

**TOWN OF EAST WINDSOR
PLANNING AND ZONING COMMISSION**

REGULAR Meeting #1663 – October 28, 2014

MEETING MINUTES

*******Draft Document Subject to Commission Review/Approval*******

The Meeting was called to order in the Town Hall Meeting Room, 11 Rye Street, Broad Brook, CT. at 7:01 P. M. by Chairman Ouellette.

PRESENT: **Regular Members:** Joe Ouellette (Chairman), Lorry Devanney, Frank Gowdy, Dick Sullivan, and Jim Thurz.
 Alternate Members: Bob Slate and Marti Zhigailo.

ABSENT: **Regular Members:** All Regular Members were present.
 Alternate Members: All Alternate Members were present.

Also present was Town Planner Whitten.

GUESTS: Terri-Ann Hahn, Principal of LADA, P. C. Land Planners.

ESTABLISHMENT OF QUORUM:

A quorum was established as five Regular Members were present at the Call to Order. Chairman Ouellette noted all Regular Members would sit in, and vote, on all Items of Business this evening.

DISCUSSION – with LADA Consultants on Commercial Development Workshop:

Terri-Ann Hahn, of LADA Consultants, joined the Commission to discuss the direction of the Commercial Development Workshop.

Mrs. Hahn noted that in 2004 the consultant had prepared a Business Corridor Map for Route 5; the map essentially broke development along Route 5 into several nodes – which Town Planner Whitten suggested were similar to different business neighborhoods. Mrs. Hahn indicated that the result of the current workshop will encourage the Commission to consider existing uses vs. potential new business uses for both Route 5 and Route 140, and will guide them through the review and possible revisions to existing Zoning Regulations.

Mrs. Hahn offered the Commission a set of questions to open discussion of the current situation and guide them towards their goals for the 2014 POCD revisions. Discussion followed regarding the benefits provided a community via the business network. At the urging of Mrs. Hahn the Commission evaluated their definitions of various business uses,

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and considered what types of businesses serve the local community vs. those that attract a wider audience/clientele while providing business potential for local business owners. Discussion followed to identify/differentiate business uses – retail, personal services, commercial, industrial, agricultural, and determine how the various business fit into the current business zones. Mrs. Hahn spoke of considering a “gateway” zone which might include businesses as the areas transition from adjacent towns.

The Commission was asked to consider architectural styles appropriate for the various business uses, and to provide photos to illustrate their preferences. Mrs. Hahn suggested the Commission drive Route 5 and Route 140 to identify the different existing nodes.

The Commission will review the questions for continued discussion at the next meeting.

LEGAL NOTICE: None this evening.

ADDED AGENDA ITEMS: None this evening.

PUBLIC PARTICIPATION:

Chairman Ouellette queried the audience for comments regarding items/issues not posted on the Agenda.

Kathy Pippin: felt the Commission should consider dealing with medical uses, she cited recent State approvals for medical marijuana use. She also felt the cinema site could be used for a school, and the Commission should consider reuse of the (Broad Brook) mill site.

APPROVAL OF MINUTES/October 12, 2014:

MOTION: To **ACCEPT** the Minutes of Regular Meeting #1662 dated October 12, 2014, with the following amendments:
Page 5, CONTINUED PUBLIC HEARINGS: Noble East Windsor, LLC, and owner Bernard H. Lavoie for property located at 7 Winkler Road for: a 1-lot re-subdivision; and a Special Use Permit for construction of a filling station and convenience store and addition to and conversion of, existing building for warehouse and office. [B-3 Zone; Map 113, Block 24, Lot 2], comments made by Brian Feeney, Treetop Lane, final sentence: “.....Chairman Ouellette suggested CL&P usually installs street lighting ~~they feel needed~~ **at the request of the Town** and then bills the Town for usage.”
Page 7, same Applicant, MOTION TO APPROVE, Conditions that must be met prior to signing of mylars, Condition #4 “The applicant shall provide two street trees on any new lot and have them shown on the final plan.” – **WAIVED.**

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Devanney moved/Gowdy seconded/

DISCUSSION: None.

