

**MINUTES OF BUSINESS MEETING
HELD BY THE PLANNING AND ZONING COMMISSION / INLAND
WETLANDS AGENCY
OCTOBER 19, 2015**

ROLL CALL:

Members Present: Eric Prause, Chair
Andy Kidd, Vice Chairman
Horace Brown, Secretary
Susan Shanbaum

Alternates: Teresa Ike (Sitting)
Julian Stoppelman
Patrick Kennedy

Absent: Michael Stebe

Also Present: Mark Pellegrini, Director of Planning
Renata Bertotti, Senior Planner
Matthew Bordeaux, Environmental Planner

Time Convened: 7:00 P.M.

TOWN FAIR TIRE - For modifications to the existing retail building, construction of a tire storage enclosure, and relocation of a dumpster pad at 19 Pavilions Drive - CUD Detailed Site Development Plan Modification (2015-082)

Attorney Stephen Penny spoke on behalf of the applicant, Town Fair Tire Centers of Connecticut, LLC. Also present were Kevin Grindle of Anchor Engineering Services, Inc., and Mr. John Wypychoski, the Director of Store Development for Town Fair Tire.

Attorney Penny provided background on the application. The detailed plan of development was approved in late 1980s or early 1990s, and incorporated the buildings currently occupied by Hobby Lobby and Sleepy's, and the building scheduled to be occupied by Edge Fitness and others. The subject building was occupied previously by Pier 1 Imports. The building footprint will remain intact and the CUD use will remain Land Use Type 1, Retail Sales. The 1.71 acre subject site is on the northeast corner of Pavilions Drive and Buckland Street, and incorporates the 9,000 square foot subject building, the structure occupied by Sleepy's, parking to support both structures, and a cross easement for further parking to the east, Attorney Penny said. The site is bounded northerly by Hobby Lobby, easterly by Edge Fitness, southerly by Pavilions Drive, and westerly by Buckland Street. Public water and sewer are available, as well as gas, telecommunications, and electrical services. There is one access drive on Pavilions Drive

and one access drive from the Home Depot plaza. No activities are proposed within the wetlands on site or the upland review area. The site is also in the New State Road aquifer protection area, Attorney Penny said.

Mr. Wypychoski said that Town Fair Tire's main business is the sale and installation of passenger and light truck tires and custom wheels. The largest vehicles worked on are pickup trucks, vans, and SUVs, he said. Town Fair Tire does not do any auto repairs, oil changes, tune-ups, breaks, shocks, mufflers, or front end repairs. They provide installation, wheel balancing, and wheel alignment, but they do not sell or install any front-end parts. Business hours are 8:00 a.m. to 7:00 p.m. on Mondays, 8:00 a.m. to 6:00 p.m. Tuesday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays; the business is closed on Sundays. Tires will be displayed on 5' long palettes and on racks on the wall at a maximum height of 12'. There will be no outside storage in trailers. The installation center will consist of 7 bays and no work will be done outside. No customer vehicles will be stored inside or outside overnight, Mr. Wypychoski said.

Attorney Penny noted that Section 14.51 of the Connecticut General Statutes includes in its definition of "limited repairer" any person "engaged in the business of minor repairs, including wheel alignment and balancing." He stated that the applicant needs a limited repairer license from the Connecticut Department of Motor Vehicles and a Location Approval from the PZC; this approval requires a public hearing and will be advertised for Nov. 2.

Attorney Penny said the applicant's business is retail, and the services of wheel alignment and balancing are necessary accessory activities. The proposed modifications include exterior alteration and interior renovation of building, installation of an outdoor tire enclosure at the northeast corner of building, and moving the dumpster pad to the southwest corner of property, he said.

Mr. Grindle, Landscape Architect, discussed the exterior alterations proposed. The dumpster pad would be relocated from the northeast corner of the existing building to the southwest corner of the site, and a 14' x 26' deep tire storage enclosure would be built in the place currently occupied by the dumpster. The 6' tall dumpster pad would be close to the service entrance and service bays, allowing the dumpster to be easily accessible during business hours while being as far as possible from the main entrance of the building. Existing landscaping combined with proposed new landscaping would create a 6-12 foot buffer for the dumpster pad area, and a solid vinyl fence is proposed to surround the dumpster pad, so it will be screened from view from both Buckland Street and Pavilions Drive. The tire storage enclosure is also proposed to be entirely screened with a solid screen on both visible sides, gates on the front, and a cover. There are 38 existing parking spaces used by Town Fair Tire, to the south, east, and north. Deliveries would take place outside of normal business hours, with trucks coming through the existing parking to service entrances. Parking will be restriped to relocate handicapped parking stalls, which is required because the main entrance is being relocated to the easterly gable end of the building. Mr. Grindle displayed photos of elevations from Pavilions Drive, North from the Pavilions Drive and Buckland Street intersection, East

from Buckland Street and on the site looking west from parking lot.

