

PLANNING COMMISSION
SEPTEMBER 26, 2006 – 7:00 P.M.
TOWN HALL ANNEX – COMMUNITY ROOM 2

I. ROLL CALL

Regular members present: Roper, Sherrard, Steinfeld, Munn
Alternate members present: Kane, Fitzgerald
Staff present: Cullen, Glemboski, Murphy, Stanowicz

Chairman Sherrard opened the meeting with roll call at 7:03 p.m.

Chairman seated Kane for Pritchard.

II. PUBLIC HEARINGS

Chairman Sherrard explained the Planning Commission public hearing procedures for the public.

1. The Cedars at Godfrey Road, 120 Godfrey Road (Continued)

Bob Patrick, owner of Elite Development and owner of the property at 120 Godfrey Road, explained the application. This subdivision was previously approved as the O & C Subdivision.

Staff explained the four-lot subdivision. Many of the technical items from the O & C approval have been addressed. Lot #3 had unusual constraints because of the building envelope. The septic system design on Lot #3 was no longer acceptable because the regulations on the depth of ledge for the septic system had changed since the last approval. The design was changed and approved by Ledge Light Health District. The underground utilities were discussed. Sidewalks were not required at the last approval. Sidewalks are not shown in this location in the Master Trails Plan and there would be no connections. Roper asked about the dedicated open space. Staff explained the open space and conservation easements, which have not changed from the previous approval.

There were no comments from the public.

MOTION: To close the public hearing for The Cedars at Godfrey Road, 120 Godfrey Road.

Chairman Sherrard stated that Fitzgerald will vote on this application, and Kane will not.

Motion made by Sherrard, seconded by Roper, so voted unanimously.

2. Windward Passage, Polaris Street & Crystal Lake Road (14 lots) CAM)

Steinfeld read the legal ad.

Tim Bates, Attorney, represented the developer, Atlas Development LLC. Mr. Bates distributed letters explaining a request for two irregular-shaped lots running along Whittaker Lane.

Staff explained that a new revision was just received today. Staff also explained that the number of lots has been revised to 14 lots. Roper asked if the site is staked yet. Mr. Bates said the site will be staked this week, and will let staff know when it is done.

Chairman Sherrard asked for comments from the public.

John Upholz, 28 Polaris Street, submitted and read a letter against the project and the design of the road.

Ronald Jean, 5 Phoenix Drive, spoke against the project based on the additional traffic concerns and water issues.

MOTION: To continue the public hearing for Windward Passage, Polaris Street & Crystal Lake Road, to the next regular meeting on October 10, 2006.

Motion made by Sherrard, seconded by Roper, so voted unanimously.

III. APPROVAL OF THE MINUTES of September 12, 2006

MOTION: To approve the minutes of September 12, 2006 as amended.

Motion made by Steinfeld, seconded by Roper. Motion passed 5-0-1, 1 abstention (Kane).

IV. PUBLIC COMMUNICATIONS

Steinfeld received a phone call regarding the King property and questions about contamination.

Staff noted a permit approved by the State of Connecticut Department of Environmental Protection for a dock at 475 River Road.

Staff said the ERT Coordinator for the Mystic Woods application requested an endorsement by another Town agency to indicate that the ERT would be used with a subsequent application for Mystic Woods. Staff previously discussed this with the Chairman, and staff distributed a copy of Chairman Sherrard's letter to the ERT Coordinator.

Staff distributed information regarding the State Public Act No. 06-80 Notice of Inclusion on Registry. Staff said the registry will be effective for three years for all text amendments and map changes initiated by the Town. A legal ad will appear on Friday. The Act becomes effective October 1, 2006.

V. SUBDIVISIONS

1. Groton Highpoint Subdivision, 245 Hazelnut Hill Road (33 lots)

Chairman Sherrard stated that he had been in to review the plans and noted the five voting members for the Groton Highpoint Subdivision are: Munn, Steinfeld, Fitzgerald, Roper, and Sherrard.

The pedestrian easement of the sidewalk system was explained. The homeowners' association will be responsible for the maintenance and the Town Parks & Recreation Department will intervene for the maintenance if necessary. Staff recommended that a public water supply be installed along Hazelnut Hill Road and that it be maintained by Groton Utilities.

