

NEWINGTON TOWN PLAN AND ZONING COMMISSION

Regular Meeting

January 28, 2026

Chairman Stanley Sobieski called the regular meeting of the Newington Town Plan and Zoning Commission to order at 7:00 p.m.

I. **PLEDGE OF ALLEGIANCE**

II. **ROLL CALL AND SEATING OF ALTERNATES**

Commissioners Present

Commissioner Robert Cane
Commissioner Joseph Harpie
Commissioner Gia Pascarelli
Chairman Stanley Sobieski
Commissioner Stephen Woods
Commissioner Peter Hoffman-A
Commissioner Alexandra Rice-Davis-A

Commissioners Absent

Commissioner Michael Fox
Commissioner Craig Miner

Staff Present

Paul Dickson, Town Planner
Erik Hinckley, Asst. Town Planner, ZEO

Commissioner Hoffman was seated for Commissioner Fox and Commissioner Rice-Davis was seated for Commissioner Rice-Davis

III. **APPROVAL OF AGENDA**

No Changes

RECEIVED FOR RECORD
IN NEWINGTON, CT
2026 FEB -4 AM 9:59
Thomas O. Harpie
Town Clerk

IV. **PUBLIC PARTICIPATION** (For items not listed on the agenda; speakers limited to three minutes.)

None

V. **REMARKS BY COMMISSIONERS**

None

VI. **PUBLIC HEARING**

Commissioner Pascarelli: The procedures of proceeding at a public hearing shall be as follows:

- A. Convening by the Chairperson.
- B. Reading of the notice by the Commission Secretary or a Commissioner designated by the Chairman to act in his stead.
- C. Presentation by applicant.
- D. Town Planner report on the application.
- E. Persons wishing to speak in favor of the application (limited to three minutes per person.)
- F. Persons wishing to speak in opposition to the application (also limited to three minutes per person)
- G. Rebuttal by the applicant (limited to five minutes total)

During the public hearing it shall be within the discretion of the Chairperson whether the time limitations should be varied slightly provided the Commission consents to any such variance by a majority vote.

Paul Dickson: Newington Town Plan and Zoning Commission Notice of Public Hearing
January 28, 2026 at 7:00 p.m.

Notice is hereby given that the Newington Town Plan and Zoning Commission will hold a public hearing in the Council Chambers, Room 103 at Town Hall, 200 Garfield Street, Newington, CT on Wednesday January 28, 2026 to consider the following petition:

- A. Petition TPZ-25-26 Site Plan approval for a 41 unit rental apartment home development under CGS §8-30g (Affordable Housing Application) at 103 Louis Street in the PD (Planned Development) Zone. Applicant: Premier Real Estate Service II, LLC, Owner, Innate Investments LLC, contact Andrew R. Morin, Esq.

This public hearing will be a Zoom Webinar/Hybrid meeting. Information on how to attend will be posted on the town website at: <https://www.newingtonct.gov/virtuaial> meeting schedule.

These petitions and related material are available for public inspection at the Town Planner's office, Town Hall Room 204 and through the published agenda at the Town Plan and Zoning Commission agenda center: [https://www.newingtonct.gov/AgendaCenter/Town Planning-Zoning-Commission-27](https://www.newingtonct.gov/AgendaCenter/Town%20Planning-Zoning-Commission-27)

Person who require an accommodation to participate in the public hearing should contact the Town Planner at 860-665-8578 or townplanner@newingtonct.gov not less than 24 hours before the public hearing.

Submitted, Paul Dickson, Plan Planner .

This ran in the Rare Reminder January 15 and January 22, 2026.

Paul Dickson: I will bring up the applicant's presentation.

Andrew Morin, 20 Church St, Hartford, CT: Good evening Members of the Commission.

Before I jump into this, if we look familiar, myself and the team, your eyes are not deceiving you. We were here for the Kitts Lane, it's the same development team.

Last time we were pleased with how everything went and we're hoping that the same goes for here. Again, Andrew Morin for the record and I'm joined by our consulting engineer, Daniel Vill, of Rocky Hill, our traffic engineer, Scott Hesketh of F A. Hesketh and Assoc. in East Granby, as far as building design, we have Pat Snow with Centerpoint Apartments, based out of Cromwell and he is also the manager of the Premier Real Estates II which is the applicant. We also have Mr. Joseph Prestige is our code and fire safety consultant and like last time, a quick thank you to your staff, Mr. Dickson who took the time to go through our plans, consulting meetings with him, we've consulted meetings together before tonight so we were able to iron out some technical details so I thank him for his time.

As far as procedural compliance, notices of this public hearing were published in the Rare Reminder on the 15th and the 22nd. We posted a public hearing sign on the property on January 14th, and notice letters were sent to abutters on January 15th.

A bit about the application process to date, so the property was inspected for wetlands in August, 2024. None were found so no further information there. We submitted our December 8, 2025 application package, it's four components, our narrative, application, an affordable housing needs memo, and the other two are of course our civil and architectural plans. After that we received staff comments on January 11th and we met with town staff on January 13th and recently on January 26th we filed responses to those staff comments. We provided those in our January 26th supplemental materials which is what I just handed out to you and a document in those materials is Mr. Dickson's comments annotated with our responses. A lot of the suggestions are really good and we agree to them and we have suggested approval conditions as in Tab two of our supplemental materials. Also recent developments earlier this evening, we met with the Fire Chief to go over a few of his concerns. Two of those we have suggested approval conditions, we'll get into that fully later in the hearing, we suggested approval conditions in Tab two of our supplemental materials but I will discuss a little later on, there is another approval condition we think would satisfy his concerns.

So as far as existing conditions of the property, it's 2.7 acres, it's in the Planned Development Zone, it's an unapproved parcel, it's an open field with some vegetation to the south. The neighboring uses to the south, it's fairly developed, there is a grocery store, there is a gym, various commercial uses in a turnpike shopping mall, and there is also a multi-family residential development across the street. So this application tonight is for site plan approval, per Connecticut General Statutes 8-30g and again I apologize if this is all review but the statute provides that a residential development will preserve 30 percent of the proposed units for forty years for households earning 80 percent and 60 percent of the statewide median income and the Commission can only deny if it receives evidence at a hearing that the development will cause substantial public health or safety concerns and that concern clearly outweighs the need for lower cost units in town and the region, and further that those health and safety concerns can't be addressed by reasonable changes to the site plan. Concerns can also be addressed by approval conditions which is something we have suggested in the past and we are suggesting tonight as well.

