

NEWINGTON TOWN PLAN AND ZONING COMMISSION

Public Hearing and Regular Meeting

June 10, 2015

Chairman Cathleen Hall called the regular meeting of the Newington Town Plan and Zoning Commission to order at 7:05 p.m. in Conference Room L101 in the Newington Town Hall, 131 Cedar Street, Newington, CT.

I. PLEDGE OF ALLEGIANCE

II. ROLL CALL AND SEATING OF ALTERNATES

Commissioners Present

Commissioner Frank Aieta
Commissioner Carol Anest
Commissioner Michael Camillo
Chairman Cathleen Hall
Commissioner Kenneth Leggo
Commissioner Robert Serra Sr.
Commissioner Stanley Sobieski
Commissioner Brian Andrzejewski-A
Commissioner Anthony Claffey-A

Commissioners Absent

Staff Present

Craig Minor, Town Planner

III. APPROVAL OF AGENDA

Chairman Hall: We have one item to add that I am aware of.

Craig Minor: I'd like to add as XI B: Petitions for Public Hearing Scheduling: an application from Charter Oak Firebirds to conduct that classic car event at Panera which was the topic of discussion at a meeting or so ago. It was on the table when you sat down. I recommend that the hearing be scheduled for your next meeting on June 24th.

Craig Minor: And as XIII A: Communications: I just wanted to bring to the Commission's attention a notice we received from the Town of Wethersfield for a proposed zone change on Back Lane and Old Reservoir Road, so if you could add that as XIII A, we can talk about it at that point.

IV. ZONING ENFORCEMENT OFFICER REPORT

Mike D'Amato: Does anyone have any questions on the report? Most of what you see here has been resolved. This is based on last month's activities. What I have started to do and what you will see more of is a report on notice of violations that have gone out which may take a month or two or three to be resolved. As they get resolved we are going to add them to this list. So you will see the ones that have gone out, but you will also see the ones that were resolved in that month even though they may not have been started in that month. The last report did reflect a couple that were on-going. In the winter time, if I see someone that would have a difficult time

because of snow, or the ground was frozen, like a couple of temporary structures that needed to come down, so the report will be more reflective of that going forward.

Commissioner Claffey: So the report will show active and closed out?

Mike D'Amato: Yes, so if in May I sent something out to 131 Cedar Street, if it gets resolved in May you will see it, but if not, if there is something here, it will just drop off and you won't. Like at the bottom of the page you see, "Violation notice sent", so let's say that took a month and a half to resolve, well, next month you won't see it on that report if it became resolved because it started in May. That's just the way the report is designed. We are trying to change that.

Mike D'Amato: The other thing that I wanted to talk about with you is blight, which can be a zoning issue, and zoning can segue into blight. A lot of time they are intertwined, and in the different reviews that I do, I have calculated the things that I have done so that I can report to you how many zoning permits I have issued, how many building permits I've reviewed, and how many blight complaints we have received. I have the information here for this month. That is something I can bring to you if you want.

Commissioner Anest: I think that would be nice to get. I have a question I was going to ask the Town Planner. I know the Town Council gets an update on blight; is there a way that we can an update as well? I know it's not controlled by us, but...

Craig Minor: Your ZEO is also the blight enforcement "boots on the ground", so we could the ZEO to give you an update on that as well.

Commissioner Anest: Is graffiti considered blight?

Mike D'Amato: I don't know, I would have to see where it was.

Commissioner Anest: The driveway from Main Street into the municipal parking lot, near Goldburgers, not the Goldburgers building but the other building. There is graffiti and another splash just got put on last week. So there are now three markings. And on Cedar Mountain, that is still there in two different places, and on the side of the Citgo building in the town center, there is graffiti. So if we can get it taken care of and if people know that it is removed rapidly, they are less likely to do it. The longer it stays up, the more they are going to do. So those three spots, especially Cedar Mountain because that is a gateway to Newington and those white letters, whatever they say, are still there and then there was another splash down lower.

Chairman Hall: The Citgo station?

Commissioner Anest: On the side of the station near Walsh.

Mike D'Amato: If you have any blight-related questions, or, Jaime gives the official blight update to the Town Council, but certainly if you want information that's fine. We're trying to get specific on the way that complaints get processed, because there are a lot of different agencies that are involved. I found a lot of the issues that have been going on for a long time, and we haven't seen a resolution, but we have had tremendous success when I work with the Human Services Department and we've removed one building from the blight list, 30 Erwin Court. That one is no longer on the blight list, and there is another where we are getting a lot of cooperation from property owners. Working with them, they reach out and they are dealing with a whole different group of people, different lists of communications and different things, so we have been tremendously successful in starting communication, working with a plan, moving forward, putting the car back in drive of sort, getting there. You will see properties in town that have been on-going for a while, so certainly we are getting up to speed on any action involving these properties.

I did talk with Jaime about getting an official (inaudible) and she said that was a great idea. If you want to do something official, if you want to check with her, she will get back to you.

Chairman Hall: And tall grass is included in this too, isn't it?

Mike D'Amato: Correct.

Chairman Hall: And grass can either be a neighbor's complaint, or as you drive around and you spot it?

Mike D'Amato: Yes, there are some that I spot, and some come in via complaint. Right now we are probably getting ten, fifteen calls a week. If I know that the property is vacant, abandoned, foreclosed, I'll work through that because I know that I'm reaching out to someone who is not anywhere nearby. There are a couple of properties which are in different stages of enforcement that are for sale. We have a sign, I don't know how they...

Commissioner Leggo: We have a house on Main Street that has a "For Sale" sign that has the high grass.

Mike D'Amato: We have a number of tall grass enforcements going on.

Commissioner Anest: And that is the one that has the "For Sale" sign on the street side of the sidewalk and not on the property.

Commissioner Leggo: That's probably because you couldn't see it any more on the lawn.

Chairman Hall: Anybody have anything else?

Commissioner Serra: I talked to you a while ago about the property on East Robbins and Maple Hill with the fence, you were working on that. Any progress on that?

Mike D'Amato: Yes, that one is on-going, and we're moving through the process on that. There were some things being handled by other departments, they are looking into I believe whether or not, the circumstances in which the fence came down and whether or not it was caused by some type of some activity, that's what held it up, all prior to me. So we have now addressed that, and that was not the case.

Commissioner Sobieski: Is there any problem with commercial vehicles parked in residential areas?