Staff explained the location of the existing sidewalks on Hazelnut Hill Road and what the Master Trails Plan called out for sidewalks in the area. Roper stated that he is concerned about future development on this side of Hazelnut Hill Road and with not requiring sidewalks with this application. The location of existing sidewalks was reviewed. Steinfeld questioned whether the subdivision was actually within the one mile limit of walking distance to the nearest school, which would be Claude Chester Elementary School. Sherrard said that if the Commission is not going to require the sidewalk, there should be a waiver of the frontage on Hazelnut Hill Road. Staff explained a formal waiver request was not necessary for frontage sidewalks on existing streets.

MOTION: To approve a waiver of Section 4.7(1) a) and to not require sidewalks in the non-pavement right-of-way on both sides of the subdivision streets for the following reasons.

- 1) The applicant proposes a meandering 5' wide bituminous path/trail system throughout the subdivision that shall include a public pedestrian easement component to allow for adequate pedestrian movement throughout the subdivision.
- 2) The granting of the waiver would not be detrimental to public safety, health, welfare, or have significant adverse effect on adjacent property.
- 3) The waiver will not conflict with the provisions of the Zoning Regulations, or the Plan of Conservation and Development.

Motion made by Sherrard, seconded by Steinfeld, so voted unanimously.

MOTION: To approve a waiver to Section 4.3(2) a) of the Subdivision Regulations and to allow the non-cul-de-sac portion of the street system to have a pavement width of 26 feet in lieu of the required 30 feet for an access road for the following reasons:

- 1) The waiver request is only for the first portion of the road system off of Hazelnut Hill Road before the entrance road splits into two cul-de-sacs and this road design functions more like a village road system.
- 2) The granting of the waiver would not be detrimental to public safety, health, welfare or have a significant adverse effect on adjacent property.

- 3) The Plan of Conservation and Development recommends allowing a paved width of 24 feet instead of 30 feet for access roads in the future.

Motion made by Sherrard, seconded by Steinfeld, so voted unanimously.

MOTION: To approve a waiver to Section 4.3(1) k) of the Subdivision Regulations and to allow more than 15 lots to be served by a permanent dead end road (Road A "Haute Pointe Road") for the following reasons:

- 1) The Road A "Haute Pointe Road" cul-de-sac will serve 18 lots and has a length of less than the 1,200 ft. maximum.
- 2) The site is constrained by Fort Hill Brook and wetlands to the south and east and industrially zoned land to the north limiting the design for the subdivision and any through streets.
- 3) The project will require, and the applicant proposes, sprinkler systems within all homes.
- 4) The granting of the waiver would not be detrimental to public safety, health, or welfare or have a significant adverse effect on adjacent property and will provide an adequate and convenient system for present and prospective traffic needs.
- 5) The waiver will not conflict with the provisions of the Zoning Regulations, or the Plan of Conservation and Development.

Motion made by Sherrard, seconded by Munn. Motion passed, 4 in favor, 1 opposed (Sherrard). Sherrard opposed because he has concerns with the lack of a second access in a subdivision and with this many houses on a cul-de-sac.

MOTION: To approve a subdivision plan for Groton Highpoint Subdivision, Hazelnut Hill Road with the following modifications:

- 1) Road A shall be named "Haute Pointe Road" and Road B shall be named "Sycamore Road"
- 2) A plan to conduct the additional archaeological survey(s) on the site as specified in the letter from the Public Archaeological Survey Team, Inc. dated July 31, 2006 shall be incorporated into the final subdivision plan and approved by the Director of Planning and Development. The plan shall be in accordance with the requirements of the State Historic Preservation Office (SHPO) and the Environmental Review Primer for Connecticut's Archaeological Resources. The plan shall entail conducting archaeological survey(s) and following the

Primer's sequence of investigations and mitigation impacts to significant sites and resources. Review and approval of the archaeological reports and work by SHPO and the Office of State Archaeology (OSA) shall be required. Any significant modifications to the subdivision plan based on these investigations shall require additional review and approval by land use agencies of the Town of Groton, as necessary.