Slide three please, information about affordable needs in Newington so the most recent Department of Housing, Affordable Housing appeals list is from 2024. In Newington there is about 13,000 housing units, about 700 rental assistance units, 520 units financed with CHFA mortgages, there are 60 restricted units so overall, 9.73 percent of the units in Newington meet the staff's definition of affordable. As of 2004, the Town was at 5.8 percent which was roughly 12,000 dwelling units, so overall the past twenty years the number of dwelling units in Newington has increased eight percent but the percentage of units counted on the ten percent list has only risen about 3.93 percent. We have included excerpts from the 2021, the town's 2021 affordable plan, those are part of the record, it's Tab C-2 of our affordable housing needs memo and thirty percent of Newington's renters are cost burdened.

So our initial presentation tonight, I'm going to try to hold it less than an hour, and I request to hold questions until the end

Slide four: We are proposing 41 units, divided into four rows of town houses, 39 of those units will be two bedrooms, and then 2 will be three bedroom units. The affordable units, there are going to be 13 total, there are going to be 12 of the 39 two bedroom units will be affordable and then one of the two three bedroom units will be affordable. The square footage of the two bedroom units will range from 1100 to 1,125 square feet and then the three bedroom units will just be 1,275 square feet. Our affordability plan and our December 8th narrative we listed amenities, finished, and quality for all of the units and they are identical. The affordable units are evenly dispersed, we have culled them out on our civil plans. A little bit about income and rent limits, so the six two bedroom units that are affordable will be reserved for those earning eighty percent of the area median income which in this case is about \$89,000 a year. The max rent for that unit would be about \$1800, the six two bedroom units reserved for those earning sixty percent of the area median income or approximately \$67,000 per year, the max rent for that unit would be \$1500.00 and finally the one three bedroom unit, that will be reserved for those earning sixty percent of the area median income or \$78,000 a year. The max rent for that

would be about \$1700 per month, and then market rate rents, a general estimate for the two bedrooms will be about \$2800.00 and then for the three bedroom, about \$3,400 per month. In terms of parking, we have 96 parking spaces which, considering the units, the ratio is 2.34, so more than sufficient parking. As part of our obligation under this statute is to enhance the fair housing market plan and we are required to market the affordable units across the regions to minorities including groups least likely to apply. We propose newspaper notice, not only Newington but abutting municipalities in the greater planning region.

Next slide please: So why is this location an appropriate place for a multi-family residential community? It's approximate to a grocery store, a gym, a variety of commercial retail uses at the shopping plaza at 192 Kitts Lane, there are restaurants nearby, a public park, a couple of parks, it's close to the nearby CT Transit bus stops along Louis Street, it's abuts another multi-family development and it's an under utilized parcel in a rather fairly developed emerging neighborhood that we think a multi-family development would work quite nicely. So with that, I want to invite Mr. Snow from Centerpoint apartments, he's going to walk you through a little bit about the building design and some of the floor plans.

Patrick Snow, 110 Court Street, Cromwell CT: Evening Commissioners, I just want to walk through the handout, the units and the unit design just to say that we try to make these units as efficient as possible, both for the people's comfort and to provide, we find a need for the people in the area as not something overly large, but something for them to enjoy and be spacious enough. All of the units have garages, with the exception of two, the two units that are ADA do not have attached garages. We find that is one of the features that people do like with the weather, winter, you can drive right into the unit, walk into the kitchen, not having a garage out in the elements. The other features that we like to include is two and a half baths in all of the units, this allows us for people who are younger professionals that maybe aren't related to have their own space, they have their own bathroom and allows them to move into Newington and give them the option to become a little more affordable than some of the units if they were just living on their own.

All of the units have laundry facilities in the unit, all the kitchen appliances, refrigerator, stove, dishwasher, disposal, microwave. One bedroom has a walk-in closet, the other bedroom has a regular closet and a tub and shower in each of the units. There are all electric heat pumps. We worked with the electric utility company to make them as efficient as possible. We do apply and quality for the electric rebates for the electric home from Eversource, so it keeps the month income for the electric bills at \$150.00 per month, which again helps with affordability, helps with people's bills, assuming that the power company doesn't go up too much more in their bills. As far as the other features, it's going to be LVT flooring throughout the units, oak treads on the stairs, tile in the bathrooms, and all the sinks and appliances. If there are any particular questions, but I just wanted to give a general outlay of the units.

Andrew Morin: Next I would request Daniel Vill, he's our consulting professional engineer. He will walk you through a little bit more of the particulars of the site plan.

Daniel Vill: Good evening Commissioners, for the record Daniel Vill from Zuvic Inc., 40 Cold Spring Road in Rocky Hill: If you refer to Sheet SP1 in the plan packet, in laying out this site we consulted with the MDC and they have confirmed water and sewer availability to this site. We're proposing all underground utilities on this site, including electric, water, sewer and communications. As Andrew mentioned there are 96 total parking spaces which outnumbers the bedrooms in this development so there will be ample parking. At the northern portion of the site we have a common building for mailroom and office management space. The site is pedestrian friendly, there is a sidewalk that traverses the site and there will be a crosswalk on Louis Street, crossing to the north to connect the site to existing sidewalks.

Slide Nine: The landscape plan, so we have a tentative planting plan showing some site trees to provide screening and as we addressed in our letter to the Town Planner did add some screening to this landscape as a condition of approval. This site has a drainage system which collects and detains and infiltrates storm water runoff so that there will be no discharge in excess of the current condition up to and including the 100 year storm. Impervious coverage of this site in the proposed condition is 65 percent and we have also taken into consideration access for emergency vehicles. The site has two driveways so vehicles can enter and exit without turning around and we have shown a turn around, hammerhead in the northeast and after a discussion with the Fire Chief, would actually add a impervious to the east side to allow fire trucks to exit the northeast corner without making a turn around, so there would be no three point turn necessary on this site for emergency vehicles. So the turn around that you see there, the K turn there in the northeast corner we actually propose to eliminate so that the turn around will not be required. We will shrink that to accommodate delivery vehicles, and emergency vehicles will be able to exit freely.

In accordance with Connecticut standards for storm water discharge and construction storm water discharge, we have provided a sediment and erosion control plan. Soil stock piles are shown, silt fence is shown, protection of storm drain inlets is shown, and the clearing limits are shown on that plan as well. That erosion control plan is prepared in accordance with the Connecticut DEEP storm water quality manual. Those are all the features that I would like to highlight, so in my professional opinion, the development can be built without adverse impact to public health and safety.

Andrew Morin: Thank you. Up next I request Scott Hesketh, a professional of F.A.Hesketh and Associates who will discuss his traffic report.

Scott Hesketh: I'm a licensed engineer in the State of Connecticut with the firm of F.A. Hesketh and Associates. Our office is in East Granby, Connecticut. I am the author of the December 4, 2025 Traffic Impact Report which has been submitted as part of the application.