Mike D'Amato: That is next. This is something that I started preparing and it's basically a written explanation, start to finish, of my thinking behind the problem and working toward a resolution. The current regulation that we have for commercial vehicles is very vague, and presents a number of issues, which I have here. I started with just basically explaining the problem. I have the current regulations, issues that have presented themselves, and suggestions on how to move forward. The current regulation reads, "a commercial vehicle not larger than one ton customarily used by the resident for transportation is permitted for each dwelling unit. Such vehicle must be parked on a lot, but shall not be parked in the front yard, or the street right of way and must be owned by the resident." Basically the issue that presents itself is the first sentence really. Number one, it says a "commercial vehicle". But we do not define a commercial vehicle. The State of Connecticut defines a commercial vehicle as anything with a gross vehicle weight in excess of 26,000 lbs. I don't think that is your intent when you say commercial vehicle, because 26,000 pounds is huge. So, you have that, and if you move past that, it says a commercial vehicle not larger than one ton, it doesn't explain what you mean by "one ton". Do you mean

payload, do you mean weight? It's just very hard to determine what we mean by "commercial vehicle". So, I started to look at other towns, what they regulated, how they regulate, Berlin, Rocky Hill, Wethersfield, West Hartford, any surrounding towns that I feel are somewhat like Newington. I started to look at different regulations and I compiled basically a regulation which is on the second page which is my suggestion of how you look towards determining what a commercial vehicle is. Basically it's two part, it's a two point threshold, and if the vehicle meets two or more of these criteria, which can be adjusted, can be added to, and tweaked as vehicles change. Commercial vehicles ten years ago are different than commercial vehicles now. As technology increases things that you can now put on the back of a F150 pickup are going to change, so you really want to be able to address that in different ways for instance. Basically there are nine items on the list and there is an explanation on the bottom which basically says that if a vehicle meets two or more which can deal with weight, with height, with length, number of axels, tires, what the vehicle is designed to do, or any modification made to the vehicle. If it meets two of those things, then it is determined to be a commercial vehicle.

Problems that other towns have run into is, if it has a combination plate. If it has a combination plate, it is a commercial vehicle or is it not? It's not registered commercially, someone could have a bigger truck that you buy and use for your family or whatever, you can have a large passenger van that someone may use for a handicapped person, of which there are a number in town that I have seen. They are registered combination, so you just can't say, well, combination is commercial, because it's not. You have to look at something else. So this is my first stab at it. I've looked around, I've seen Rocky Hill and Wethersfield have very new regulations, Rocky Hill's are as of May, so they have just gone through the process, Wethersfield isn't that old as well. They both do the exact same thing, have a threshold, you can choose to make it three if you want, or four, but I think two is a good start, and certainly we can work with it and we can move forward and if we say, well, there's a lot that are really slipping through the cracks, we can change and we can strengthen it but I think two is fine.

Commissioner Sobieski: Mr. D'Amato, the commercial plates that were changed to combination were done for one reason, that was so they could use the Merritt Parkway from Meriden all the way down to Greenwich. No commercial vehicles are allowed on that. A lot of these contractors put the combination plates on their trucks under five ton, or seven ton so that they can get down there to do work. My issue on this is, I don't want to see somebody coming home with a truck that says, XYZ Construction Company on it, because he's working for them, back it into his driveway, letting it sit there, and going out all hours of the night. I understand that a lot of the Newington residents have businesses that operate out of their house, and I don't want to penalize them. But I am looking at commercial vehicles that are, actually vehicles that are owned by somebody else, and they are being taken home and left in the driveway. That's my concern.

Mike D'Amato: The way that this regulation addresses that, or most of that, with combination registration you can't have a vehicle in excess of 10,000 pounds, so number one, if the vehicle exceeds 10,000 pounds, on here as number one, it would fall under that. I'm trying to think of an example. I can't picture a vehicle because there are so many different combinations, but if you have a truck that, if you can do what I believe what Rocky Hill did, they moved it down. They changed to 9,000 pounds. So you can get vehicles in between. You can look at that, that's an option, but I left it at 10,000 because it falls in line with the combination registration, and that's a state, it falls in line with the different license plates, combination, passenger, or truck. So that is why it is here, but Rocky Hill which I have, does state it at 9,000 pounds. So you can do that and that would alleviate the issue. So then you have, you are addressing weight, you are addressing vehicle signage, because obviously if it is for a business then most times you will have signage, but then the person who has a large vehicle that they use for hauling some kind of extracurricular camper, trailer that doesn't have signage on it, that has the combination plate, because it doesn't meet that second thing, if it doesn't have a sign, or it doesn't have some kind of modification, it doesn't meet that two part test, so then it is not a violation. So those folks that do have that, for their own purposes, it doesn't all into that category.

Commissioner Claffey: Can someone in the group give me an example of a 10,000 gross vehicle weight in a residential, so we can have an idea of how big this is?

Commissioner Camillo: A 350 with a crew cab, that's about 10,000 pounds.

Commissioner Claffey: So that would present, that would present an issue, it's more than 10,000 pounds, and this regulation is written, only four tires in contact on the ground.

Commissioner Camillo: And it's more than twenty feet, too.

Commissioner Claffey: So someone would not only be, would present an issue under this, if I went to the car dealer and bought that vehicle, and drove home, and had a combo plate on it, no signage, just a pure residence parked in the front yard, I should be out of sync with the zoning.

Mike D'Amato: Well, right now for discussion, if we had a 10,000 pound, or if the zoning regulations said, if you are over 10,000 GW's, so if I went and bought that truck and came home, and I, I don't want to drive around all day, and people do. Coming from working in a horse town, it was very common and people drove all day long in those trucks. It was just like extracurricular activity, like hauling a boat, hauling a camper, hauling a horse trailer. It's not uncommon and that does present an issue. I don't know what, if the other towns thought about that, and how you could tweak this to address that so it wouldn't be an issue. But yeah, I think that is a little more extreme, there are certainly a number of trucks and vans lower than that, that would be combination plate or may present an issue with another part of this.

Craig Minor: Well, one way you tweak it is by (inaudible).

Commissioner Claffey: Well, let's be sure we all understand that in town, large trucks that are just lettered up, regardless who the owner is, if it's the guy who is on call that weekend, that's where they could call in, hey, I'm exceeding your zoning regulations, but that is where, it's more the lettering and the decoration per se of what is on that vehicle that hurts the town, but I don't see a brand new 350 crew cab as new lettering.

Craig Minor: What you could say is if it has lettering plus any one or two of the following, then it is commercial.