In response to questions from Mr. Brown, Mr. Grindle said the planting labeled 5A in the plans is a Gold Mound False Cypress, a 5-6' evergreen shrub that is yellow or gold colored. He clarified that the planting is proposed to be on top of the retaining wall.

Mr. Brown expressed concern over whether the proposed landscaping would be tall enough to adequately screen the retaining wall and dumpster. Mr. Grindle stated the proposed dumpster screen is a 6' total screen, the existing species would leave 2' of wall, and the proposed plantings would be a minimum of 6' high, screening the wall on the southerly face. The existing species only come up approximately 4' above the existing wall. Mr. Brown said the platform would be less well screened from northbound traffic on Buckland Street as cars approach the traffic light on the corner. They will see at least some of the dumpster screen, he said. Mr. Wypychoski said they could replace some of the existing trees with 12' trees if desired.

Mr. Brown noted that the west wall facing Buckland Street would look very plain as you head north looking up at it, so some treatment should be considered to break that line. Mr. Grindle responded that three white pine evergreens are proposed on the slope, where the existing windows of existing Pier 1 building are. Their mature height is 30-40' high.

Ms. Shanbaum requested more information about what the tire cage would look like. Attorney Penny noted that the only standard for architectural design review in the CUD zone is in Art. I, Sec 4.05.02 (c). Mr. Wypychoski showed a picture of the tire cage and said it would be constructed of wood fence and a metal roof, and screened with evergreens. In response to questions from Ms. Shanbaum, Mr. Wypychoski said the enclosure can be green or brown, the gate is on east side, the wood slots are facing the north side of the building, and that the structure is a metal roof supported with piers.

Mr. Prause asked if any different orientations for the enclosure were considered. Mr. Wypychoski said this orientation was chosen because the enclosure would be behind the building and no parking spaces would be lost. Mr. Prause asked if the enclosure could be situated so the chain link portion faced west, and Mr. Wypychoski replied that that would be at the edge of the dropoff, and the transformer pad is on the north side.

Mr. Wypychoski said the existing building would be enhanced with gable features on the south and west sides. The proposed colors were Cloak Gray, Pottery, and White. Mr. Wypychoski showed a color chart and a picture of another building in Connecticut that uses these colors. Signage is proposed on all four elevations and the overhead doors are full glass doors to look like a storefront, he said.

In response to a question from Ms. Shanbaum, Mr. Wypychoski said archways could be added on the doors like the building in Nashua New Hampshire if the Commission likes that feature.

Mr. Kidd asked whether the bay doors would be left open when tires are being changed.

Mr. Wypychoski said the policy is to open the door, bring the car in, and close the door. The doors could be put on timers to close within 90 seconds, he said. Mr. Kidd said he thought the gables were not in keeping with surrounding buildings and make the building look like a house. Mr. Wypychoski said they could eliminate the gable on south side but it enhances the east and the west.

Mr. Kidd asked if the same building materials to be used on the building could be used to surround the accessory structures, rather than having a combination of materials including chain link, PVC, and wood stockade. Mr. Wypychoski said the EIFS material could be applied to dumpster enclosure and tire cage.

In response to questions from Ms. Shanbaum, Mr. Wypychoski said he did not have a sample of the material for the fabric awning but it would match the sign color. The windows on the new entrance are clear windows.

Mr. Brown asked if any other locations were considered for the dumpster pad, and suggested maybe it could be turned sideways and attached to the end of the building. Attorney Penny responded that when Edge Fitness came in, Jim Mayer analyzed parking and they were a few spaces short, so the property owner is sensitive to losing any spaces. Mr. Wypychoski said having a dumpster right up next to building could be a fire hazard.

Attorney Penny said there are few options for where to place dumpster but a compromise could be to surround it with the material similar to the building material and add landscaping. He noted that, in the CUD zone, there is no obligation to make the building compatible with neighboring structures, except for color and texture. The Pier 1 building was not compatible with other surrounding buildings, and uniqueness may be appropriate to the location, Attorney Penny said.

Ms. Shanbaum asked if the tire storage enclosure could be next to the building so the dumpster could remain where it is. Attorney Penny replied that the Fire Marshal raised a question about the separation distance between tire area as proposed and the building.

Ms. Shanbaum asked whether the tire enclosure could be put at the southwest corner of the building. Mr. Grindle said the intent was to use the existing building to screen the tire storage location, which is taller than the dumpster, and use the southwest corner for the dumpster pad, which would require less disturbance of the front yard because of its smaller footprint.