We were asked to take a look at the potential trip generation of traffic impact of this proposed development and to prepare an analysis of our findings and that is expressed in our report. In order to do that we took a look at the Connecticut Department of Transportation's traffic count

system, and unfortunately they don't have any counts in the immediate vicinity of this particular site, so we arranged for the installation of an automated traffic volume counter on Louis Street, west of Pascone Place during the month of April of 2025. The counter was in place for seven full days. We observed an average daily traffic volume of just over 6 thousand vehicles. The morning peak hour of 374, the afternoon peak hour of 619 vehicles and a Saturday peak hour of 559 vehicles. In addition, we arranged for the conduct of manual turning movement counts at the intersection of Louis Street and Pascone Place, during the morning, afternoon and Saturday peak period as well. Those counts were also conducted during the month of April. We used a one percent per year growth rate to grow the observed traffic volumes to the year 2028 and that is the background for the analysis contained in our report. The terms of the site generated traffic for the proposed development we used the Institute of Transportation Engineers Trip Generation report, standard in the engineers reference and is based on traffic volume counts conducted at existing facilities that allow Engineers and Planners to estimate the traffic from new developments based on traffic observed at existing facilities. The proposed 41 unit development here, we are projecting a total of 351 trips on a daily basis, 27 trips at the morning peak hour, 27 trips during the afternoon peak hour, and 20 trips during the Saturday peak hour. We distributed that traffic to the local roadway and the distribution was 60 percent oriented to and from the east on Louis Street, heading toward the Berlin Turnpike, we had 15 percent oriented to the west on Louis Street headed toward Willard Avenue, and 25 percent to and from the south on Pascone Place, again, heading back towards the traffic centers and the Berlin Turnpike.

We conducted capacity analysis calculations at the intersection of Louis Street and Pascone Place and at the two proposed site driveways. Results of that analysis are presented in Table 3 in our report. The results indicate that the, under the combined traffic volume conditions, the intersections will operate at about the same level of service as in the background conditions. The increased delay is less than one second per vehicle on average in all the approaches at the intersection of Louis Street and Pascone Place and Foxboro Drive.

The two site driveways, all movements at the site driveways will operate at levels of service A, or B during peak hours meaning that average vehicle delays of less than 15 seconds per vehicle. We had the opportunity to look at the available site distances at the two proposed driveways, and our observations indicate that sight distances in excess of 450 feet are available at the driveways, or at least extend to the intersection of Louis Street and Pascone Place. Those sight distances are adequate for the 85th percentile speed of 40 miles per hour. When we conducted our two counts in April, we also conducted a speed counts on Louis Street and we found the 85th percentile speeds to be 37 miles per hour east bound direction, and 40 miles per hour in the west bound direction.

In response to staff comments we did prepare some intersection site distance plans, both for the site driveway on Louis Street indicating that we had the available sight distances as the plan profile based on the lidar maps and we also looked at the stopping sight distances for vehicles both entering and exiting the Louis Street driveway and again, in response to staff comments we are proposing a crosswalk across Louis Street at the site driveway location. We will install a

sidewalk proposed on our side of the street with an accessible ramp approaching Louis Street we will construct another ramp on the north side of Louis Street connected with the crosswalk. We looked at stopping distances for vehicles approaching that crosswalk to make sure that anyone crossing at the location happens to fall down in the street, the vehicles can see someone crossing in that location and have plenty of time to stop. So we believe that crosswalk is located in a safe location. Town staff has asked that we install an RRFB, a rectangle rapid flashing beacon at that location, and the applicant has indicated that they are more than happy to do so, provided we obtain approval from the Office of the State Traffic Administration who has to approve such things, even on local roadways.

It is my professional opinion, based on the background traffic volumes that we observed in the field, based on the site generated traffic proposed from this development, based on the capacity analysis calculations outlined in my report, it's my professional opinion this development would not affect the health and safety of the area.

Andrew Morin: Up last on our team is Mr. Joseph Versteeg of Versteeg Associates LLC. He is our fire safety and code compliance expert.

Joseph Versteeg, 86 Varsity Drive, Torrington, CT: Previously you were presented a package by my letter of December 3rd regarding this project as well as my CV. We are an independent consulting firm specializing in building and fire code compliance as well as accessibility and we have been retained by the applicant in this matter. I have reviewed the site and development plans as well as the architectural floor plans and elevations prepared for this project and determined them to be compliant with the 2021 International and Integral portion of the 2022 Connecticut State Building code. Interestingly enough these buildings are designed with the 2021 International Residence Code, and as such fire department access requirements for vehicles in the 2022 Fire Safety Code and 2022 Fire Prevention Code are not applicable to this project. That said, fire department access as shown on the plans and as modified or enhanced as you heard in previous testimony does comply with the 2022 Connecticut Fire Safety Code if it were to be applicable and we have also satisfied some requests made by the Fire Chief. It's my professional opinion that the proposed residential development does not result in an adverse impact to a substantial public interest in health, safety and welfare. If you have any questions, I'd be happy to address them.

Andrew Morin: I do have some closing remarks but before I do I promised I would shed a little bit more light at the start of this meeting about our conversation with the Fire Chief. Can you go to the first slide? His concerns really boil down to three aspects. The first you heard Mr. Vill talk about changing the proposed K turnaround in the northern portion of the site. What we proposed instead of making that a turnaround just (tape skip) As a matter of stabilization the site to the south is actually upgradient of us, so if there is any sediment it will be toward our site, not away from our site. That is why there is no silt fence shown on the site. If the concern

is about access we would propose like an orange construction fence, so a non-access line, but from a sedimentation control standpoint putting the silt fence uphill of us won't have an impact, or a benefit.

Commissioner Harpie: A general question if I might, with the MDC hookup to the waterline, bring it to the units, how much of a distance would you anticipate, how would that impact the current situation.

Daniel Vill: If you turn to the utility, maybe four or five pages back, it's labels UP1, Utility Plan One. You will see the proposed water line we connect in the southeast corner to an existing water line in Pascone Place. It's on the same side of the street as us so the trench in Pascone Place is only maybe, five by ten feet so it's a small trench in Pascone Place for us to connect and then in this system do not propose to close the loop so that is our only connection point to the water. I'm not even sure this will be one way traffic, I think this will be two way traffic during construction.

Commissioner Harpie: I'd like to bounce back to traffic. I want to understand, upon having a person or a number of cars heading east on Louis, the grocery store so will that complicate that situation by putting another 50 or 100 cars on the road. I'm not suggesting that they are all going to get on the pike but again, as cumbersome as it is.

Scott Hesketh: There will be additional traffic to the local roadway, we're looking at a peak hour of about 39 trips, maybe 20 to 22 of them heading in that direction, so yes there will be more traffic through the intersection.

Commissioner Harpie: Have you contacted DOT to see how that might be improved?