Mike D'Amato: We haven't had enough of these since I have been here for me to say, listen, I'm going to go back to my office and run a report for you of the commercial vehicles that I have cited, and show you photos, and ask, well, what do you think? Is this commercial? We haven't run into that, this isn't something that we've gotten a ton of since I have been here. Maybe we've had two or three, so this isn't something where I can feel really comfortable presenting anything to you. Anything we do is better than what we have.

Commissioner Claffey: Could you come back with something, no offense to the company, but those GEICO cars you see all around town. I think that is more offensive than the F350 in my neighborhood. It's totally body wrapped and it's a tiny little car, it doesn't exceed the 10,000 pounds, but it has lettering and it's not bigger than 20 feet. I don't know what kind of a plate.

Mike D'Amato: Well, you know the town better than I, and you have seen what is where, so something like that could fall under the regulation, because it's a small car or a sedan, I mean, it has the signage, but it may have some other kind of modification, but we are going to have to look at what you have seen in town over the years. We'll have to come up with, it's just not a big truck. I just want to make sure that is where we're headed.

Commissioner Anest: And that is where we were going with the vehicle signs, and we were talking about the wrapped vehicles.

Commissioner Serra: There is a big truck on Connecticut Avenue that is all layered, sitting in a driveway. You know, you drive around, you see them all over the place. It's just, I've seen some people, they have the magnetic signs and I've actually seen them, when they come home at night, those signs are off the truck. That's a possibility too.

Chairman Hall: Now how about the back window? They don't have anything on the sides, but in the back window, it's a decal, so they can see through it when they are driving, but it is the name of a company of some kind. I've seen that quite often too. It's kind of subtle, or even on a cab, the dual cab, on the back window, the side windows, there is enough room to put a little decal there too.

Mike D'Amato: I think that would all fall under number eight, as distinguishing the difference between something that anybody would just drive home from work, or with kids in the car, or a vehicle used for something more. But that's where you are going to have to skirt the line, because now we're going between the GEICO car, which would be a commercial vehicle, but then the "dualie" which is commercial, we're saying that isn't under this regulation, but this, that he is driving is, so you go to one side, and now you're giving, so from what I have read, there is no one to address this better than this occurred to. Like I said, I probably looked at eight to ten regulations, and I don't think there was one that was more complete. So I think that maybe you are breaking new ground. We can come up with something.

Commissioner Leggo: Just to throw in, anyone who is a trade in the State of Connecticut, they have to have their license number, type of license on the side of the vehicle, whether the company name is there or not.

Chairman Hall: Anything else? Thank you very much for your presentation. We got quite a bit of information tonight.

Mike D'Amato: If you, I know I come once a month, but if the definition of signs, just keep me in the loop via Craig or whatever, and I can come more frequently or we can adjust the schedule so that if you have questions we can do that, and we will certainly continue our research into vehicle definitions.

V. PUBLIC HEARINGS

None.

VI. PUBLIC PARTICIPATION (for items not listed on the Agenda, speakers limited to two minutes.

Gail Budrejko, 21 Isabelle Terrace: Good evening. I noticed an article in the paper the other day and I just want to read it. It's food for thought.

"Town wants a traffic gateway. Southington. West Street, which is transitioning from undeveloped farm land to office, stores, hotels and other large scale projects is the key gateway into town and should be a traffic site visitor's zone officials said. To ensure this, the TPZ is proposing a new zone on West Street, near I-84 to recognize pedestrian friendly, high quality large scale projects with pleasing landscaping, low impact to traffic and restricting use of retail development. In this high visibility area, those are the underlying issues said Town Planner Robert Phillips. The new regulations would create sections of upscale development. All buildings

in the new zone would be harmonious in design and usage and they would require sidewalks, benches, landscaping, etc."

Gail Budrejko: There is an awful lot of requirements that they are putting into this, and my point is, it's not identical, but it's not unprecedented for a Town to be proactive and take steps to ensure that development is in character with what the town wants. Every town in the State is facing grand list issues, and it is going to continue as people and businesses are exiting the state. It must be realized that facing development dollars without thinking of consequences or long term is not the best interest. Other towns are not under intense scrutiny like we are from the State to build for the people on the busway, or from talking heads who live in more affluent communities, wagging their fingers at us and telling us we should embrace TOD knowing full well that they're safe because it's not going to be in their back yard. Again, my point is, the precedent is there. Be proactive and strategic. Thank you.

Chairman Hall: Perfect, two minutes. Thank you. Anyone else wishing to speak?

Rose Lyons, 46 Elton Drive: I know I should probably call the Zoning Enforcement Officer about the sheets that are hung for the school kids that are graduating. I think it's great, I think the spirit is there, and it's a wonderful idea. But last night when I went to the Town Council meeting there were two signs on the park fence. One of them was half way down, the other was also, and tonight it was all the way down, and I'm seeing that throughout town. People want to put them up, I think that's wonderful, but when they start falling down, and looking a mess, and being the potential of flying onto someone's car, there must be somebody in the town that can go out and take a look and take them down. I saw that you had specific times listed in the newspaper as to when they could have it, and I would hope that the parents, I'm sure they put them up, if they go by and see them, when they see that they are down, they should take the responsibility to go and put them back up and secure them, or take them down completely. The center of town, when I went to the Town Council, about the sign that is there, the community sign. Not only do we have the community sign, we have non-profits putting up signs about tag sales and their business showcases, which is great, I understand that, but it's getting to look tacky in my opinion. The community bulletin board is overgrown, and the Mayor did address it last night, told the Town Manager to take a look at that and the one by CVS, so I just think you should go around and see what is in the center, or just bring it to the Zoning Enforcement Officer's attention. Thank you.