VOTE: In Favor: Unanimous (Devanney/Gowdy/Ouellette/Sullivan/Thurz)

RECEIPT OF APPLICATIONS: None this evening.

PERFORMANCE BONDS – ACTIONS; PERMIT EXTENSIONS; ROAD ACCEPTANCE

Nothing presented this evening.

CONTINUED PUBLIC HEARINGS: None.

NEW PUBLIC HEARINGS: None.

OTHER BUSINESS:

OLD BUSINESS: None.

NEW BUSINESS: Mercury Fuel Service, Inc. and owner Nick Tartsinis –

Modification of Approved Site Plan for the development of a gas station and convenience store located at South Main Street and Thompson Road – to allow changes to ingress and egress. [B-2 Zone; Map 81, Block 19, Lot 102] (*Deadline for decision 1/1/2015*):

Chairman Ouellette read the description of this Item of Business. Appearing to discuss this Application was Attorney Joseph Capossela and Paralegal Lorraine Hicks, of Kahan, Kerensky & Capossela; Mike Devino and Harold Zinno, of Mercury Fuel; Ron Fortune, of Consulting and Design, engineer; and Scott Hesketh, of F. A. Hesketh & Associates, Inc., traffic studies.

Attorney Capossela reported the Applicant received approval for their Site Plan in September, 2013, they then went to DOT. Mr. Hesketh was not able to convince them of the Commission's proposal for a southbound left hand turn lane into the site. DOT said no left hand turn movement on Route 5; that decision precipitated the Applicant's return to the Commission this evening.

Mr. Hesketh recalled the original plan had a full access drive on Route 5 which proposed widening Route 5 to provide for a dedicated southbound left turn lane at the site driveway. DOT would rather not see any left turn movements at the site driveway on Route 5 at all. They are now proposing a new plan to DOT (the revised plan before the Commission) which DOT said was acceptable to them. "They" sent the plan back to the DOT and they are looking for approval from the PZC.

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The plan now shows a “porkchop” shaped island which allows a WB-52 vehicle – larger tractor trailers like the ones going to the auction – they should now be able to make a right turn into the site and access the diesel pumps and exit at Thompson Road. It was designed for a SU-30 – like Fed Ex or smaller delivery trucks – they want all trucks to use Thompson Road. The type of geometry proposed will prevent people from making left turns to and from the site on Route 5.

Attorney Capossela suggested they thought the modification would be minor but Staff wanted the Commission to see the changes.

Mr. Hesketh reported that presently, under the revised plan, vehicles can enter at the first driveway from Thompson Road and turn right into the convenience store. The access drive is 30’ in width to allow trucks to come in front of the store and head back to the diesel isle. All interior circulation is one way. All truck traffic would be encouraged to enter at the back of the site.¹ Attorney Capossela noted Town Engineer Norton recommended installation of “do not enter” signs at the front entrance on Thompson Road to encourage vehicles not to try to exit at the front entrance.

Commissioner Thurz questioned Mr. Hesketh that he didn’t feel that driveway is too close to the intersection to not cause a back-up of traffic at the intersection?

Commissioner Thurz indicated there is a lot of traffic at that site in the morning. Mr. Hesketh felt there won’t be that many tractor trailer trucks turning in left; he felt that truck traffic would be coming back from the auction. He admitted there would be friction at times. Commissioner Thurz indicated he is at that intersection every morning and the traffic backs up every morning without the trucks trying to access this site.

Commissioner Thurz suggested he isn’t in favor of that access; traffic will back up unless they change the timing of the light. Trucks will be slowing down and only one truck will be able to make that turn at the light.

Attorney Capossela indicated they think the first plan was the better plan because all the truck traffic was dedicated to the back and wouldn’t be circulating around the building as much.