Scott Hesketh: I don't know that it can be, it's, you have the signalized intersection with lots of lanes, a very short section and then you have the intersection of Louis Street and it's a

Commissioner Harpie: and if you go to take a left, you have a lot of courage.

Scott Hesketh: Yes, it's a difficult situation, we'll be adding some traffic to it, it will be a little bit worse, but the lines are pretty low.

Commissioner Harpie: There is a very popular restaurant and they use the grocery store parking lot and as those people come out, periodically some of them go back to Springfield or New York so they are definitely heading east. I'm not trying to imply that everyone is going to be on the street at the same time.

Commissioner Cane: As of December 8th, 2025, what percent of Newington residents were affordable.

Andrew Morin: The Department of Housing releases a list each year and the 2025 list has not been dropped yet. The most recent one that we have and what governs our affordable housing application is the 2024 list.

Commissioner Cane: And what are those numbers (inaudible)

Andrew Morin: The percentage of units that meet the state's affordability for 2024.

Commissioner Cane: What date?

Andrew Morin: I'm not certain, it's just as of the traditional December 31st

Commissioner Cane: Is it September? Are we using numbers from September of 2024.

Andrew Morin: These are the most current numbers that are provided from the Department of Housing.

Commissioner Cane: How many affordable housing units have been built since those numbers were released?

Andrew Morin: The Department of Housing might know, I'm not certain.

Commissioner Cane: So it's possible, you don't know, we might be at the ten percent now.

Andrew Morin: It wouldn't matter because the law that governs this application is as of the 2024 data. The 2024 list, excuse me.

Commissioner Cane: What is the law for that?

Andrew Morin: §8-30g.

Commissioner Cane: So it says specifically that the only number we can consider is the number published on that list? So if we built 1,000 affordable units we as a Commission would not be allowed to consider that?

Andrew Morin: Not for the purposes of our application, no and the reason for that is, we came in here a couple of months ago and we did get an approval that the Department of Housing credits a unit in this case affordable, with a certificate of occupancy that has been issued. The

problem with calculating the affordable units, there are deed restrictions that expire, some of them expire and in forty years, mortgages, financing can change, that makes the unit affordable so that is why the DOH at the end of every year, and I'm certain that within a couple of weeks the 2025 list will drop. For purposes of this application, the 2024 is what controls it.

Commissioner Cane: Mr. Chair, have we talked to the Town Attorney about this issue? Could we possibly continue this hearing?

Chairman Sobieski: We'll have that decision in a while.

Commissioner Rice-Davis: Are you going to be accepting tenants who have like federal housing assistance, is affordable housing different than assisted housing, as defined and I was just wondering if you were going to be accepting those kinds of tenant applicants?

Andre Morin: By our affordability plan what controls it, is income. If someone is getting that type of funding then it frankly wouldn't matter to the type of, our affordability plan that has to do with someone's income with respect to assisted housing, that has to do with whether a development is financed through, as you said, different state programs so the answer to your question as opposed, at the end of the day, our affordability plan focuses on income.

Commissioner Rice-Davis: I'm not sure if there is the requirement, you mentioned newspaper ads, and like I don't even get a paper so that doesn't seem like that would be an efficient or sufficient way of getting the word out that there is affordable housing in this apartment complex. I was wondering if you could point to somewhere in the law where I could look up later, or if you have any other ideas that could come up with advertising?

Andrew Morin: This is traditionally how, and it's been accepted for various commissions for the State and it is an appropriate way to market the affordable component.

Patrick Snow: That was just one method to market, so the marketing is going to be internet, it's going to be in newspapers, it's going to be flyers, it's going to be a lot of different avenues. The discussion we had prior to this was will you include newspapers, so that is why it was brought up. Yes, we will include newspapers, but I agree with you, it might get to six people but this way we have everything covered by doing flyers in some local areas.

Commissioner Rice-Davis: Right, thank you.

Commissioner Woods: Just one question for the applicant. On the hammerhead, it's going to be reduced, what would be the reduction? What would it be reduced to, from what it is now or is it going to stay the same?

Dan Vill: So, what we would propose is a single SU vehicle, like a box truck, a delivery vehicle, maybe the Amazon delivery vehicle or even a school bus, not significantly but a little bit smaller than a fire truck so the hammerhead shape that you see there might shrink down to twenty feet in width or eighteen feet in width instead of what I think is twenty-four or twenty-six. It's just a slight reduction for, the largest vehicles are no longer going to be utilizing it. It could get a bit shorter which would actually afford us the opportunity to adjust the planting plan to be more even and symmetrical. I'll have to do the analysis on that vehicle.

Commissioner Woods: My last question, I know that the Town Planner sent out a supplemental information for all of us earlier in the day, I wonder if it would be helpful if he just kind of went through, not in great detail but a lot of these items that are being questioned right now, you have addressed and could you just highlight that again, quickly, like upon approval of these conditions that the planning department came up with. I feel it would be helpful for the Commission and whoever is listening.

Andrew Morin: Sure, I'll take that. I'll give you a little bit of an example. A lot of the approval conditions are related to technical parts of the plan, like the first page of our supplemental material. The comments included a signature on the survey, so we added that. Another one, noting on schedule A, if so it should be noted on the survey, and we agree, that is something that we suggested it as an approval condition. The is just an example of the technical comments that could be easily addressed with an approval condition and work with town staff afterwards. Same thing with the species have been identified, we provided a map, and the reason that we brought the revised modified to the turnaround and adding some impervious pavers to the side of the roadway for better fire trucking and the crosswalk is because we feel those are a bit more than technical, those are, we think are good improvements to the plan, so that is why we culled those out specifically.

Commissioner Woods: The concern, and this goes to the Planner also, is let's say this continues to move forward, moving in a direction that you would like to go, let's say, Paul, are you okay, like the landscape, that is kind of an open item, they did agree to add some stuff, so are we going to leave it up to you to adjust the plans. I'm trying to figure out how the process is going to move forward efficiently.

Paul Dickson: I can answer that, sometimes we have gotten revised plans, this one we did get the responses which were commitments to move forward on a lot of the items of condition. That is up to the Commission to what you need to see to look at the health and safety impacts. So it is, is it just saying we will work on these and then putting on staff to kind of work with the applicant and come up with something, or is it something that the Commission wants to actually review and potentially should review. There are some specific items, the crosswalk for example that is a newer item, I haven't been able, actually the Town Engineer has not been able to review the supplemental yet, we were closed Monday due to the storm, and he had other time

commitments out of the office, but he wasn't able to review it, so I don't have his input on that. It really is that question on how comfortable is the Commission with these conditions in saying, yes, staff can handle this, or are there items here specifically, like the landscaping for example, that is adding extra buffers, I think that is a great idea, and very much appreciate the applicant looking at that, and it is quality of life for the applicant in a different spots, but the sidewalk for example, and the crosswalk, that is something that the Commission might feel that they need to see in a little more in depth, do you need a review from the LTA, local traffic authority and a review from the Town Engineer, that has an opinion on that as well, or is it just figure it out later which has issues in itself. So, long answer to a short question.