John Bachand, 56 Maple Hill Avenue: You have a little bit of a problem with the grass blight problem. The most grass blight is on town property and state property, it's all over the place. Alumni Road looks like a landfill. I don't know what is going on there. Who owns that property, but, so that is the first thing, and the second thing is that issue about the trucks regs, I know that he is struggling with it, so maybe I'll even offer some assistance. You are going to put a lot of people in this town out of business because even the rear wheel pickup trucks are way over 10,000 pounds. Then someone brought up the issue of having the registration number on the vehicle. That is a requirement by the State so even though I drive a car and I go to a house to sell a job, I'm technically supposed to have that number on there, so I don't know the exact size, so I would like to see something on the sign issue, maybe a square inch maximum, or something like that. I do agree, those cars that are wrapped are more of an eye sore, that's blatant advertising. That's what I think of as commercial, that's advertising, I don't think of a guy who's an electrician just trying to make a living and has his name on the side, you know, without graphics all over the side of the vehicle, but just identifying him. So, I don't know if anyone watched the Town Council last night, I did try to encourage them to support you on your work with the busway development and all that and I quoted something from our former Federal Reserve Chairman, how he stated that the states are using false practices to balance the budget, so I was just wondering, if they would do that with the thing that they're entrusted with, the most important thing they are entrusted with, our money, imagine what they would do with Planning and other agendas. I would say they are capable of anything and we shouldn't be on the defensive, almost

like defensive driving. We should watch and I'm not paranoid, I'm realistic, but just be careful and the Mayor talked about the parking garage, and he said that now they are in negotiations for a parking garage. He had a different vision of it than what I have, but he wants to build it. Thank you.

Chairman Hall: Thank you John. Sadly, no.

Gary Bolles, 28 Burdon Lane: Good evening. Also at last night's Council meeting there was some talk about building a parking garage on the National Welding site. My fear is I hope they just don't try to build a parking garage and then build housing on top of it. I want you ladies and gentlemen, and I mean this sincerely, to retain control over that development. I know that the State can push what they want, but I want you to retain control. Thank you.

Chairman Hall: Anyone else wishing to speak?

Kathy Clark, 50 Grandview Drive: I'd like to thank you all for sticking to your guns and not permitting the moving inflated signs. I was driving in Farmington today and passed one, and it was so distracting that I thought of you, and just wanted to give you a word of thanks.

Chairman Hall: Anyone else wishing to speak? There will be another opportunity at the end.

VII. REMARKS BY COMMISSIONERS

Commissioner Leggo: One quick one. Right turn in/right turn out is not working in the town. I just wanted to bring that up to everybody who is out there doing it, and maybe somebody in the Town can help us enforce it. Four out of five days this last week up on the top of Cedar Mountain, there are near accidents. People taking lefts in a right-turn only area.

Commissioner Claffey: To Commissioner Leggo's point, I think we need to get the signage up there updated by whoever oversees that signage. It's old, it's not reflective at night, it needs to be new, and we need newer signs up there. Bigger. They just are not clean, they are old.

Commissioner Sobieski: Commissioner Claffey, that is the Connecticut Department of Transportation. John Salomone or the Town Council can contact them and have the signage updated or we can ask the local traffic authority to look into it. I know that the reflectorized signs, due to the sun and heat shining on them in the morning from the east, and the west, there was a policy to replace them as they got worn down. If this Commission feels that the Town Manager should be informed and let him contact the State.

VIII. MINUTES

A. Regular Meeting March 25, 2015

Commissioner Sobieski moved to approve the minutes of the March 25, 2015 Regular Meeting. The motion was seconded by Commissioner Camillo. The vote was unanimously in favor of the motion, with six voting YEA.

B. Special Meeting April 23, 2015

Commissioner Leggo moved to accept the minutes of the April 22, 2015 Regular Meeting. The motion was seconded by Commissioner Sobieski. The vote was unanimously in favor of the motion, with six voting YEA.

C. Regular Meeting May 13, 2015

Commissioner Aieta moved to accept the minutes of the May 13, 2015 Regular Meeting. The motion was seconded by Commissioner Serra. The vote was in favor of the motion with five voting YEA and one abstention (Anest.)

D. Special Meeting May 13, 2015

Commissioner Sobieski moved to accept the minutes of the Special Meeting of May 13, 2015. The motion was seconded by Commissioner Aieta. The vote was unanimously in favor of the motion, with six voting YEA.

IX. NEW BUSINESS

- A. Petition 17-15: One lot Subdivision at 149 Maple Hill Avenue. Maple Hill Development LLC, owner; Mary Kate VanValkenburg, 149 Maple Hill Avenue, Newington CT applicant/contact.

Mary Kate VanValkenburg, 149 Maple Hill Avenue: We are here tonight seeking approval to subdivide this parcel.

Adam (inaudible) I'm her husband, helping with the petition.

Chairman Hall: I think Craig went to get something. We all have, or did have a copy of the (inaudible) from last week, so I guess that is why he is going to go get it, from the last meeting, not last week.

Chairman Hall: We do have the maps in front of us, so if you would like, please explain what it is that you would like to do.

Adam: We would like a one lot subdivision at 149 Maple Hill Avenue. The existing house is at 149 Maple Hill Avenue and we're proposing a parcel of approximately 15, 500 square feet which is in the R-12 zone. We are planning to build a single family house in the area of 2,100 square feet. There are no wetlands on the property. We are trying to keep the integrity of 149 and this seems to work. We received a letter from Planning and Zoning staff about some issues, and our surveyor Alan Bongiovanni is working on it.

Chairman Hall: Any questions from the Commission?

Commissioner Aieta: Does the Town Planner see any problems with the plans or the engineering?

Craig Minor: In a nutshell the engineer who designed it did not address our LID requirements. So that is the "engineering" comment. As far as zoning comments, I had the Assistant Town Planner do the review and he noted that it was missing a seal, missing a certification, didn't show the street width, didn't show some datum information, location of iron pins wasn't noted, the direction of flow of the surface water wasn't indicated, it was lacking a signature block for the Chairman, again, the drainage issue. The final thing Mike noted was the requirement for a usable area in the back yard. All lots must have a flat area of not more than five percent, which has been mentioned to your surveyor, to provide some usable lawn area for the future owner. None of these are deal breaker issues.

Chairman Hall: I have a question about the driveway. Is there going to be one driveway to 149 and then veering off to go into the back for the new lot?

Adam: No, the new lot, we have to figure that out, there is an address issue, but the new lot will have its own driveway.

Chairman Hall: Anyone else have a question?

Commissioner Sobieski: The east or west side of Maple Hill?

Adam: West.

Craig Minor: These are our regs; you could allow whatever you feel is appropriate in that area.

Commissioner Leggo: With a ten foot side yard at that narrowest point, what does that leave in the middle? With the driveway...I don't know if it is important that that be marked on there.

Commissioner Claffey: Are you using the same driveway?

Tape failure (Operator error)

The applicants will return at the next meeting with the requested changes and corrections to the plan as discussed by the Commission.

- B. Petition 21-15: TPZ Approval (Section 3.23.1) Outside Use) for Hot Dog Cart at 2199 Berlin Turnpike, (S & N Liquors). Ferida Mohammed owner, Nicky Mohammed 2199 Berlin Turnpike, Newington, CT applicant/contact.