Commissioner Thurz also cited he also has concerns for people walking back and forth to and from the pumps and the store and then you will have through traffic circulating. Mr. Hesketh suggested that if you take truck traffic out the first access you will still have the truck traffic circulating from the back of the site to the front because of the proposed traffic pattern. He suggested they could limit the width (of the front access) for cars only. Attorney Capossela suggested they looked at making the back of the store two-way traffic because it’s wide enough but the trucks would have to turn around and come back

¹ Footnote: Circulation clarification: Truck traffic would then pass down the northerly side of the convenience store, pass in front of the store, circle around the drive-through lane, and proceed to the back of the site to access the diesel island

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out of the site. Chairman Ouellette indicated he is concerned that trucks will not be able to make the radius to circulate around the site to the front; Mr. Hesketh felt they would be able to make the turn. Attorney Capossela suggested if the Commission really wants the trucks to go to the back of the site then he would suggest narrowing the (front) entrance for cars only. Chairman Ouellette suggested that curb cut on Thompson Road closer to Route 5 is an access of convenience, it's not a critical access for truck traffic.

Harold Zinno, of Mercury Fuel suggested if you limit access for trucks to the rear entrance then there is only one southbound entrance, if you limit to cars only those coming south could come into the store that way and not be in the way of the truck traffic. Commissioner Thurz reiterated the present situation accessing and entering the Dunkin Donuts site. Commissioner Devanney cited she is concerned with trucks crossing in front of the store. Commissioner Zhigailo cited that if a truck turns into Thompson Road you assume they would be continuing up Thompson Road; if you had it wider at the front access they would be turning slowly into the site. Mike Devino, of Mercury Fuel, noted he has a station next door with a diesel island and there are no restrictions on that station; they have been accommodating trucks at that current site. Mr. Devino also noted the closer you get to the Massachusetts line the more difficult it is to sell gas; by adding this station it will be a vast improvement. Mr. Devino reported he also has a station on Brainard Road (Hartford). Commissioner Gowdy noted the town needs the diesel here for the local landscapers and other diesel users.

Commissioner Sullivan questioned that if you had a 53' truck entering the back access why make the (traffic circulation) one way? Is there enough room to make it a u-turn for them to come back out the rear driveway? Mr. Devino indicated it was his decision that the diesel traffic would be one way; he didn't want people queuing out into the street. Mr. Hesketh reported there is 72' of pavement from the rear of the lot to the drive-thru lane and there is an additional 12' for the drive-thru, if you have a pick-up truck with a trailer they could make the u-turn but a larger truck making a u-turn at the pump station might be another concern. They could eliminate one parking space so the truck could back into that space and make the turn out. The site is designed so a trailer can navigate around so the gas delivery trucks can fill the pumps. Mr. Hesketh suggested they will be posting "do not enter" signs at the back lane to direct the truck traffic around to the front of the site to get to the diesel station. They feel the local contractors will be familiar with the site; it will be the others that might be in need of the "do not enter" signs. Commissioner Gowdy felt backing up (into a parking space) would be a problem.

It was noted that (product delivery) tankers would be off-loading at the pumps in front of the store once a week. They will use the back entrance and come down to the front and will go around the site. Commissioner Devanney questioned if the tanker is parked (for his delivery) will it block the cars from entering the site? Mr. Devino reported that when the tanker comes in he'll spend 20 minutes with his delivery and in some cases it may block one of the driveways. Deliveries could be once a day but it could be at midnight or

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4 am. Attorney Capossela suggested narrowing the front driveway doesn't hamper the tanker delivery.

Discussion turned to:

Signage: Attorney Capossela reported they are proposing 4 signs

1. There is an existing diner sign which is 17'6" which provides 94 square feet of area – they are proposing to replace that with a sign 15' in height which provides 61 square feet of area.
2. AND a new free-standing sign at the corner of Thompson Road and Route 5 10' in height which will provide 28 square feet of area
3. AND a third sign on the front of the building wall which will provide 28 square feet of area
4. AND a fourth sign at the canopy which will provide 12 square feet of area.