Commissioner Woods: I just don't want to end up with forty-five conditions, how can we narrow that down, using a blanket, maybe we single out a couple of items that we want to see prior and the rest we allow staff to make the appropriate decisions? Do I think we need to be involved in where the trees, where the shrubs are? No. That is a decision that you and the applicant, and the applicant, we have worked with them before, they were very agreeable to us. If you remember on the Kitts Lane project, they added additional pavers there, even though it wasn't required, but they went ahead and did that to please the Commission and the Fire Chief. There was a great deal of discussion, that was the single biggest issue and the paving, and also some of the sight lines, if I remember right that the stop sign was relocated to accommodate the sight line because we weren't happy with it.

I don't want thirty or forty different conditions, and that adds a big burden as far as I'm concerned for you and Erik when it comes time to approve all of this.

Paul Dickson: I agree, when you have a lot of conditions, there is sometime a lag between back and forth, back and forth, and it can draw things out for the applicant. Again, there is the process, how much is put on staff? Landscaping, that is a pretty simple item, the cross walk, pedestrian safety, access that is something the Commission, it is in your purview to evaluate the plan, but how much do you want to leave like that. I can come back with more staff reviews but it is something that, Mr. Chairman if you don't mind, go to the Town Planners Report and I'll combine that right now, if that works for you. I just want to make sure that if you have questions back and forth.

Chairman Sobieski: I have a couple of questions. For Scott, I have a question, the crosswalk are you putting in rapid flashing beacons on both sides of the crosswalk, or just one?

Scott Hesketh: The typical design is that you put a pedestrian push button on both sides of the roadway so people crossing in either direction can push the button. The flashing will be on both sides, both directions.

Chairman Sobieski: Coming down Louis Street, you have a pretty clear shot but coming up Louis Street eastbound, there is a curb that you go around.

Scott Hesketh: We have plenty of stopping sight distance for anyone who falls down in the roadway at that location, so you can see, and be seen, and the installation these days, they are solar powered and they are, they have radio controlled frequencies, so you don't have to dig across the roadway, you can just insert the two (inaudible) on either side of the roadway and the two will operate with each other.

Andrew Morin: If I could just add something, I'm not sure if this might clarify for Commissioner Woods, but you know, we spent a lot of time going through the Town Planner's comments, and responding. I think one of the important purposed of it, is even if the Commission has some kind of concern with the layout that comes up at the hearing tonight and in your judgement you think there is something, there is most likely at 99 percent chance that we have proposed to address it, so our purpose in submitting this is more or less to already have something on the books in the way that we propose to approve conditional conditions. Staff has done a great job going through the plan and flagging potential problems to the extent that they resonate with Commission, we suggest them as approval of conditions. I'm not sure if that.....

Chairman Sobieski: One more comment about the lock box that you are going to put on the gate at Pascone Place. Had you thought about putting some additional signage up there?

Dan Vill: There is signage, we will add No Parking.....

Chairman Sobieski: I mean on the gate itself so people don't try to drive through it or drive around it. We have that issue at one of the other condominiums, Glen Oaks, we had that where people put up gates and then people drove around it.

Dan Vill: I don't imagine this is an attractive route, seeing that it is such a small complex, but I do understand your concern and we can include the signage. Also, either side of it is grass, one side of it has curb so it's really, as I said, it's not an attractive route. The signage is fine.

Chairman Sobieski: They put rocks up there and people still drove around them. The other comment about the pavers that you are going to put in. Are they going to be able to allow grass to grown through them or is it just to solid pavers?

Dan Vill: Typically impervious pavers can be installed to allow the grass to grow, especially in the area where there is an emergency access where they are not going to get enough useful traffic, those can be the grass pavers, yes.

Chairman Sobieski: One more thing, snow storage. We just had a huge amount of snow here, and where in this plan are you going to store snow? I'm just asking, do you have a rough idea of where you are going to store snow?

Dan Vill: I have prepared but not submitted a snow storage plan. It shows the areas throughout the site where snow can be stored. They had in total about a half an acre, that was my rough calculation, but they are all through the site. There is substantial snow storage on the site.

Chairman Sobieski: As Commissioner Woods says, where the turn around is, if it was pulled back, you would have additional storage. I'm just concerned that if you get too much snow you would have to truck it out. I think that is all of the questions that I had. Anyone else have any questions.

Commissioner Harpie: I have always relied on the Town Planner's memorandum as a guide in terms of issues that have to be resolved and like we did with the previous project, are you having visitor spots?

Dan Vill: There are visitor spaces along the northern property boundary.

Commissioner Harpie: You could (inaudible) those off during a bad winter storm and do some plowing there.

Dan Vill: That's certainly possible, like I said, there is a half acre of snow storage area that I identified.

Chairman Sobieski: I was thinking, at some point Price Shopper is going to move, so it might be a suggestion that you contact DOT and see if they would move the stops around the front of this, instead of in there. We don't know what is going to go into that shopping center. It's only a suggestion, because I did hear that they may move, and the buses, they go in to drop people off at Price Chopper. So if they close, that stop may not stay there. You might want to contact DOT, the bus section and ask CT Transit, if that does close, will they still have bus service there or maybe suggest that the bus service be on Pascone to service your development.

Daniel Vill: That is one thing I would say, with bus route, they are ever changing.

Chairman Sobieski: ConnDot puts the bus service where it is needed. So if it's not needed at Price Chopper they may take that stop away. I'm just suggesting that maybe you should make them aware of this and see what they say.

Commissioner Woods: Mr. Chairman, I do agree with you that if the store is closed they will probably eliminate that stop within the Price Chopper parking lot but there is also a bus stop at the intersection of Willard and Louis Street that has been there for years. I don't imagine doing away with that.

Chairman Sobieski: I don't imagine them doing away with that one, but I'm saying that this one here is a loop that goes right around the front, so it would be advantageous because you would have that loop still swinging around instead of Price Chopper's parking lot you would have it in front of this development or somewhere in that area. That's all I was concerned with.