- 3) The bituminous path within the subdivision shall be a minimum of 5-feet wide and the final detail for this path shall be approved by the Parks and Recreation Department. A public pedestrian easement shall be placed over all portions of this path.
- 4) The Groton Highpoint Homeowners' Association shall be responsible for the maintenance of all areas as shown on a plan entitled Homeowners Association Easement Exhibit dated July 31, 2006. This shall include the 5 ft. wide bituminous path. Appropriate language shall be incorporated into the legal documents for the Homeowners' Association and the public pedestrian easement document, as appropriate, for the maintenance of these areas. The Town of Groton Parks and Recreation Department shall have the right but not the obligation to maintain the 5-ft. wide bituminous path.
- 5) The benches, bollards and trail restricters shown on the plans for the Town open space and within the "100-foot regulated area" shall require a permit from the Inland Wetland Agency or the determination for "no need for a permit" prior to recording the plans in land records. The developer shall make every effort to obtain this permit.
- 6) Removable bollards shall be placed at the entrances to all open space access drives and the utility easement at the subdivision boundary.
- 7) The Town of Groton Conservation Easement shall be approved by the Office of Planning and Development and recorded with the subdivision plan.
- 8) The utility easement area within the Town open space shall be provided with a 10 ft. wide compacted gravel surface with loam and seed in lieu of the proposed stone dust path. The design and detail shall be approved by the environmental planner and the Town Engineer and shown on the final plans.
- 9) A public water system shall be provided to this subdivision in Hazelnut Hill Road to insure that public facilities are available and will have sufficient capacity to

serve the proposed subdivision, and to provide a public water system capable of providing domestic water use and fire protection to insure the public health and safety. The design and details shall be shown on the final plans and approved by the Department of Public Works and Groton Utilities.

- 10) The initial clearing limit lines shall be as shown on the plan or shall be a minimum of 15 ft. from the proposed structure, whichever is greater.
- 11) A Typical Individual Lot Development Standards Detail shall be added to the final plan with typical notes essentially as shown on Exhibit A and approved by the Director of Planning and Development. Notes and guidelines shall be provided for preservation of significant natural features, maximum allowable clearing limits, driveway construction, retaining walls, slope grading and stabilization, etc. Additional notes shall include:
 - a) Prior to Certificate of Occupancy, at the request of the Town or the Developer, a landscape architect or a certified arborist shall review and make recommendations on the need for tree removal of any remaining trees on the lot that have been disturbed or damaged during the course of lot development. The developer shall be responsible for hiring and following the recommendations of the landscape architect or certified arborist prior to the Certificate of Occupancy.
 - b) Individual lot driveways off of the mews shall be a minimum of 20-feet in length.
12.
 - a) Lot 18 shall be removed from the subdivision plan due to the limited buildable area and the extensive amount of over 25% slope on the lot. Sycamore Road may be shortened to accommodate the elimination of this lot.
 - b) Lot 32 shall be removed from the subdivision plan based on the limited buildable area of the lot due to the constraints of the onsite wetlands, the conservation easement and the access easement. The elimination of this lot will provide for 18 lots to be served off of Road A "Haute Pointe Road".
- 13) Lots # 8, 9, 11, 14, 15, 16, 17, 19, 20 and 31 shall require individual plot/erosion control plans approved by the Director of Planning and Development or designee prior to the approval of a building permit for these lots. The lots shall provide for an adaptive terrain housing style

as shown on the typical detail layout for Lots 19 and 20 exhibit and as appropriate for each individual lot. Lot development shall be in accordance with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control and the 2004 Storm water Quality Manual, as amended. This requirement shall be noted on the final plan and provided to all prospective buyers and with all sales documents for these lots.

14. The Erosion Control Plan shall be modified as follows:
 - a) The plan shall clearly state and show the initial clearing limits for only the roads, storm water facilities, and utilities.
 - b) The sediment traps shown on Sheet 28 shall be relocated out of non-clearing areas as specified on the final lot design. New locations shall be approved by the environmental planner.
 - c) The number of lots within a phase in which soil is directly exposed at any one time without stabilization shall be limited to 5; excluding those lots used for erosion and sedimentation control implementation and approved staging areas. As one of these lots becomes stabilized, grubbing, excavation, and soil exposure may occur on another lot within the subdivision.
15. The final plan shall meet all Inland Wetland Agency permit conditions.
16. Any references and notes shall be removed from the subdivision plan for any proposed private agreements for restrictions on clearing, development, etc. A note may be placed on the plan stating that these lots may be subject to private agreements and/or easements and covenants for additional restrictions on development, clearing, grading, use of chemicals, etc., that are not enforced by the Town of Groton. The note may reference recording information for these documents.
17. All technical items shall be addressed.