Attorney Capossela reported the total new signage will be 129 square feet of area vs. the 165 square feet allowed. Chairman Ouellette noted the Commission doesn't have before them the new plan with the (signage) charts. Only four signs are allowed for the site although the previous occupant had 5 signs; Chairman Ouellette felt the reduction will work, but the new plans must be submitted. Chairman Ouellette noted the height of the canopy underside is 15' and the facade is 3'; can a larger truck get under the canopy without ripping off the canopy? It was noted 13' 9" is the range of clearance. Commissioner Thurz questioned if they will have lights under the canopy? Mr. Fortune suggested they will have LED lighting.

Photometrics: Mr. Fortune reported Town Planner Whitten has said the lighting plans still show light leakage beyond the property line. Mr. Fortune indicated they are submitting 3 scenarios (plans), but there is still "splash" at the street line – which he felt could be field adjusted at the time of installation. He suggested that to reach the goal of zero spillage they had to take off several lights and then you wouldn't be able to check the oil under the canopy.

Discussion followed regarding lighting requirements. Town Planner Whitten noted full cut-off shields are a requirement of the Zoning Regulations; later in the meeting she read an excerpt from Section 603.2.f (Outdoor Illumination – shielding). Discussion continued regarding current regulations vs. LED lighting. Commissioner Thurz questioned the size of the lighting being proposed; Mr. Fortune referenced one of the plans. Mr. Fortune reported with the utilization of full cut offs you would have zero spillage but the lighting consultants are saying the program won't allow them to do that.

The 3 photometric plans being submitted are:

1. the original plan
2. a second plan which has all the lights but there is still some spill (off site) – Mr. Fortune suggested there is a hedge "here" that would cut the spill to some degree.

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3. the plan which is being considered unsafe by the lighting consultant – all the lights are still there but they are at a low wattage which the consultants felt would cause areas where you would have dark spots.

Commissioner Gowdy questioned why the lighting consultants were unable to give the Applicant a plan without splash; Mr. Fortune suggested the lighting is provided via a program. Town Planner Whitten concurred that we do need good lighting; we have cut offs in a lot of places elsewhere in town. Town Planner Whitten indicated she didn't know if any of the proposed plans have adequate lighting as they are just being submitted tonight. The regulations require that all lights are required to have shields when you put them up. Town Planner Whitten suggested if the Commission should approve the plan with the slight splash and once they are up and there is too much splash the Applicant will have to fix it; she reiterated the requirement to utilize full shields. Chairman Ouellette suggested the inclusion of this requirement as a condition of approval.

Attorney Capossela then turned discussion to pending items reflected in Town Planner Whitten's and Town Engineer Norton's recent memos.

Town Planner Whitten's memo dated 10/21/2014, responded to via e-mail from Attorney Capossela dated 10/24/2014:

Attorney Capossela noted Town Planner Whitten's memo referenced they had received the DOT Permit; he suggested that permit remains pending at this time.

1. questioned how they proposed to accomplish zero increase in runoff from the site. Attorney Capossela suggested Mr. Fortune did a narrative regarding the zero run off for Mr. Hesketh; Town Planner Whitten noted the Planning Office hasn't received a copy of the narrative.
2. Signage not approved during previous approval; submission of new sign plan requires review. (See previous discussion)
3. New photometric plan has been submitted and requires review. Photometric plans (3) have been submitted (this evening); see discussion above.
4. Tanker plan requires additional review regarding ingress/egress, traffic flow, and signage. See discussion above.
5. Submission of revised traffic study. Mr. Hesketh submitted a stamped copy for the Planning Department record this evening, copy e-mailed to the office last Thursday.
6. Modification of Thompson Road island to accommodate turning of trucks. Attorney Capossela indicated the changes hadn't been transferred to Mr. Fortune's plans; that transfer of information has now have been done.
7. Town Engineer Norton's comments under memo dated 10/8/2014 to be addressed as a condition of approval. See discussion below.
8. Plans to be signed and sealed by a professional LS and/or PE, and a north arrow needs to be added to all plans.