Nicky Mohammed presented an application for a hot dog cart to be located on the premises of 2199 Berlin Turnpike. The cart will be in operation from 10:00 AM to 3:00 PM and will serve hot dogs, chips and soda. This application is seeking approval under Section 3.23.1.

Craig Minor indicated that there is no other section of the zoning regulations that is applicable to this request, since this is on private property, and Section 3.23.1 is the only section that could be used. Mr. Mohammed said that this cart was to be run by his son, a student at the University of Tampa, majoring in business administration, and he would have an opportunity to apply his business knowledge to the running of the cart. The cart would in no way be connected to the liquor store, and would be run as a completely separate entity.

The Commissioners approved the petition and Commissioner Anest made a motion, seconded by Commissioner Aieta to move Petition #21-15 to Old Business to be voted on later in the meeting. The vote was unanimously in favor of the motion, with six voting YEA.

C. Petition 22-15: Balf Quarry Operations and Site Plan Review.

Frank Lane, Director of Real Estate and Environmental Compliance presented the updated plan showing the status of excavation at the Balf Quarry as of 2015 per the agreement with the Town of Newington from 1991. Mr. Lane reported that the most significant physical change was the demolition of the Capitol Pipe No 4 building which was seriously in disrepair. The No. 6 building also will likely be demolished during the coming year and would represent the only significant change expected in the next two years. The intended operations for the next two years consist of:

1. Continue quarry production in the areas currently being excavated, to a lower level

2. Continue to comply with water permits as granted by CTDEEP, and
3. Continue to monitor and maintain out dust control and stormwater equipment and facilities.

Mr. Lane said he does not expect any significant change in the quarry operation during the next two years. In response to a question from the Commission, he estimated that the quarry had a remaining life of approximately forty years.

Tape Resumed

X. OLD BUSINESS

- A. Petition 03-15: Moratorium on Higher Density Residential Development near CTfastrack Stations (new Section 3.0) Town Plan and Zoning Commission, applicant.

Craig Minor: The moratorium is designed to give you time to draft regulations that you feel are more appropriate for those neighborhoods.

Commissioner Anest: In your staff comments two weeks ago you said the objective was to incorporate housing...

Craig Minor: Well, you don't have to. You could end up with regulations that prohibit any housing.

Commissioner Anest: Okay, that's not a problem. If we end up...

Craig Minor: Making no multi-family housing allowed, yes. You can do that.

Commissioner Anest: So your objective, as you had said,...

Craig Minor: I might have just used that as an example.

Commissioner Anest: Okay, I just wanted to make that clear.

Commissioner Claffey: So basically this, for the general public, this moratorium is on any housing that you have up on the screen there.

Craig Minor: Right. Someone would not be allowed to submit an application for any of these types of housing.

Chairman Hall: That's not his question. You're saying that these types of houses, after the moratorium, would not be allowed.

Commissioner Claffey: You're on the right track Chairman Hall. After we complete our moratorium study and we come up with new regulations, they could make null and void items A-E on the screen. These could be prohibited. If we did that, we are going to take a chunk of this town, a good amount of residential neighborhoods, and possibly make them all non-conforming with the zone.

Craig Minor: After you go through the process of adopting new regulations, if you decide that senior independent living is not appropriate in those two neighborhoods, and you take them out of the regs, if there are any there now, yes, they would become non-conforming.

Commissioner Claffey: So we could have a slew of properties and residents who will have non-conforming houses.

Commissioner Aieta: That's not the case.

Commissioner Claffey: Then please explain it, because that's how I'm seeing this.

Chairman Hall: That's not the focus.

Commissioner Claffey: That's what I want to make sure. But if you make moratoriums that remove any of those.....

Craig Minor: A moratorium doesn't remove anything. It creates an environment within which you can...

Commissioner Claffey: During the moratorium, we come up with regulations. I want to make sure that people understand that. Any regulations that come out of this moratorium, should not cause residents of this town hardships in the future, because we are possibly changing the zoning regulations in those areas.

Craig Minor: Well, you are definitely going to change the regs. You have a concern about the extent, but it's premature to assume today what you are going to end up adopting twelve months from now.

Chairman Hall: I don't think "change" is the proper word. We're going to create, we're not going to change anything. Right now we have a blank slate. We are going to create, so obviously non-conformity is something we will consider when we create the regs. Our focus is not to eliminate anything at this point; it's saying that during the moratorium any petition that would come before us for A through E will not be considered because we don't have regulations yet for what we want to have in those areas. That is what the moratorium is for, to give us time to create regulations to allow whatever we want to have in there. And we don't know what that is yet, because we haven't even started to talk about it.

Commissioner Leggo: When you are creating or changing any regulation, you have to take into consideration non-conformity. The moratorium definitely doesn't have anything to do with that in particular. It's something for us to consider, while we are in the moratorium, nothing to do with having a moratorium.

Commissioner Aieta: I don't think we would make any changes to affect any of the housing that exists today and make any of that housing non-conforming. For example, the housing around Newington Junction, most of those houses are R-12 and I don't see where we would be changing the zone on those existing houses that are there now.

Commissioner Claffey: I understand what a moratorium is. I want to make sure that we understand what we are engaged in and the amount of stalling that we are willing to put in these areas. In a business sense. We are going to stall these areas for possibly the max, 365 days, for any type of development in those areas.

Craig Minor: No, only these five types of development.

Commissioner Aieta: If someone has a building lot on Francis Avenue that wasn't developed yet, they could come in tomorrow and build whatever is applicable for that zone. If it's R-12 they would have to come in, just like this person came in with the subdivision lot, they would have to show that they met the requirements of that zone. People who have land there that is currently

zoned residential still can come in tomorrow and build houses on it. I don't believe there are that many down in that area. I think that area is pretty well developed.

Craig Minor: And if the person who owns the building on the corner of West Hill and Willard wanted to come in with an application for, let's say a restaurant, they would be allowed to. The moratorium would not apply to that, because the moratorium only applies to these high density residential types of construction.

Commissioner Claffey: So this would eliminate special exceptions in that zone at the same time?

Craig Minor: It's not going to eliminate anything.

Commissioner Claffey: It prohibits someone from coming in for a special exception.

Craig Minor: A special exception to do one of these five things, yes.

Commissioner Claffey: In one of those five things which are not.....

Craig Minor: What do you mean, "in"?

Commissioner Claffey: If you are in an R-12 zone per Section 3.7. There are certain things that you can do in an R-12 with special exceptions.

