor.

Flood Plain Permit (2012-088)

MOTION: Mr. Kidd moved to approve the flood plain permit. Mr. Brown seconded the motion and all members voted in favor.

E-SQUARE INVESTMENTS, LLC – Preapplication review for a zone change at 173 Wetherell Street from RR to PRD for a 14-unit, two story rental development.

Mr. Chandler Eckels said he would like to build multi-family housing at 173 Wetherell Street and will be requesting a zone change from RR to PRD. He plans to have two buildings with a total of fourteen units, accessed from Wetherell Street. The units will contain two to three bedrooms and 1.5 baths. Mr. Eckels said overall, his concept is not out of the ordinary for the area.

In response to a question from Mr. Prause, Ms. Bertotti said the homes to the north are two and three unit buildings and some small capes.

In response to a question from Mr. Prause, Mr. Eckels said there will be six units in one building and eight in the other. In designing the buildings, he will take into consideration what was done recently with neighboring properties.

In response to a question from Mr. Dougan, Mr. Pellegrini explained that the Commission should be looking at the architectural design, orientation of the building, scale and the like; anything that will help the applicant get an idea of what the Commission will be looking for.

In response to a question from Mr. Dougan, Ms. Bertotti said the proposal is for 14 units on two acres, which equates to 7 units per acre.

In response to a question from Mr. Brown, Mr. Eckels said the existing house will be removed.

Mr. Kidd suggested the applicant consider bringing the buildings closer to the road and parking behind them; he thinks that would match the existing housing. He would also like to see some streetscape and a buffer at the back of the property.

In response to a question from Mr. Pellegrini, Mr. Eckels said he has not decided if the units would have basements.

Mr. Kidd noted some of the houses in the area and the Ansaldi buildings and said he would like to see the buildings look more like houses.

In response to a question from Mr. Dougan, Mr. Eckels said these will not be luxury units. He believes the prices will be between \$1,200 and \$1,500 per month.

Mr. Prause observed that the applicant is dealing with some limitations when it comes to the layout. A 30' setback will be needed as will a grassed or wooded area. The location is at the corner of a major intersection. Mr. Prause thinks the zone change fits fine and a dual level or townhouse is a natural fit for the area.

In response to a question from Mr. Dougan, Mr. Pellegrini said 500 sq. ft. per unit of recreational area is required. There is an additional requirement for each additional unit over two units.

Mr. Brown said he appreciates the applicant's attempt to meet an affordable price range and understands that sets limits on what can be done. He hopes the applicant spends some time on the design of the project to make it more appealing.

EVERGREEN CROSSING, LLC – 325 New State Road – for a 224 unit multi-family residential community with parking, carports and clubhouse/office. – PRD Zone Change and Preliminary Plan of Development (2012-069) – *Request for Extension until September 19, 2012*

PRD Zone Change and Preliminary Plan of Development (2012-069) – *Request for extension until September 19, 2012*

MOTION: Mr. Prause moved to approve the request for an extension until September 19, 2012. Mr. Kidd seconded the motion and all members voted in favor.

APPROVAL OF MINUTES:

July 2, 2012 – Public Hearing/Business Meeting

Mr. Brown recused himself from this item. Mr. Chaput sat in his place.

MOTION: Mr. Kidd moved to approve the minutes as written. Mr. Dougan seconded the motion and all members voted in favor.

August 9, 2012 – Business Meeting

MOTION: Mr. Brown moved to approve the minutes as written. Mr. Kidd seconded the motion and all members voted in favor.

RECEIPT OF NEW APPLICATIONS:

TOWN OF MANCHESTER PLANNING AND ZONING COMMISSION – Plan of Conservation and Development (2012-090) – to update the Town's Plan of Conservation and Development.

JOHN MALAPETSAS – Special Exception (2012-095) – for an auto related repair and service shop at 53 Slater Street, Industrial zone.

TOWN OF MANCHESTER PLANNING AND ZONING COMMISSION – Zoning Regulation Amendment (2012-096) – revisions to the zoning regulation at Article II Sections 7, 8, 18, 20 and Article IV Section 20 to expand the types of minor changes permitted to be administratively approved.

The Chairman closed the business meeting at 8:58 p.m.

I certify these minutes were adopted on the following date:

December 3, 2012
Date

Joseph Diminico, Chairman

**NOTICE: A DIGITAL RECORDING OF THIS PUBLIC HEARING CAN
BE HEARD IN THE PLANNING DEPARTMENT.**