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Town Engineer Norton's memo dated 10/8/2014; applicant has indicated information has been faxed to Town Engineer Norton today (10/28/2014); updated comments remain pending due to lack of response time:

Attorney Capossela felt most comments could be handled by faxing Town Engineer Norton additional information; that fax occurred today. As Town Engineer Norton hasn't responded, or signed off on the comments, perhaps his responses could be a condition of approval by this Commission.

1. Pre and post drainage areas have changed in the narrative, being the same site Town Engineer Norton didn't understand why the change has occurred. He requested submission of drainage area maps, at a legible scale, be submitted for review.
2. Plans should be stamped by a professional engineer and land surveyor licensed to practice in Connecticut. Attorney Capossela suggested that has been done.
3. Recommendation that "do not enter" signs be placed at the proposed new entrance to an attempt to keep vehicles from trying to exit the site in this location. Attorney Capossela indicated the signs have been added to the plans.
4. Pipe size and slope is missing on the drainage pipe between catch basins #1 and #2. Attorney Capossela indicated details of the drainage pipe have been added.
5. Recommendation that calculations be submitted to substantiate the specific oil/water separator depicted on the plans. Attorney Capossela felt this was a minor item. He reiterated Town Engineer Norton wasn't able to review the revisions but the Commission could condition approval subject to Town Engineer Norton's review.

Attorney Capossela completed the presentation by noting they thought they had a good plan with the left turn in but with the modifications for cars only entering from the front access and the trucks entering from the back is ok, - also cutting the front driveway down for cars only. They are looking for the Commission's approval so they can return to DOT and move forward.

Commission Comments:

Traffic patterns, site ingress/egress, queuing back-up/effect on Thompson Road and Route 5, changing sequence/timing of light at Thompson Road:

Chairman Ouellette questioned Mr. Hesketh regarding the new traffic pattern associated with the site; he noted there is no longer a proposed left turn into the site from Route 5 – where do they go? Mr. Hesketh suggested they will go to the traffic light. Chairman Ouellette felt the traffic will back up further; how will you mitigate that? You will be beyond the length of the queue. Mr. Hesketh indicated there are two southbound through lanes and a dedicated lane for Thompson Road. Newberry Road and Thompson Road (lights) act in tandem. During the morning peak hours there was a minor back up in the morning; under the revised driveway plan the queue (length) is anticipated to be 321'. These revised plans must be resubmitted to DOT. Chairman Ouellette questioned what will happen if DOT is unwilling to make that change? Mr. Hesketh felt the minor change

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won't affect the level of service, if they can demonstrate there is no significant impact to the level of service. Chairman Ouellette indicated there will be increased demand going west onto Thompson Road; he requested Mr. Hesketh discuss the backup beyond the Dunkin Donut's driveway. Mr. Hesketh indicated there is a proposed 202' queuing distance during the morning peak hours which would back up to the Dunkin Donut driveway; the proposed distance is ½ car longer than the current 180'. Chairman Ouellette suggested that at certain times they will not be able to exit the site. Mr. Hesketh suggested the queue will clear out with the change of the light; there shouldn't be anyone blocking, they probably will be doing it just before the light turns green and would be blocking people for a short time. Mr. Hesketh suggested there shouldn't be that many times; they anticipate a 95% queue for the 321' and would exceed that only 5% of the time.

