

**MINUTES OF BUSINESS MEETING
HELD BY THE PLANNING AND ZONING COMMISSION
JANUARY 22, 2014**

ROLL CALL:

Members Present: Eric Prause, Chair
Horace Brown, Secretary
Michael Stebe

Alternates: Susan Shanbaum
Julian Stoppelman (sitting)
Donald Palmer (sitting)

Absent: Andy Kidd, Vice Chair
Chirag Thaker

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

Time Convened: 7:41 P.M.

NEW BUSINESS:

DAVID BERTRAND – special exception under Article II Section 18.03.01(b) to allow a personal service in existing building at 148 Forest Street, Historic zone – Special Exception (2013-090)

Special Exception (2013-090)

MOTION: Mr. Stoppelman moved to approve the special exception under Article II Section 18.03.01(b) to allow a 2,500 sq. ft. personal service in an existing building at 148 Forest Street, Historic zone, as shown on the floor plan submitted with the application. Mr. Stebe seconded the motion and all members voted in favor.

The reason for the approval is the use meets special exception criteria.

TOWN OF MANCHESTER DEPT. OF PUBLIC WORKS – for improvements related to replacement of an existing stone culvert, installation of pedestrian bridge, and new paved path under the bridge at 156 Middle Turnpike West and 265 Center Street and in Edgerton Street R.O.W. – Inland Wetlands Permit/Determination of Significance (2013-084); Inland Wetlands Permit (2013-084); Erosion and Sediment Control Plan (2013-085); Flood Plain Permit (2013-086)

Jeff LaMalva, Town Engineer, reminded Commissioners that Edgerton Street has been closed for about three years. Sinkholes were identified within the roadway and after investigation it was found the cause of the sinkholes was the failure of the culvert beneath the roadway. The pipes were found to be over 100 years old and the entire culvert needed to be replaced. Over the next

couple of years, conceptual plans for repair and cost estimates were completed. A referendum was held in November 2011 and approval was received to make a replacement of the culvert. At about that same time, the Broad Street Redevelopment Agency envisioned a master plan to create a connection from Center Springs Park to Broad Street, opening up the railroad embankment. The Public Works Department presented concept plans to the Board of Directors about one year ago. It was decided that a pedestrian-only connection would be made. It was determined that the connection and the culvert repair should be done at about the same time. The connection concept has not been completed yet, but putting the bridge structure under this project will allow for that in the future.

Derek Delaj, Professional Engineer with Weston & Samson Engineers, oriented Commissioners on the plan he provided. The culvert was constructed over three time periods; 1869 was one of the dates he saw. It was a stone culvert which now has a lot of cracks. There is another section probably constructed when Edgerton Street was constructed which appears to be concrete, and the final section was constructed in the 1920s just before the gate house was constructed.

Mr. Delaj proposes to replace the culvert sections and joints, which were suspected to be the failure mechanism, and completing further protection of the downstream area through the use of a scour hole protection. The proposed construction would consist of a reinforced concrete culvert, approximately 3' x 5' in size. There would be a new concrete vault connection between the existing portion of culvert which will remain in place and the new, replaced culvert he pointed out. The proposed culvert utilizes emulsified rubber to seal the joints between each section to minimize any potential for future failure.

The plan is to excavate to the existing culvert and make the replacement. A 15' wide excavation trench would be made through the embankment at the lower level from the proposed road elevation down to the culvert. The existing section of culvert would be replaced. A cast-in-place collar would surround the new culvert. An access manhole will be provided for future work or inspections. A headwall and scour protection will be provided. In order to complete the work and minimize potential for construction issues, the proposal is that the dam be drawn down temporarily for approximately 60 days through the use of a low level outfall and providing a siphoning concept which will have a combination of three pumps which will provide a prime for those siphons. The overall area of disturbance is 1.3 acres within the 100' buffer. There will be a small amount of disturbance when providing the scour protection at the base of the proposed culvert. Silt fence and straw hay bales will be provided along the down gradient of any disturbed area. Construction areas with anti-tracking pads will be provided. He pointed out the areas of temporary stockpiles.

Mr. Delaj explained that the capacity of the culvert will not be increased; it is still limited by the gate house at Center Springs Park. There will be no change to hydraulics or capacity.

In response to questions from Mr. Stoppelman, Mr. Delaj confirmed that the culvert will be replaced from the downstream side of the gate house to the railroad embankment. The embankment will be taken down to the Edgerton Street level to allow for access and installation of the bridge.

In response to questions from Mr. Brown, Mr. LaMalva confirmed that Cheney Rail Trail will be at the same elevation as it is now when the project is complete. The culvert is designed for the 100 year flood.

In response to a question from Mr. Palmer, Mr. Delaj said the purpose of the 24” pipes is to help move water through the system during construction.

In response to a question from Mr. Prause, Mr. LaMalva said the goal is to complete the project this summer.

Inland Wetlands Permit – Determination of Significance (2013-084)

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

Inland Wetlands Permit (2013-084)

MOTION: Mr. Stebe moved to approve the inland wetlands permit with modifications as outlined in the staff memorandum from Derrick Gregor, Assistant Town Engineer, dated January 16, 2014 to Renata Bertotti, Senior Planner. This permit is valid for five years with work in the upland review area to be completed two years from the beginning of construction. Mr. Brown seconded the motion and all members voted in favor.

The reason for the approval is the proposed activity will mitigate the cause of the large sinkholes that have formed in Edgerton Street.

Erosion and Sedimentation Control Plan (2013-085)

MOTION: Mr. Stebe moved to approve the erosion and sedimentation control plan with modifications as outlined in the staff memorandum from Derrick Gregor, Assistant Town Engineer, dated January 16, 2014 to Renata Bertotti, Senior Planner. Mr. Brown seconded the motion and all members voted in favor.

Flood Plain Permit (2013-086)

MOTION: Mr. Stebe moved to approve the flood plain permit with modifications as outlined in the staff memorandum from Derrick Gregor, Assistant Town Engineer, dated January 16, 2014 to Renata Bertotti, Senior Planner. Mr. Brown seconded the motion and all members voted in favor.

ADMINISTRATIVE REPORTS:

Mr. Bordeaux reviewed a memorandum he sent to Commissioners. The DEEP repealed a program called the Stream Channel Encroachment Line Program, which roughly mimicked the Town’s 100 Year Flood Plain. The DEEP’s program was no longer necessary, due to the duplicative nature of the program now that towns have adopted regulations and guidelines based on FEMA’s Flood Insurance Program.

RECEIPT OF NEW APPLICATIONS:

DAVID BERTRAND – Special Exception (2013-090) – special exception under Article II Section 18.03.01(b) to allow personal service in existing building at 148 Forest Street, Historic zone.

MANCHESTER COUNTRY CLUB, INC – Special Exception Modification (2014-001) – for installation of a 30’ high golf ball-net structure to protect the upper level parking area, expansion

of the upper level parking area, a 12' x 41' metal storage building and a 500 gallon above-ground fuel tank at Manchester Country Club, 305 South Main Street, Rural Residence zone.

The Chairman closed the business meeting at 8:43 p.m.

I certify these minutes were adopted on the following date:

Date May 5, 2014

Eric Prause, Chairman

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