Craig Minor: Such as housing for seniors, okay. If you were planning on coming in with an application for housing for seniors, you won't be able to, for twelve months.

Commissioner Claffey: Even though Section 3.7 allows that, prior to the moratorium going into effect. But they are not out of compliance now; you are going to make them out of compliance.

Craig Minor: You are jumping to a conclusion. We don't know what the new rules are going to be.

Commissioner Claffey: But under the current rules they can't come before us for a special exception.

Commissioner Leggo: The moratorium is going to say they have to wait.

Commissioner Claffey: But why are we putting a moratorium on a parcel of land where it is okay to, under the current standards, come before us for a special exception.

Craig Minor: Because with CTfastrack coming, those two areas of town are going to be transformed, they are going to be under different development pressure. CTfastrack is going to change those two neighborhoods. The question is, do we want to let the market decide how they are going to be changed, or does the Commission want to control how it's going change?

Commissioner Claffey: We are going to control the residents of this town and basically say to them that in this year they can't even come before the Town with their current conforming lot, to come for a special exception.

Craig Minor: Yes, right. If someone was to come in today it would only be because they wanted to take advantage of CTfastrack, and there is nothing wrong with that, but we want to make sure that they take advantage of CTfastrack in a way that benefits the Town of Newington and not just the developer.

Commissioner Claffey: Even though they are allowed to right now under the current zone, they have come before us with no moratorium in place.

Craig Minor: Let me back up. A zoning moratorium is used by a town when something has changed in that town to make the local Planning and Zoning Commission feel that the current regulations are no longer appropriate. What we have in Newington is the classic example. We have a new bus rapid transit system. That is a major change to the environment in Newington, so we need to look to see if the current regulations adequately reflect this new reality. We need to come up with regulations that reflect the new reality and not pretend that we're living back ten years ago, because we're not.

Commissioner Claffey: But supposedly these people had this property before CTfastrack came here.

Craig Minor: And they could have come in with a proposal before. But they didn't.

Commissioner Claffey: What I'm getting at is, they are allowed right now by town rules to come before us under this section and present a special exception application. And now we are saying to them, you can't.

Commissioner Aieta: I think you have to take this in full context with everything. Looking at that area, under these sections where you say, housing for seniors, you need a certain size area of lot, residentially zoned lot, and there is none. I think they need five acres. There is not a five acre continuous piece of property in that, in those areas.

Commissioner Claffey: I don't disagree with that, but we're cutting and pasting when we still have current zoning laws that are enforceable.

Commissioner Leggo: I see that they are there, but we're saying, you have to wait. Just like you said, they have to wait until we make sure that we get it right.

Commissioner Claffey: In this premise of this whole moratorium discussion has been for undeveloped land due to CTfastrak.

Craig Minor: No. That may be the impression that you got because those were the words that were spoken, but there is very little raw land left. It's redevelopment in Newington that keeps the Commission busy. It's not brand new subdivisions, or brand new construction.

Commissioner Claffey: Is that not redevelopment?

Craig Minor: No, new construction is not redevelopment.

Chairman Hall: If it's a factory, an old factory that is going to be repurposed, that's redevelopment.

Craig Minor: Newington is in a place where we look at an old Krispy Kreme building and decide whether it makes sense to convert into a walk-in medical center.

Chairman Hall: Or a bank.

Craig Minor: Or a bank. Newington is at that place in its lifecycle, as opposed to the town I came from where everything was new construction. Cromwell is still building new, there is not much redevelopment. We are at the place in our lifecycle where we need to determine how properties should be reused. Especially in the CTfastrack neighborhoods.

Commissioner Aieta: If you look at the West Hill area, the land that they are talking about, the land is mostly all commercial and industrial, that's the only open land that we have, or land that could really be developed, unless someone came in and bought up fifteen or twenty houses, all in a row. It's very unlikely. We have industrial land on Day Street, the old steel factory, those types of areas. We had said in our 2020 plan that we were discouraging use of our industrial land and commercial business land for use as residential property. High density property, and that was in the 2020 Plan and that was developed because of the outcry of the citizens of the Town of Newington who came to thirty meetings that we had, that's what we got out of those meetings. I don't see how this would affect any housing, existing housing down in that area, affect it at all. You're talking about changing zones from industrial business to a residential type zone, that's what we are talking about. If we are going to allow that, and to what extent, and to what density?

Commissioner Claffey: You can't just look at this moratorium for housing.

Commissioner Aieta: No, we're looking at this moratorium for not just housing, but also transit oriented development, that's what we are going to allow in the two areas of conversation. We're going to determine as a Commission what we are going to allow.

Commissioner Claffey: So all those parcels, regardless of their zoning, are okay? During our moratorium? If a manufacturing plant comes to Newington and says he wants to occupy that...

Commissioner Aieta: Yes, they can.

Commissioner Claffey: That doesn't make sense. That's like saying the fox can eat the rabbit, but the bear can't. If you are going to put a moratorium on your zoning regulations, it should be for all of the zoning regulations, not just these A through E.

Commissioner Sobieski: Commissioner Claffey, that whole area up there as Frank was telling you, trying to make a point, Day Street is industrial, the other side of Willard Avenue, there is no parcels of land that are more than five acres. There is no property to build on. The issue is, we want to know, we want to be able to control what type of development is going in there. We don't want to lose our industrial area, because that is a viable area to bring medical in, and other types of activity in there. If we wipe that out and put high rise housing in, as has been suggested, or tried to, then you will have no growth in there, you will have no other activity in there. What we are doing is we are trying to give us some breathing room to see what we want, what is going to fit in these areas. We're talking Newington Junction which is 99 percent or 89 percent residential. We have a few industrial parcels in there, but the majority of that is residential. Whereas down on Fenn road, that is industrial, that is industrial down there. That is something that is a different area. That's what we're trying to say.

Commissioner Claffey: And what I am trying to say is this moratorium should include all zoning types. We shouldn't cherry pick.

Commissioner Aieta: The whole idea of the moratorium was to give us time to decide whether we want high density housing, or housing in these areas. That's the long and short of it. If someone came in next week with an application for that old steel plant, to put something up, an industrial type use, we would look at it. We'd be happy to look at it I think. The whole purpose of this is to give us room to decide what or if we want housing on these parcels of land.

Chairman Hall: At this point, I'd like to move this forward. Is there anyone who has a last comment before we move it forward?