Attorney Capossela suggested maybe they need a left turn arrow at Thompson Road. He questioned if after it's approved can they return to DOT? Mr. Hesketh suggested the Town always has the ability to petition DOT. Chairman Ouellette clarified that the Applicant and the Commission is having these discussions now so we don't have to go there. Mr. Zinno indicated that everyone is forgetting we have a Route 5 exit for cars and smaller trucks so everyone will not be locked into that "property". Chairman Ouellette felt the Applicant is cutting it too tight; there is not a lot of room for fluctuation. Chairman Ouellette suggested the Applicant could retime the light to give more time to Thompson Road for more green coming out of Thompson Road but you are not proposing that. Mr. Hesketh reported it's a variable timed intersection which is the same as Newberry Road so there are some limitations. Chairman Ouellette suggested perhaps DOT's argument may not hold water for no left turns on Route 5 because of these other problems being created. DOT is concerned with moving traffic along Route 5; his concern is safety on all the roads. Commissioner Thurz reiterated that Dunkin Donuts generates a lot of traffic.

Commissioner Slate questioned if the lights could be changed on Tuesday and Wednesday; the traffic is backed up already. Mr. Hesketh suggested most of this traffic will be in the morning, the auction is during the afternoon; the morning peak hours are the concern and that shouldn't cause problems for the auction. Mr. Devino cited concern that to request changing the light could take another 6 months. Mr. Hesketh suggested if the Commission approves these plans and he submits them to DOT tomorrow and he includes reducing the queues on Thompson Road and changing timing of the light.....

Chairman Ouellette questioned Town Planner Whitten if everything she needed had been submitted; did she have the new plans and the additional information? Chairman Ouellette suggested the new signage plans had not been submitted; Town Planner Whitten felt she could address the signage in the conditions. Town Planner Whitten indicated her biggest concern is she doesn't know the width of the first access off of Thompson Road. Mr. Fortune noted they don't presently have a plan reflecting that

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information. Mr. Hesketh clarified the current access width is 30'; the reduced access (for cars only) should be 15' to 20'

Chairman Ouellette questioned submission and review of the photometric plan; Town Planner Whitten felt the issue can be addressed in the plans. Chairman Ouellette questioned how to address Town Engineer Norton's comments and his updated reply; Town Planner Whitten felt those issues can be addressed in the conditions. Chairman Gowdy suggested, with all due respect, it makes it difficult for the Commission to receive information and plan revisions at the last minute; you expect a decision tonight but you have had adequate time to respond earlier. Attorney Capossela indicated he knows where your Commission is coming from. He felt "they" have been talking about this for some; he felt the Commission has enough to make a decision.

Chairman Ouellette questioned how much does the new curb cut on Thompson Road impact the landscaping; are there any trees or plantings in the area which is now becoming a driveway? Mr. Fortune reported they excluded the landscape plan from the package submitted for tonight and he doesn't have the original plan (with him) but he felt they have lost some landscaping. Town Planner Whitten felt "we" will lose 20' to 30' of the landscaping. Chairman Ouellette questioned are there any significant trees being lost?

Discussion continued regarding outstanding information and ongoing plan revisions. Attorney Capossela suggested they could come back for the Commission's November 12th Meeting. Chairman Ouellette queried the Commissioners for information they want to see clarified for the next meeting. Commissioner Devanney wants to see a complete set of plans with the driveway the way it's going to be, AND she also wants to see a lighting plan with what they will be going with. Commissioner Thurz indicated he still has issues with lighting plan(s). Chairman Ouellette questioned Commissioner Thurz, regarding the photometric plan; is there something different than what you have seen tonight? Commissioner Thurz suggested the original plan was ok; there was some leakage in the front but it was ok. Mr. Devino questioned what issues regarding the Thompson Road driveway and queuing issues concerned Chairman Ouellette? Chairman Ouellette indicated he needs a commitment from the State if they are willing to tweak the timing.

Discussion followed regarding resubmittal of plan revisions to the State. Mr. Hesketh suggested they have a site plan approval the State is currently reviewing (the original site plan). The State told them to resubmit the revised plan set, and in the submittal he'll cite the Commission's concerns regarding the queuing at Thompson Road and the timing of the light. In response to Town Planner Whitten's question Mr. Hesketh indicated he can submit the revised plans to the State tomorrow after revising the driveway width .