In response to a question from Ms. Shanbaum, Mr. Wypychoski said the tire storage enclosure is 8' tall at its tallest point and slopes down to 6' on the north and south sides. Ms. Shanbaum expressed concern about the quantity of red color. Mr. Wypychoski said the pottery color is an earthy tone.

Mr. Brown said there should be better screening around the dumpster enclosure than is there now, and a variety of trees should be used that would be slightly taller than the dumpster when mature. Mr. Wypychoski agreed and said that could be accommodated.

Attorney Penny said the proposed dumpster location has been influenced by the cliff behind the building, the wetlands upland review area, a desire to avoid losing parking, and the need to have the dumpster near the tire installation bays. The proposed location for the tire storage enclosure is the only feasible location and is not visible from the street, he said. No staff comments preclude approval of the proposed modifications, Attorney Penny said.

Mr. Pellegrini said he appreciated the applicant's willingness to make changes to their proposed design. He agreed it would be preferable to remove the large gable on the southern elevation, and noted that Town staff had discussed screening the accessory structures with the same material as the building. He said the tire storage is a bit tucked away, not on the main driveway. Regarding the dumpster, Mr. Pellegrini said the view from Buckland Street would be of a 6' tall red EIFS enclosure with evergreen trees buffering it. The combination of the distance, evergreens, revised enclosure, and the taller building next to it would minimize the view of the dumpster, Mr. Pellegrini said.

Ms. Bertotti said two staff members gave minor technical comments relating to the location, marking, and signage for handicapped parking, which could be addressed as plan modifications. She said that both she and James Davis, the Zoning Enforcement Officer, had similar comments recommending that the dumpster pad be screened with a solid wall in a material and color matching the building, and that evergreens be planted that are tall enough to screen the entire height of the dumpster and wall screening.

In response to a question from Mr. Prause, Ms. Bertotti said the certificate of location approval application scheduled for a hearing on November 2nd is a separate application that does not tie in to the application being reviewed tonight.

Ms. Shanbaum asked if Manchester has any other businesses in retail areas that also have a second function. Ms. Bertotti replied that Sears also has a limited repairer's license.

In response to a question from Mr. Prause, Mr. Wypychoski said he could provide an awning material sample within a few days.

Mr. Prause said that many conditions would have to be added to the plan if approved tonight, or the plan could be revised and reviewed again at the next meeting. Mr. Pellegrini summarized that the modifications discussed were replacing the brown PVC fence and wood stockade fence around dumpster and tire storage area with an EIFS system the same color as the exterior of the main building, and eliminating the gable feature on the southern elevation. In response to a question from Mr. Kidd, Mr. Pellegrini said automatic door closure for the bay doors would be an operational item that could be problematic to enforce. Mr. Brown said he would like to see landscaping with appropriate trees screening the dumpster enclosure. He did not think putting the right color on the wall of the enclosure was sufficient, and felt the red color might stand out more. Ms. Shanbaum said the Commission should table the item due to the many changes needed on the plans and insufficient information to make a decision.

In response to a question from Mr. Prause, Mr. Wypychoski said he did not intend to apply for a freestanding sign in addition to the signage on the building.

Mr. Prause asked if Mr. Brown's concern about the plainness of the west wall was addressed. Mr. Brown replied that the evergreens along the wall would probably be sufficient but he would like to be sure of the quantity, variety, heights, and locations of the trees.

Mr. Prause wanted to see the updated south elevation with removed gables.

Mr. Kidd said replacing the multiple different surfaces with a single EIFS treatment would create some consistency, although the red color might be overpowering. Using a different color would be an option, he said. Mr. Kidd supported tabling the item until the next meeting, to see a more defined landscaping plan and a picture showing what it will look like. He would also like the gable to be removed.

CUD Detailed Site Development Plan Modification (2015-082)

MOTION: Ms. Shanbaum moved to table the decision on the CUD Zone Detailed Plan of Development Modification application to the next regularly scheduled meeting. Mr. Kidd seconded the motion and all members voted in favor.

TOWN OF MANCHESTER DEPARTMENT OF PUBLIC WORKS – For reconstruction of Hackmatack Street from Prospect Street to South Main Street - Inland Wetlands Permit – Determination of Significant Impact (2015-088); Inland Wetlands Permit (2015-088); Erosion and Sedimentation Control Plan (2015-089)

Mr. Derrick Gregor, Assistant Town Engineer, presented the application. The project covers about 2,700 feet of roadway which varies in width from 20-26' and has poor pavement conditions, limited drainage, and potholes. There are four wetlands areas in the vicinity of the project. Stormwater runoff flows north through a wetland under the road to a wetland west of Mulberry Lane on the Hackmatack Hills property. From there it flows west, enters a wetland on the north side of the road and flows through an existing drainage system that discharges into a system on the South side of the road, Mr. Gregor said.