Commissioner Camillo: So we don't get gridlocked: is there any possibility of bringing someone in, not to steer us, but to show us what can be done in a scenario like this? To open our eyes a little bit?

Craig Minor: Yes. I would recommend either someone like that, or possibly someone to conduct a charrette so everyone's opinion can be brought to the table and all points of view are expressed, all the different options that are out there, and then you decide which is best for you. You do need some help with this.

Commissioner Anest: We talked about this before, and I think we mentioned that we wanted to be able to interview the person.....

Craig Minor: Absolutely.

Chairman Hall: Anything else?

Commissioner Aieta: I think it's time to move this forward, so that our not acting on it makes the moratorium longer than 365 days. I think that we should move this forward, and at the next couple of meetings decide how we are going to proceed, and start doing something. So we don't have to have the 365 days, maybe we have half of that.

Commissioner Camillo: I'm in favor of it, and I just want to make sure that we all vote on this. For the record, everybody should be committed. Bob?

Commissioner Serra: Absolutely.

Commissioner Camillo: Stanley?

Commissioner Sobieski: Absolutely.

Commissioner Camillo: Kenny?

Commissioner Leggo: Yes.

Commissioner Camillo: Frank?

Commissioner Aieta: Yes

Commissioner Camillo: Carol?

Commissioner Anest: Yes.

Commissioner Camillo: I'll make that a motion. The motion was seconded by Commissioner Serra. The vote was unanimously in favor of the motion, with six voting YEA.

Chairman Hall: Again, we will put it into place, but we've got to get moving on this. It's not the kind of thing where we are going to sit on it for 364 days and then say, hmmm, what are we going to do with it?

Commissioner Aieta: I think we should put it on the agenda for next meeting.

Chairman Hall: I think it will be on the agenda every single meeting.

Commissioner Anest: May I make a suggestion? I know that we are meeting at six o'clock for our regulations, but maybe we should meet on another night if it starts getting too cumbersome, and do a special meeting once a month and just dedicate it to (inaudible) and that type of thing.

Craig Minor: Or maybe devote your next six o'clock meeting to this, or the following meeting, so we have time to put this together. I'll talk to the Chairman about that, so in the near future, the six o'clock meeting will be devoted to the resolution.

Commissioner Aieta: And the information on how we can hire someone.....

Craig Minor: Yes. I may not have that information for the next meeting, but the following meeting.

Chairman Hall: The July meeting. The 8th.

- B. Petition 18-15: TPZ Approval (Section 3.23.1): Outside Use) for Tent Sale at 2985 Berlin Turnpike (Dick's Sporting Goods). Dick's Sporting Goods, applicant, Brixmore Property Group, owner, Tanya Atkielski, 2985 Berlin Turnpike, Newington, CT, contact.

Commissioner Aieta moved to approve Petition 18-15: TPZ Approval (Section 3.23.1: Accessory Outside Use) for Tent Sale at 2985 Berlin Turnpike ("Dick's Sporting Goods") Dick's Sporting Goods, owner/applicant.

CONDITIONS:

None.

The motion was seconded by Commissioner Sobieski. The vote was unanimously in favor of the motion, with six voting YEA.

Chairman Hall: And then we have the hot dog cart. Do you have anything prepared for that?

Craig Minor: No, I do not. The only condition would be that it be through August 31st

Petition 21-15
TPZ Approval Section 3.23.1 Outside Use for Hot Dog Cart
2199 Berlin Turnpike (S & N Discount Liquors)
Nicky Mohammed, applicant

Commissioner Anest moved to approve Petition 21-15 TPZ Approval Section 3.23.1 Outside Use for Hot Dog Cart 2199 Berlin Turnpike, (S & N Liquors, Ferida Mohamed owner, Nicky Mohammed, 2199 Berlin Turnpike, Newington CT applicant/contact.

CONDITION:

This approval shall be effective until August 31, 2015.

The motion was seconded by Commissioner Sobieski. The vote was unanimously in favor of the motion with six voting YEA.

XI. PETITIONS FOR PUBLIC HEARING SCHEDULING

- A. Petition 19-15: Zone Change (CD to B) at 1593 Southeast Road, CPD Properties 1593 New Britain Avenue LLC, owner/applicant, Mark Grocki, VHB 100 Great Meadow Road, Suite 200, Wethersfield, CT contact.

Craig Minor: The first one is for the zone change for the property that is partly in Farmington and partly in Newington that was the subject of a pre-app meeting last week. I recommend that the hearing be scheduled for July 8th. We received the car show application today. This you can schedule for the next meeting which will be June 24.

Chairman Hall: Is that the one at Panera?

Craig Minor: Yes. June 24th.

Commissioner Sobieski: If this is okay with the Commission maybe we can give the car show a couple of years?

Craig Minor: We can talk about that.

Commissioner Aieta: We should look at that, because that is the one where they were on state property.

Commissioner Anest: I have a question. Their event dates are 6/6 and 6/20.

Commissioner Serra: They do it twice a month.

Commissioner Anest: I know that they do, but I mean, did they do it on the 6th?

Craig Minor: Did they do it on the 6th? I don't know.

Commissioner Serra: Yes they did.

Craig Minor: Mike D'Amato has been working with them for several weeks. The bureaucracy of Panera is out in Ohio, so it takes a while to get it all together.

Chairman Hall: Okay, so that will be June 24th for that one.

Craig Minor: Right.

XII. TOWN PLANNER REPORT

- A. Town Planner Report for June 10, 2015.

Craig Minor: "Zoning Enforcement Issues Raised": Mike was going to discuss the three issues that came up and I forgot to remind him to do that. Well, what I will do is ask him to send you e-mails with the resolution of those three issues. Two of them came up after the meeting, actually that same night, garden variety zoning issues.

The Cinco de Mayo incident: I called the police department and explained to them that the Commission would like something in writing giving the police department's perspective of the incident. I was told by Lt. Jamison that he would give me something in writing if the Commission wanted it. That was back on Friday, and I have not gotten it from him yet, but that was just a few days ago. He may not have seen my phone message, he might have already left on Friday.

Commissioner Anest: I heard that there was an ambulance called.

Craig Minor: The police were certainly there, but they didn't issue any paper work, but Lt. Jamison said that he would generate the paperwork if the Commission would like. I will continue to gather information on this.

Commissioner Aieta: We need that to determine if we should continue this event in the future. We need to have all of the facts of what happened that night. The police were there and the fire department and whoever else responded to it.