Motion made by Sherrard, seconded by Steinfeld. Motion passed 4 in favor, 1 opposing (Fitzgerald). Fitzgerald opposed because he feels that the lack of sidewalks on Hazelnut Hill Road is a public safety issue.

In accordance with Section 4.3 (1) c of the Subdivision Regulations, the Planning Commission notes that the subdivision has exceeded 25 lots with only one frontage on and vehicular access from an existing Town accepted street. The Commission notes that the road system has been designed with regard to providing a safe and adequate system for present and future traffic needs. In addition, all homes will have a sprinkler system to provide an additional safety

feature within the subdivision and the Fire Marshal has determined that an acceptable road system and subdivision design exists for emergency service.

The Planning Commission notes that alternative design for grading and landscaping within and adjacent to the road right-of-way is acceptable in accordance with Section 4.2 (6) c) of the Subdivision Regulations.

The Planning Commission notes that the number of lots served by common driveways designed as mews is acceptable in accordance with Section 4.2 (4) of the Subdivision Regulations and that all lots are capable of receiving emergency and regular Town services and all homes will have a sprinkler system approved by the Fire Marshal.

The Planning Commission notes the extensions of the new streets and/or easements to the boundary lines has not been required in accordance with Sections 4.2 and 4.3 of the Subdivision Regulations due to the location of an existing Fort Hill Brook and associated wetlands, the steep slopes, and the industrial zoned property to the north.

The Planning Commission notes that no sidewalks are being required along the Hazelnut Hill Road frontage, in accordance with 4.7(1) a) of the Subdivision Regulations, due to the existence of inland wetlands along Hazelnut Hill Road. In addition the Master Trails Plan does not propose an extension of the sidewalk along Hazelnut Hill Road in this area.

Sherrard recited the findings.

Findings with Respect **(A)** to the Provisions of Section 22a-19(b) of the Connecticut General Statutes Regarding Alleged Unreasonable Pollution, Impairment, or Destruction of the Public Trust in the Air, Water, or other Natural Resources of the State and **(B)** Conformance with Subdivision Regulations:

(A) CGS. Section 22a-19(b) Findings

1. The Commission finds that after review and consideration of the record, including testimony and other evidence from the applicant, the intervenors pursuant to CGS 22a-19, the public, and the staff, as well as consideration of all relevant circumstances and factors, the proposed Groton Highpoint Subdivision Plan, as modified, does not have, or is not reasonably likely to have, the effect of unreasonably polluting, impairing, or destroying the public trust in the air, water, or other natural resources of the State, including but not limited to such resources as trees, wildlife, and historic resources, and based on this finding there is no need to consider whether a feasible and prudent alternative exists which is consistent with “reasonable requirements of the public health, safety, and welfare.” In making this finding the Commission notes:
 - a) The Planning Commission has given due regard of the report of the decision of the Groton Inland Wetlands Agency, which has issued a permit for the development activities and environmental protection measures including, but not limited to, requirements for limited-activity

within 100-feet of significant natural wetland areas, time limitations on construction of utilities within regulated area, an environmental bond, removal of invasive species, certification of the erosion control plan by an erosion control specialist, and a storm water quality management plan,

- b) The Town of Groton Subdivision Regulations include provisions to assure protection of relevant environmental resources and consideration of environmental matters which impact the jurisdiction of the Planning Commission, including but not limited to, the ability to review the plan for general conformance with the Town Plan of Conservation and Development, the ability to apply conservation easement and development free areas to protect aquifers and wetlands, the requirement for open space and undeveloped area dedications, the development of a phased clearing, grading and site stabilization plan for lots and infrastructure development to control erosion and sedimentation, preserve soil, and limit nutrient loss, the planning for downstream drainage needs, and the preservation of natural features and amenities. All provisions of these sections of the Subdivision Regulations are met by this plan as modified herein.