Paul Dickson: Mr. Chairman, if I may in the supplemental materials that you received from the applicant today, you can see, starting on page four and five, it really does address this pedestrian question. Staff did again, it wasn't one where we specifically described, do this, it's just conditions in the roadway, safety concerns, safety hazard so looking forward, we had three kind of different recommendations. One of those was potentially to reach out to DOT so you can kind of, again you can see all the staff comments and the responses to them as well. I just wanted to point out and it covered a lot of items for the Planner's report on this application. The applicant has agreed to make many changes to the plan obviously to improve it, There were some additional comments that I had in the staff report to the applicant, the initial staff comments regarding the IFP and SSP on Pascone Place. The applicant answered Louis Street, we see all those items there, just the one thing that we noticed that was kind of missing in the report was addressing the driveway on Pascone. There are pretty decent sight lines in this area and meeting with the applicant they kind of expressed that. The Town Engineer has looked at it in the same way and it is something that should be looked at as part of the application so that is one of the items that was in the staff comments that wasn't necessarily addressed. The (inaudible) areas, I think it was noted a little earlier that they might have been in there and that was one of the staff comments, that they aren't actually included on the plans. During construction, everything kind of moves around a little bit during construction, where are they going to be located, and it is the Commission's responsibility to review the sediment and control plan and certify, that is generally seen as guidelines so that is one thing that is missing from that comment, and it is something that we would like to see on there as well and should be on there to be a plan that is endorsed and certified by the Commission.

One item that did come up and I noted too that Attorney Morin did note was the flow testing. That was something that we did talk about with the Fire Chief as well today. The applicant did submit in their supplemental submission, you can see the MDC letter and the MDC does recommend flow testing. As part of that they did review the generals of their system but they won't necessarily say, this is the exact amount of water that is available in this pipe, which is a little frustrating for applicants, and does create that back and forth on the part of it, working with the MDC, but flow testing kind of verifies, so that would be something, whether it is a question of the Commission is comfortable with that type of condition, in talking with the Fire Chief, with what is built in the area, there should be there, again, you have condos in the area, you have multiple commercial and industrial users kind of on the same line, but we just don't have that confirmation and the MDC kind of gives themselves that extra little protection saying, yes here are the numbers, but it should be verified. They have that in there as well, that was something that was communicated to the applicant earlier in the process. Those are kind of those areas, and in talked about the snow storage, the main issue that the Commission kind of looks at when

you are looking at snow storage is that there are adequate places on site , because you see what happens. The reality of snow storage is you have a lot of areas on plan, the plow driver is going to push it to the area at the end of the line, we see the piles and I think the concern about snow storage from a safety perspective are just making sure that they don't end up too much at the end of the site driveways or that is the only place to put it so the pile would get so large it causes a sight line issue. Again, we have had many years with very little snow, but the reminder is in our face outside right now and why we were closed on Monday, so that is kind of the snow storage aspect of the review for the Commission and why it is a site plan requirement.

Chairman Sobieski: Anyone wishing to speak in favor of this petition?

Karen Sereo: Thank you for your time. I am at 70 Fox Run Court, just across from the Pascone Place Louis intersection on the Foxboro side. I am speaking for this apartment building and do appreciate that it includes affordable housing. I do have some concerns, a lot of them have been addressed in the thorough review, I just want to call attention that there have been accidents exactly in that area, from Pascone to Foxboro. Many people consider the stop sign a suggestion and unfortunately there have been accidents there. I don't have an exact number but that would be helpful to know and I do appreciate that there is going to be the flashing beacon just down the street for both sides for everyone to be safe. I just wanted to call that to your attention. I think that's it, again I appreciate your time, I appreciate all you do with all the details and everyone was diligent in looking at all the information. Thank you.

Chairman Sobieski: Anyone in the room wishing to speak in favor of this? Anyone wishing to speak in opposition, state your name and address please.

Anita Terenaffa: I'm in the Hunter's Green complex across the street, 95 Steeple Chase. I just wanted to raise some issues as a resident that has been in the area for a while, just some suggestions. I wondered if you had considered making a rotary at the intersection of Louis, Foxboro, and Pascone to help eliminate the traffic congestion that we currently have. We also have a lot of speeding going on and two of our signs have actually been taken out by speeders, and that just might help the flow of traffic a little bit better versus a traffic light or crosswalk. I didn't know if that was considered. My other suggestion would be to actually not consider putting a crosswalk there. Right now we actually have a lot of people who are walking through our complex from the industrial businesses down the street and we have an increase of traffic through our own private property and allowing another apartment complex to come through ours would just add more traffic that we really would not want in our complex. We also currently have issues with other people walking their dogs and animals through our complex, leaving the dog's remains on the ground, and not picking it up, so that would just be another concern. You are not looking to put a sidewalk down the whole entire side of the southbound side of Louis. That would eliminate having to cross the street with a crosswalk as well. As far as traffic concerns, is there going to be any increase in lighting on Louis street cause that corner where

you are projecting is very dark, especially at night time, which probably is contributing to some of the accidents that were happening here. Then I know there were comments talking about the increased traffic on Louis Street, up by Main and the pike, if there was consideration of making a right turn only out of your proposed complex, onto Pascone only so that you would not be able to make a left onto Pascone and then eventually a right to go east bound on Louis and then just make a left hand turn out of Louis only to go west on Louis to go west to Willard Avenue. Those are my comments and potential suggestions to the traffic situation. We already have a traffic situation with accidents and speeding on Louis Street.

Paul Dickson: So, the applicant, this is a little out of order, I wanted to mention it before, especially since the applicant will be coming back up for rebuttal, but there were a couple of items that were discussed by Commissioner Rice-Davis as well, there was a recommendation from staff as part of the marketing plan, note as far as putting in the paper, but there might be other opportunities, and you might want to consider advertising and posting at the library, housing authorities, things like that, schools, things like that where those least likely to apply because that is what is mentioned in the applicant's affordability plan, seeking those least likely to apply. That would be a recommendation of staff, that they update their affordability plan and we did have this discussion with the applicant, with Mr. Snow prior to, and seemed amenable to that. The one item we also brought up, the utilities, they are based off their existing site in Berlin, that \$150.00 that kind of raised the question, is that realistic in the current market? The applicant did answer to me that yes, based upon the performance of his existing stock, pretty much the exact type of building as this but based on that, and then the evenly distributed part of the affordability plan, again there is a reporting requirement as part of the affordability plan, a 83-h requirement where it actually gets recorded to the Town and we would just ask that the applicant have a kind of dispersant throughout. We won't be asking for every specific unit, we don't need to know who is in an affordable unit and who is not. There should be no stigma attached to any of that, that's not really the business of it but I think just saying, this area of the site, and this area of the site, that they are relatively distributed, just kind of providing that, and again, an applicant has a very tough time in saying someone who met the affordability require and then their income increased. You do not want to unhouse that person so you have to then, the next one that becomes available, move that to an affordable unit. So the practicality is you can't lock them to a specific unit, it's unworkable, but just have it that, yes, in the front we could divide into three or something, this this, and this, just to keep things evening distributed is one of the main crux of the §8-30g is that everything is distributed as evenly as possible in a development but also distributed evenly throughout the town as well. Those are the additional comments I wanted to make on the record on the affordability plan and then as the applicant wishes to address any of the public comments, now would be a great time.