One goal of the project is to provide more consistent road widths of 24', Mr. Gregor said. Grades won't change much vertically. Granite curb at the far east of the site will remain and new extruded concrete curb will be installed elsewhere. When the Hackmatack Hills development was approved in 2004, plans required widening a section of road and installing granite curb. As part of this project, granite curb will be installed in that area and the road widening shown on those plans will be done, Mr. Gregor said. Four utility poles will need to be relocated this fall. The most significant drainage work will be at the low point where water flows under the road. Some catchbasins on the south side of the road will be removed and replaced with new structures, piping will be extended to the

west with some new catchbasins, and the existing outfall will be replaced. This is the only area with some permanent wetland impact, about 200 square feet. Some dewatering may be required. Some concrete sidewalk will be replaced on the south side of the road. There's a high point in the road where there's a concrete retaining wall. The applicant considered removing that wall, but utilities are shallow which would make it difficult to lower the road. Pedestrian protective fencing is proposed to mitigate the potential hazard.

In accordance with the Town sidewalk plan, a stretch of concrete sidewalk on the north side of Hackmatack Street as you turn off of South Main Street will be removed, and affected homeowners were notified, Mr. Gregor said. The erosion controls will be typical of what is used for Town road reconstruction projects.

Regarding possible alternatives to the wetlands impact, Mr. Gregor said that given the limited space between the road and wetlands, there is not much alternative. Drainage pipes are not being extended any further, and the only impact is getting riprap stone in there to protect the wetlands downstream.

Mr. Gregor said the project is expected to be bid this winter and construction would begin in the spring. There may be another project in the future to replace and better align some of the sidewalks.

Mr. Kidd asked why two different curb materials are being used and Mr. Gregor replied that the granite curb is very expensive, and extruded concrete blends well with the granite. Granite is still a requirement for developments in Public Improvement Standards, he said.

Ms. Ike asked when the homeowners impacted by the sidewalk removal were notified and whether anyone commented. Mr. Gregor said the notification was sent in August and no response was received. He said that people usually are agreeable to sidewalk removals because they don't have to clear snow anymore.

Mr. Prause asked if Commission members had any additional questions. No members had further questions. Mr. Prause asked if staff had any comments and Mr. Bordeaux said the wetlands impact is minor. There is activity in upland review area, but it's all within the road limits.

In response to a question from Mr. Prause, Mr. Gregor said he expected that stockpile areas will be needed but that will be left to the contractor to work out. The Town does require that they supply silt fence around the perimeter, he said.

Inland Wetlands Permit – Determination of Significant Impact (2015-088)

MOTION: Ms. Shanbaum moved to find the proposed activity at the above referenced location as shown on the Inland Wetlands Permit application 2015-088 will not have a significant impact on the wetlands and therefore will not require a public hearing. Mr. Brown seconded the motion and all members voted in favor.

Inland Wetlands Permit (2015-088)

MOTION: Ms. Shanbaum moved to approve the inland wetlands permit. Mr. Brown seconded the motion and all members voted in favor.

The reason for the approval was the proposed activity does not disturb the natural or indigenous character of the land by significant impact or major effect.

The approval is valid for 5 years. The work in the regulated area on each individual lot must be completed within one year of commencement.

Erosion and Sedimentation Control Plan (2015-089)

MOTION: Ms. Ike moved to certify the Erosion and Sedimentation Control Plan. Ms. Shanbaum seconded the motion and all members voted in favor.

RECEIPT OF NEW APPLICATIONS

1. **TOWN OF MANCHESTER PLANNING AND ZONING COMMISSION – Zoning Regulation Amendment (2015-100)** - To repeal Article IV, Section 13 (Signs) and replace it with a revised version.
2. **TOWN FAIR TIRE – Certificate of Location Approval (2015-101)** – Request for Certificate of Location approval under Connecticut General Statutes 14-54 for a Department of Motor Vehicles limited repairer license at 19 Pavilions Drive.
3. **EVERGREEN CROSSING, LLC – PRD Zone Change and Preliminary Site Development Plan (2015-102)** – For a zone change from Industrial to Planned Residential Development zone and a 135-unit multi-family residential development at 317 New State Road.

Mr. Stoppelman moved to adjourn the Business Meeting and Ms. Shanbaum seconded. All members voted in favor.

The Chairman closed the business meeting at 10:25 p.m.

I certify these minutes were adopted on the following date:

November 16, 2015
Date

Eric Prause, Chairman

NOTICE: A DIGITAL RECORDING OF THIS BUSINESS MEETING CAN BE HEARD IN THE PLANNING DEPARTMENT.