XIII. COMMUNICATIONS

Craig Minor: Two things. Let's talk about the CRCOG TIGER grant application, and I'd like to ask the Commission to consider, as you did last year, cancelling your first August meeting, August 12th meeting and just meet the one time in August, the second meeting. I'll make sure that the applicants that are in the pipe line know that we are not going to be meeting on the 12th so they can adjust their expectations.

Chairman Hall: A lot of people take vacations the first two weeks of August. We did it last year. Do we have to vote on that?

Craig Minor: No.

Chairman Hall: Do we have to submit that to anybody?

Craig Minor: No, I'll just send a notice to the Town Clerk which will be posted the same as the agenda, so it will be on the town web site the same as the agenda would be. The other communication is from Wethersfield. A zone change has been proposed in Wethersfield and by state law and when one town proposes a zone change near the boundary of the neighboring town, that town must be notified. Wethersfield is proposing to rezone property on Back Lane and Old Reservoir Road. When I got this I called Peter Gillespie, my colleague in Wethersfield, and he offered to give me a set of plans. I just haven't been able to go over and pick them up, but I will do that, and I see that this hearing is scheduled for July 7th, so you will have another meeting before July 7th. So at your next meeting I will come more prepared to talk about what this will be, and then based on the information I'm going to present to you, if you are concerned, I'll be able to either go to their meeting on July 7th and voice your concerns, or send them a memo if I'm not available to go. I'll get more information and present it to you at your next meeting.

Commissioner Aieta: Do we have any idea of what the change is?

Craig Minor: Yes, they want to change it from AA Residential Zone to AAOS Open Space Development District, but I don't know why.

Chairman Hall: We don't know what that means either because everybody's districts are different from town to town.

Commissioner Aieta: The AA, it sound like the first one is high residential, and they want to change it to something less than their high residential.

Craig Minor: Well, I could speculate a whole bunch of things, but.....

Commissioner Aieta: Well, find out because that's important. That's a nice area of Newington.

Chairman Hall: It's right across the street from many residents in Newington.

Craig Minor: Now let me get onto the TIGER grant application that CRCOG was working on, on behalf of DOT. This memo summarizes the grant application. It's for fifty million dollars of federal money with an \$11.8 million local match, so it's a big project. It's a big project and the vast majority of it is in New Britain and Hartford, but there is a little bit in Newington which is why it should be of concern to the Commission. If the grant is approved it would provide funding to expand the multi-purpose trail to create bike lanes and sidewalks on certain existing streets to West Hartford. The three possible routes that the grant talks about are shown here. The three possible routes are: west on West Hill then up to West Hartford into Hartford; north on Willard, I think that would be the most expensive and the most difficult, but it is a possibility, or the third alternate: east on Francis, and then north on Main Street to get to West Hartford. This will create more pedestrian and bike opportunity. "TIGER" is an acronym for Transportation Investment Center Economic Recovery, so to be competitive the grant has to promote economic development which this will do, as well as create bike lanes and pedestrian lanes that provide recreational opportunities for people. It gives them the ability to walk and bike more. It's not just about creating more ridership for CTfastrack, it's making it possible for people to bike or walk further than they can now. That's a good thing. My understanding is that the grant has not been submitted yet, it's probably going to go in sometime by the end of this week. You all have a copy of the draft. I image this is about 99 percent of what is going to be submitted. I will try to answer any questions you have, if I know the answer. I'm not CRCOG's spokesperson but I know something about the project.

Commissioner Aieta: Well, we just got this tonight, so.....

Commissioner Sobieski: Mr. Planner, I would like to see this extended along the CTfastrack line. The reason that I am saying that is because again, this is going to require maintenance, additional maintenance on town forces, going down Francis, down Main Street, would have to take property, line the roads, if you put it along the CTfastrack which is where the majority of this is right now, it would make it quicker and easier to get to Flatbush Avenue and tie the rest of the thing together. To start spinning out and going all over town roads and down Piper Brook way and stuff, it's not a good way to do things. So if they want this, and they say this will give them additional ways to generate movement and walking trails and stuff, keep it along the CTfastrack. Keep it in that one corridor. This way here you have people close to where they can walk and exercise and I think it would be an appropriate area for it.

Chairman Hall: Any other comments?

Craig Minor: That is all I have.

XIV. PUBLIC PARTICIPATION (for items not listed on the Agenda, speakers limited to two minutes.)

Rose Lyons, 46 Elton Drive: I know I sound like a broken record, but I'm going to repeat it again. The Newington Junction Study Committee was going to hold a charrette prior to coming out with what they were going to do around that area. A meeting was held in this room, I think around the end of May, of last year, and the people who were hired to do the study made the comment that this was the first time that they had ever come up with a study prior to a charrette being held. It was mentioned at the Town Council that a charrette was being held, and I didn't know what that meant. I looked it up and I guess that it is a meeting with the people that are affected by what is being developed there. The last I heard about the Newington Junction Study Committee was that something had been sent to the Town Attorney to see how far they should go in making any decisions or recommendations for what would be done around there. I would hope that at some point in time, and I may have missed it, that that study will be available to the public and also the Town Attorney's opinion will be available to you and the public. Thank you.

XV. REMARKS BY COMMISSIONERS

Commissioner Leggo: It's been a busy couple of last weeks for me. On Saturday evening I sent an e-mail offering my resignation from the board, due to the fact that my wife and I have found a house, and we are moving to Bolton. I wanted to just take this moment to thank everybody that's made it possible for me to serve the town that I was born and raised in, and lived most of my life in. It's been an educational experience, I really enjoyed it. I'm not going to say I'm going to miss any of these guys, because I am not going away; just to the other side of the river. I just wanted to say thank you to all you guys for putting up with me, you let me learn a whole lot, and I enjoyed the experience.

Commissioner Serra: Just following up on Commissioner Leggo, I wanted to say, thank you for the friendship that will continue, and thank you for your service to the town. It's been a pleasure. Good luck to you and Debbie, good luck to the family. I hope everything goes well. I hope it's what you want, and your home is always back here if you need it.

XVI. CLOSING REMARKS BY THE CHAIRMAN

Chairman Hall: Since Kenny started it, your family has always been known for service to the town over the many years that have passed. We appreciate you serving on this Commission, we will miss you, and wish you all that is well.

XVII. ADJOURN

Commissioner Sobieski moved to adjourn the meeting. The motion was seconded by Commissioner Aieta. The meeting was adjourned at 9:07 PM

Respectfully submitted,



Norine Addis,
Recording Secretary