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Chairman Ouellette queried the Commissioners and Staff for additional comments. No one requested additional information.

MOTION: To CONTINUE the Application of Mercury Fuel Service, Inc. and owner Nick Tartsinis for Modification of Approved Site Plan for the development of a gas station and convenience store located at South Main Street and Thompson Road – to allow changes to ingress and egress. [B-2 Zone; Map 81, Block 19, Lot 102] until the Commission's next regularly scheduled Meeting on October 28, 2014 at 7:00 p.m. in the Town Hall Meeting Room, 11 Rye Street, Broad Brook, CT.

Devanney moved/Gowdy seconded/

DISCUSSION: None.

VOTE: In Favor: Unanimous (Devanney/Gowdy/Ouellette/Sullivan/Thurz)

MOTION: To TAKE A TEN MINUTE BREAK.

Gowdy moved/Thurz seconded/VOTE: In Favor: Unanimous

The Commission RECESSED at 9:20 p.m. and RECONVENED at 9:30 p.m.

BUSINESS MEETING/(1) Election of Officers/Review of Bylaws:

MOTION: To APPROVE the slate of officers nominated – Joseph Ouellette, Chairman, Jim Thurz, Vice Chairman, and Lorry Devanney, Secretary.

Devanney moved/Gowdy seconded/

DISCUSSION: Chairman Ouellette queried Commissioner Thurz if he accepted the nomination; Commissioner Thurz replied affirmatively. Chairman Ouellette noted Commissioner Devanney was already doing the job as Secretary; Commissioner Devanney accepted the nomination.

VOTE: In Favor: Unanimous (Devanney/Gowdy/Ouellette/Sullivan/Thurz)

The Commission also reviewed their present Bylaws and made no changes at this time.

BUSINESS MEETING/(2) Other POCD Updates:

Town Planner Whitten reported she has met with the CIP Committee (Capital Improvement Planning Committee) and will return for follow-up discussion at a Special Meeting being scheduled for Monday, December 8th at 5:30 p.m.

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BUSINESS MEETING/(3) Clarification of referral to Enfield on World Properties

Town Planner Whitten reported she has recently sent a memo to the Enfield Planning and Zoning Commission noting our Commission's concerns regarding the impact of this proposed development on East Windsor's potential development goals for the north end of our Route 5 corridor. She noted the development proposed by World Properties has now been reduced by essentially eliminating areas of wetlands and upland review area. Discussion continued regarding East Windsor's goals as noted in our POCD for this area, and the impact of the potential Enfield development.

BUSINESS MEETING/(4) Executive Session on update for lawsuit:

MOTION: To GO INTO EXECUTIVE SESSION at 9:54 p.m. to discuss pending litigation. Attending the Executive Session were Chairman Ouellette, Commissioners Devanney, Gowdy, Slate, Sullivan, Thurz, Zhigailo, Town Planner Whitten, and Recording Secretary Hoffman.

**Gowdy moved/Sullivan seconded/
Unanimous (Devanney/Gowdy/Ouellette/Sullivan/Thurz)**

MOTION: To COME OUT OF EXECUTIVE SESSION at 10:09 p.m. No motions were made and no actions were taken.

**Gowdy moved/Devanney seconded/
Unanimous (Devanney/Gowdy/Ouellette/Sullivan/Thurz)**

BUSINESS MEETING/(5) Signing of Mylars/Plans, Motions:

Nothing to present for signatures this evening.

ADJOURNMENT:

MOTION: To ADJOURN this Meeting at 10:10 p.m.

Gowdy moved/Devanney seconded/VOTE: In Favor: Unanimous

Respectfully submitted,

Peg Hoffman, Recording Secretary, East Windsor Planning and Zoning Commission
(4897)