Andrew Morin: For the record, yes we met prior to this, and we agreed to, if the Commission finds it acceptable to extend our horizons to market it to those least likely to apply, with flyers in Town Hall, the library, we're amenable to some sort of condition like that. With respect to the

affordability plan, we have set out the specific units that are proposed as affordable so when it comes to the distribution, what is on our plans, it is what it is, our affordable units are distributed on the whole plan and that is how we are opting to do that, rather than a pro rata distribution on a first come, first served basis which I think Mr. Dickson is referring to, but on our plan, the units are where they are and we believe that they are evening distributed. The last point, we heard some comment about traffic, and I just refer the Commission back to Mr. Hesketh's traffic report that showed no abnormal crash patterns in the area and a very minor level of service change as a result. Just one intersection that I can't name off the top of my head, as a result of the proposed development, so just my last comment, in respect to the \$150.00 monthly expenses. It is a brand new building, they are efficient, water saving, plumbing features, efficient heating so that kind of gives a reason why the utilities, we count them as we did. It's an average as well, because in the winter they are a little bit more expensive, you have your heat running all of the time, in the spring they are less expensive, you have your windows open, so that is why we came up with the \$150.00.

Thank you again for your time, unless there are any more questions?

Commissioner Rice-Davis: Can you maybe, what happens if you have an applicant in an affordable housing apartment and then they have an increase in income?

Andrew Morin: In our affordability plan there is, it reads like a contract. In it there is an application part that if someone wants to rent one of these, has to fill out and one of the conditions on that agreement is that if they have some sort of qualifying event where, lets say they got a significant raise or they got some sort of inheritance that would kick them out of that qualifying, then they are not able to renew their lease. We are bound by that in our affordability plan.

Chairman Sobieski: Paul, I would like you to get ahold of Lt. Dean and find out about making a right turn only at the top of Louis Street. That was there at one time and then it was removed. You can ask about a rotary. The police department hasn't looked at this right.

Paul Dickson: I sent it to Brian Dean and I don't believe I have gotten comments back, but I do just want to I believe it is schedule B of the affordable housing plan, I believe it actually is a pro rata distribution and the answer to that question is not to unhouse people, that is the goal of this whole thing. I think there is some flexibility in being able to offer the affordable units when the tenant is no longer qualified, not to unhouse them.

Paul Dickson: The one thing I want to put out there, if you have any questions for the applicant, and this was something that was brought up by Commissioner Woods too, if there are specific items that you would like to see, or need to see, that are listed as conditions or something that the applicant has agreed to, this would be a good time to let them know too, they do have staff's comments, that is a good time for the Commission's comments and what you are asking of the

applicant to show you, and then if you have any questions for me, questions just in general and more information that you may need, it is recommended to keep the public hearing open to get those questions on the record. Again, it is kind of noted in the staff report that as part of the 8-30g process that all of the information, based upon your decision is contained in the record. So if you do need more information that should be part of the record.

Chairman Sobieski: I would like to hear Brian Dean's response to this and I also, and I don't know if this is possible to get a plan with all of the changes, with the gate, the modified plan for the gate, and show exactly where the snow is going to be stored, and stuff like that, and the questions that we raised, I'd like to get an updated set of plans. I know it's going to take some time, I don't know how long it takes, but I would like to get that. What we agreed to here, what we agreed to with the Fire Marshal, I mean the Fire Chief, and Paul, I'd like to have that on the plans to give a complete picture if that is possible. So I would like to have a motion to keep this open until the next meeting.

Paul Dickson: So we have a motion to continue the public hearing until the next regularly scheduled meeting, February 11, 2026.

Petition TPZ-25-28: Site Plan for a 41 unit rental apartment home development under CGS §8-30g (affordable housing application), at 103 Louis Street in the PD (Planned Development) zone. Applicant: Premier Real Estate Services II, LLC, Owner: Innate Investments, LLC, Contact: Andrew R. Morin, Esq.

Commissioner Pascarelli moved to continue the public hearing for application TPZ-25-28 to the February 11, 2026 regular meeting. The motion was seconded by Commissioner Hoffman.

Commissioner Woods: I have a couple of questions, I'm still not quite sure and maybe the applicant and the Town Planner are comfortable with this, what are we asking them to do? What are they going to have on the plan for us, because I don't want them to bring it in at the next meeting and then well, now we want this, now we want that, I think we need to be more specific and if I'm wrong an the applicant and the Planner can step right in and say, no, we're going to, I'm trying not to send them on a wild goose chase. Some items I think can be handled internally through staff, and the police department. They are going to decide the appropriate place for the crosswalk, and I don't know that we need to be involved in that. Again, I would like to hear from Attorney Morin and the Planner that they are comfortable with the direction that are to worked out for the next meeting, February 11th, the next meeting. If they are comfortable, then I am ready to vote.

Paul Dickson: So I think, the way that I heard it again, the fire access, to show that on the plan, snow storage, and those updates that are part of those, to look at the life safety issues, the landscaping could be updated and shown, I think that could be easy enough if you are doing it,

I will work with the applicant, but if you would like to say specifically what items that would provide clarity to the applicant.

Andrew Morin: It's within your purview to continue the public hearing but one thing I might add even if the public hearing closes, you still have that comprehensive list that we provided in Tab 2 of the supplemental materials. I think that, when you go through that, and I know it's ten pages and it's smaller font, but when you go through that, there is a lot of good stuff about how exactly we propose to respond to the comments have arisen.

Chairman Sobieski: That's why we have to read this and go through it, I just got this tonight. That is why I would like to keep the hearing open. That's my point.

Commissioner Woods: I have one more question. I apologize, it's difficult to do these Zoom meetings, it becomes a little challenging. Commissioner Cane brought up a issue on the number of affordable housing units and Attorney Morin did address it, and I think I agree with Attorney Morin, it's a very fluid thing, so you have to accept some numbers, and until that number changes, that is the number that you have to live with until the State changes it, but he asked for the town attorney's opinion, is that what we are looking for?

Commissioner Cane: Looking for the number of affordable housing units that have been built since September 2024 when the list was published. I looked at the statute and I don't see anything that says that list is positive, and the actual number is irrelevant.

Paul Dickson: I will look into that. Again, Attorney Morin had a concise answer regarding governing 8-30g. Again, I will look into that, it's under 8-30g and we are working underneath that statute so.....