(B) Town of Groton Subdivision Findings

2. The Commission finds that the plan is consistent with the Plan of Conservation and Development by being consistent with the Residential Density Plan by providing a density of less than two dwelling units per acre, and being consistent with the Future Open Space Plan by preserving significant open space surrounding Fort Hill Brook, utilizing conservation easements and open space development patterns.
3. The Commission finds that the stormwater management system is designed to Town standards, is designed to minimize the erosive velocities of water, and is designed to minimize the deposition of sediments in the wetlands and Fort Hill Brook, and minimize the impact on downstream properties. The stormwater management system, combined with the stormwater quality management program, will protect the property in this important watershed from adverse water or land pollution and will preserve and enhance the environmental quality of the surrounding neighborhood and the Town.
4. The Commission finds that the Erosion and Sediment Control Plan components contain appropriate measures to phase grading and to control erosion and sedimentation both during and after construction. The plan is consistent with the "Connecticut Guidelines for Soil Erosion and Sediment Control, as amended."
5. The Commission finds that the subdivision plan, with approximately 60 % of the site in open space and requirements for buffers, a conservation easement, enhanced erosion and sediment control plan, and stormwater management plan, will not unreasonably pollute the air, water or the

land. The plan provides the most efficient design and layout of the land while preserving the density pattern of the land and district.

6. The Commission finds that impacts on any significant archaeological resources shall be mitigated in accordance with consultation of the State of Connecticut Historic Preservation Office (SHPO), which agency is responsible for identifying, evaluating, and protecting Connecticut's archaeological heritage, and in accordance with the SHPO's Environmental Review Primer for Connecticut's Archaeological Resources.
7. The Commission finds that the subdivision, as modified, has frontage and vehicular access from an existing public road and that such roadway is suitably improved so as to provide safe circulation and is capable of accommodating the increased traffic generated by the subdivision.
8. The Commission hereby finds that, as modified, the application is consistent with all applicable standards, objectives, and regulations of the Town of Groton Zoning and Subdivision Regulations, and conforms to all other public health and safety requirements incorporated therein.

Chairman Sherrard called a recess at 9:38 p.m.

The meeting resumed at 9:48 p.m.

2. The Cedars at Godfrey Road, 120 Godfrey Road (4 lots)

Chairman Sherrard noted that the voting members for The Cedars at Godfrey Road are: Munn, Sherrard, Steinfeld, Roper and Fitzgerald.

MOTION: To approve the Cedars at Godfrey Road Subdivision, 120 Godfrey Road, subject to the following modifications:

- 1) Underground utilities for lots 3 & 4 must be located a minimum of ten feet from the leaching area.
- 2) Revision of septic design will be included on final plans.
- 3) Technical items as raised by staff shall be addressed.

The Planning Commission notes that it is not requiring a sidewalk on Godfrey Road due to the site not being within the priority area for sidewalks in the 2002 Plan of Conservation and Development. There are no sidewalks in the area.

Motion made by Steinfeld, seconded by Fitzgerald, so voted unanimously.

Kane returned at 9:52 p.m.

3. Windward Passage, Polaris Street & Crystal Lake Road (14 lots) (CAM)

The public hearing was continued to October 10, 2006.

4. Crawford Way Modification, 123 Toll Gate Road and 9-45 Crawford Lane

Staff explained the application is for the modification of a previously approved subdivision. The Town accepts only "Lane", "Drive" and "Street" for new streets, and the modification will change the road name from "Crawford Way" to "Crawford Lane". The house at 123 Toll Gate Road has an existing driveway on Toll Gate Road. The applicants are asking to keep the Toll Gate Road driveway in lieu of a new driveway accessed from Crawford Lane. When the subdivision was approved, the owners were asked to put a new driveway on the new road because of the diminished sight lines on Toll Gate Road. The sight distance on Toll Gate Road has improved as a result of the grading, clearing and improvements made at that intersection, and the applicant wants to keep the existing driveway on Toll Gate Road. One tree will be removed. The sight line is 300 ft. in both directions.

MOTION: To approve the road name change from Crawford Way to Crawford Lane and to approve the Crawford Way Subdivision modifications with the following modifications:

- 1) The tree closest to Toll Gate Road, west of the existing Lot 7 driveway shall be removed to improve the driveway sight line.
- 2) The driveway apron for Lot 7 shall be removed.
- 3) Technical items as raised by staff shall be addressed.

Motion made by Sherrard, seconded by Roper, so voted unanimously.

5. Colonel Ledyard Estates, 0 Colonel Ledyard

MOTION: To approve a 90 day extension for recording of Colonel Ledyard Estates, 0 Colonel Ledyard Highway.

Motion made by Roper, seconded by Steinfeld, so voted unanimously.

VI. SITE PLANS

1. Tilcon Above Ground Fuel Tanks, 185 South Road (CAM)

Clint Brown, DiCesare-Bentley Engineers, represented the applicant, Tilcon Connecticut, Inc. Mr. Brown explained the application. The applicant proposes to remove an existing 6,000 gallon underground gasoline tank and a 12,000 underground diesel tank. These tanks are fifteen years old and are being removed to upgrade the facilities. The existing tanks will be emptied, removed, disposed of, and the site will be graded. The applicant will install two above ground tanks, a 1,000 gallon gasoline Convault tank and a 10,000 gallon diesel Convault tank. The above ground tanks will have the ability to recover their own spills. The storm drain plan was upgraded with a previous application. The new above-ground tanks will be located more internally at the site. Mr. Brown

explained the coastal management application. A waiver for sidewalks was requested as this is an industrial site, and there is no pedestrian traffic. The physical limitations of the site for sidewalks was discussed.

Staff explained the coastal resource aspects. Spill containment with the Convault tanks and erosion control were explained. The waiver for sidewalks was discussed. The existing sidewalk is on the east side of South Road and north of the railroad bridge. The current sidewalk agreement with Luther Fence was explained.

MOTION: To approve the site plan for the Tilcon Above Ground Fuel Tanks at 185 South Road with the following modifications:

- 1) A note shall be placed on the plans stating “Any modifications required by any State permitting process, shall be reviewed by Town staff. Any required modifications to the site plan shall be approved by the appropriate agencies, as necessary.”
- 2) All technical items raised by staff shall be addressed.

The Planning Commission notes that a sidewalk is not being required along the property frontage on South Road as the sidewalk network is proposed on the opposite side of the road.

Motion made by Sherrard, seconded by Roper, so voted unanimously.

MOTION: To approve the Coastal Area Management application for the Tilcon Above Ground Fuel Tanks at 185 South Road, as it is consistent with all applicable coastal policies contained in CGS 22a-19, and includes all reasonable measures to mitigate adverse impacts and creates no unacceptable adverse impacts.

Motion made by Sherrard, seconded by Roper, so voted unanimously.

5. St. Mary’s Church Parish Center, 69 Groton Long Point Road

Ed Wenke, Engineer, represented the applicant, St. Mary’s Church. The location and three existing buildings at the site were described. The 12,600 sq. ft. building addition to the rear of the church, adjacent to Fitch High School, is for a new parish center. A variance was granted for a 14.5 ft. rear yard setback. Some of the parking spaces will be rearranged to meet standards. The handicap parking spaces will be revamped and four additional handicap spaces will be added. A new roadway will be built to access the parish center. The plan calls for planted islands in the parking lot. The applicant is proposing to complete those within two years when the construction is completed and the parking lot will be re-paved. The sewer service will be coordinated with the construction of Fitch High School. A water line will be brought in for a new fire hydrant. A gated entrance from the parking lot to Fitch has been added to the plan. Liquid propane tanks will be located at the rear of the property, and additional deciduous trees will be added. There will be foundation plantings around the new parish center. The drainage line will be upgraded and coordinate with the

driveway realignment for Fitch High School. A curbed driveway apron will be incorporated, as shown on a previously approved site plan.

Staff explained the landscaped islands it recommends. There is enough interior landscaping on the site now to meet the requirements. The staff said bollards and a chain will be placed on the Fitch side of the emergency access way to discourage students from possibly parking there. Staff explained that the drainage connection through the Fitch High School property will be upgraded to a 24 ft. pipe and coordinated with the project on this adjacent property. Staff stated that some of the rooftop units may be visible from the parking lot, so staff has requested that the units be painted or screened.

Mr. Wenke explained that the parish center will have a meeting hall, kitchen, offices, and meeting rooms. There is more than enough parking on the site for the church and the parish center. The dumpster enclosure was shown on the plan. Roper asked about the islands. Mr. Wenke said the church is requesting leniency with regard to the timing of the islands, since the resurfacing of the parking lot is planned after the construction, in about two years. Existing frontage sidewalks were reviewed. Steinfeld asked what the plan is for the existing parish center. The applicant said it will be demolished. Mr. Wenke reviewed the lighting plan for the new parish center.