Commissioner Cane: The Department of Housing has and I can't state this frankly enough, hundreds of pages of regulations that they publish that, and I can't give you quotes off the top of My head. I don't remember the specific provisions of the regulations but there are sections upon sections upon sections of regulations that govern how affordable units are counted on a yearly basis, and then how the Department of Housing, who is ultimately tasked with assembling that list compiles them all together. So while I don't have the specific sites, the regulations, 8-30g the statute, more or less says that the ten percent is what governs the manner, the procedure, for how they come up with that ten percent list is in those regulations. I apologize that I don't have the specific sections to the regs.

Chairman Sobieski: Paul, can you get the specific sections?

Paul Dickson: I will review what was said tonight and again, put that together and if I can find something in those regulations one way or another and have a discussion with the Town

Attorney as well, but typically yes, this is governed off of that list by the DOH that is the only official number that the town has for how much affordable housing we have counted under the 8-39g statute.

Commissioner Harpie: Through the courts, the judges will look at the statute, unfairly I agree with you, unfairly applies to us. There are a number of judges that have no zoning background at all, their explanation, we don't need one. They look at it in terms of the statute. I just don't see that they may, and I'm not arguing that the judges are going to rule on the legislation. One thing that does concern me is that we have reports recently on the town center that residents want in that area, according to this report high demand, strong demand for 55 and 65 rental units, as well as independent assisted living options. That doesn't have any protection, or not, it's easy for us either is what I'm saying. I think you do quality work, and your concern for who goes in there, I think that is a tribute to you. It's a little frustrating for us.

Commissioner Rice-Davis: I have a question, I'm looking at their application, tab 8, page 24, change of income; it says option of vacate the unit within 90 days, and as you said, will remain in the unit, but then when I was looking at the application where you were mentioning.....

Paul Dickson: Commissioner Davis, I do not mean to interrupt you, I think we are starting to venture down into public hearing again, rather than the discussion on the motion. If you do want to ask additional questions tonight, I would recommend, if you would like to rescind the motion, based on the discussion and make a motion again, that would be good, it's just going a little far out of the motion. We are discussing the motion to close the public hearing.

Chairman Sobieski: Again, we are voting on a motion to continue this to February 11th.

The vote was unanimously in favor of the motion with seven voting YEA.

VII. APPROVAL OF MINUTES

Commissioner Harpie moved to approve the minutes of the January 14, 2026 meeting. The motion was seconded by Commissioner Hoffman. Commissioner Cane indicated that his name was spelled incorrectly throughout the meeting minutes and should be spelled C-A-N-E. The motion to approve the minutes with the correction was approved with five voting YEA and two abstentions (Pascarelli, Rice-Davis)

VIII. NEW BUSINESS

- A. Petition TPZ-25-26 Site Plan approval for a 41 unit rental apartment home development under CGS §8-30g (Affordable Housing Application) at 103 Louis Street in the PD (Planned Development) Zone. Applicant: Premier Real Estate

Service II, LLC, Owner, Innate Investments LLC, contact Andrew R. Morin, Esq.
(Application Received 12/10/25 – 65 Days to Open Public Hearing 2/13/26.

Petition TPZ-25-26 not closed, new business not applicable.

IX. OLD BUSINESS

None

X. PETITIONS RECEIVED FOR SCHEDULING

None

XI. TOWN PLANNER REPORT

Paul Dickson: I don't have too much for you tonight, you have a lot of information that has been put in front of you. What I will say is that we had a discussion about the zoning, potentially amendments in the future and the desire to have a sub-committee. I've had a lot of questions, I want to remind everyone this is early in the process, no sub-committee has been set yet. That will have to be discussed, how it will be formed, who is on it, and what the charge is. Again, that is the process, that is the direction from the TPZ and then how this gets split between TPZ members, whether there are members of the Council on it, whether there are additional members, that is something to think about. Again, this will be a large process that the town is involved. The town is the key thing. While a sub-committee is the one to provide recommendations to the TPZ that there will be business outreach. I will have meetings here, I'll have meetings in the town center at businesses, I will do my best to reach out to as many people as I can about any implications for zone changes. Again, it is early in the process but there is interest in it, so there is a lot of interest in getting this thing going.

Chairman Sobieski: Will you be meeting with the Chamber on this?

Paul Dickson: The Chamber will be a part of it too, just like during the town center plan, there was a Chamber representative as well. Yes, the Chamber is a key part of what happens in the town center and the town.

Chairman Sobieski: Let me know what you have the meeting with the Chamber, I'd like to attend.

XII. COMMUNICATIONS

Paul Dickson: None, except the one thing they sent out was the exact address for this is up at the mall in Farmington, we did get information on BigY that is proposed for there. That is up on

the actual mall parcel itself. We got an informational notice, so I can share that with the Commission, a free standing building.

XIII. **PUBLIC PARTICIPATION** (For items not listed on the agenda; speaker limited to three minutes)

None

XIV. **REMARKS BY COMMISSIONERS**

Commissioner Harpie: I just view this sub-committee as part of TPZ to review what is workable, not workable, and I don't think there will be dramatic changes from what was recommended by the administration. I think you have to limit the number of people at large.

Paul Dickson: If I may, these are recommendations I make and there are decisions as to how this sub-committee is formed that are town decisions beyond me as the Town Planner saying this is the committee, this is what it is going to be, so again, that will be part of the discussion again, the regulations are the TPZ's regulations, so this is something I think that will be worked out. It is something that will need to be figured out, who the membership is.

Chairman Sobieski: Any other Commissioner comments?

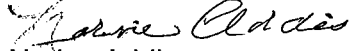
XV. **CLOSING REMARKS BY THE CHAIRMAN**

I strongly suggest that when this committee is formed I think we need to move forward from where we are and not take the report and start from ground zero. I think we did a great job, Kimberly did an excellent job on this, and we need to expound on it, not just rip it apart. That's my opinion. I think that needs to be done, I think a small committee, not a huge committee, and I don't know, one of the things that always bothered me is we have meetings at night. Maybe what we can do is try to schedule something at the Senior Center for a couple meetings, for one meeting, whatever you think is best, I'd like to do the library, and in here. So those would be my strong suggestions. A lot of seniors are over at the senior center during the day, they might have some ideas, go to the library, some people come there at night, and have those options, or here. I don't know how often this room is used, that's my opinion, so keep it to a reasonable amount of people on the committee. Like I said, the committee, once it is formed needs to get a copy of Kimberly's report because her staff spent a great amount of time getting this stuff and I don't know how many meetings, probably ten, and we had a lot of people here for their input. I want to keep that going, they may see something that I don't, or you don't, but I want to hear why people have to say. As I said, this is open and transparent. I want to emphasize there have been no zone changes. Thank you.

XVI. ADJOURN

Commissioner Hoffman moved to adjourn the meeting, seconded by Commissioner Rice-Davis. The meeting was adjourned at 8:50 p.m. after a unanimous vote.

Respectfully submitted,



Norine Addis

Recording Secretary