MOTION: To approve the site plan for the St. Mary's Church Parish Center, 69 Groton Long Point Road with the following modifications:

- 1) A note shall be placed on the plan that states that construction of the approved drainage improvements will be coordinated with the drainage work associated with the Fitch High School addition.
- 2) Two bollards and a chain shall be placed on the Fitch High School property to prevent parking in front of the new emergency access way.
- 3) The existing front island shall be extended to the north to narrow the travel way to 24 feet in order to provide a safe transition to the new parking area adjacent to the parish center. The island shall be placed such that it allows stormwater to continue to enter the existing catch basin and shall be installed when the parking lot is resurfaced.
- 4) Roof top equipment on the east side of the new parish center shall be screened or painted to match the building if visible from the parking lot
- 5) Technical items as raised by staff shall be addressed.

The Planning Commission understands that the two islands will be completed by July 1, 2009.

Motion made by Sherrard, seconded by Roper, so voted unanimously.

6. Lighthouse Point, Gungywamp Road & Pleasant Valley Road North

Steven McDonald, WMC Consulting Engineers, represented the applicant, Liberty Investors, LLC. The applicant is proposing 96 townhouse-style condominium units on a site of 12.42 acres in the Nautilus Memorial Design District (NMDD). The allowable density for the area is 150. Each building is three stories in height, similar to the nearby Navy housing. The storage area requirements for each unit are met. The site has 9.9% recreation area, 7% is required. A small wetland area along Route 12 has been avoided. The recreation areas and a stormwater detention basin were reviewed. Two access points and the circulation pattern was reviewed. The theme of the project, including a lighthouse at the entrance, is tied to the nautical theme of the district. The applicant proposes 5 ft. concrete sidewalks along Pleasant Valley Road and Route 12. The hydrant locations have been coordinated with the Fire Marshal. Sprinklers will be installed in each unit. Mr. McDonald stated that the stone walls on the property will be maintained. The landscaping plan was reviewed. The applicant is requesting a waiver for the requirement of the Nautilus Memorial Design District for access to the site from Crystal Lake Road. Staff explained that the original application was for 118 units, reduced to 96 with this application as part of a stipulated judgement between the Zoning Commission and the court. The pedestrian entrance into the site has been improved. The buildings have been broken up into smaller complexes than shown with the previous application.

Staff explained the stipulated judgement requirements. The internal and external sidewalks were described. A stone dust path throughout the site was reviewed. The decorative fencing and detail required by the NMDD are included in the design and also included in the playground design. The previous design for the front of the site has been incorporated into this plan. The storage, patios, pavements, radius, parking, public water and sewer, underground utilities and playground area were explained. Staff stated that many of the stone walls on the site will be protected. If any of the stone walls cross a driveway, they will be moved to adjacent areas in the site. The site will be linked to an alarm system and all units will be sprinklered. The playground areas and stone dust path exceed the required minimum for active recreation areas.

Floor plans including storage areas were reviewed. The sidewalks in the area were reviewed. Staff said the Master Trails Plan does not focus on the west side of Route 12, but with all the residential development on the west side, this would be an asset, and consistent with the plan. Trash collection, bus routes, school bus access and parking spaces were reviewed. Sherrard asked how many bedrooms will be in each unit. Staff said they will all be two-bedroom units. Sherrard asked how many are identified as handicapped-accessible. Mr. McDonald said he did not know. Staff said this is a building code issue and there may need to be some changes to accommodate these units. Sherrard asked if there will be parking allowed on Pleasant Valley Road. Staff said the parking on Pleasant Valley Road should be addressed by the Traffic Authority because

of all the new development in the area. Kane asked if there will be a walkway connection to Route 12. Staff said yes.

MOTION: To approve a site plan for the Lighthouse Point, Pleasant Valley Road, with the following modifications:

- 1) Replace 4 foot chain link fence with a 4 foot decorative fence as referred to in the design standards for the Nautilus Memorial Design District.
- 2) Playground equipment, surfacing and installation must meet or exceed all Consumer Product Safety Commission, ASTM, and ADA guidelines for safety and age appropriateness.
- 3) All signage will meet zoning requirements.
- 4) Handicapped-accessible units and parking as required by the Building Code will be identified on the plan.
- 5) Technical Items raised by staff shall be addressed.

The Commission grants an exception to the Nautilus Memorial Design District Standards that allows access only from Crystal Lake Road on the basis that the site has no access to this particular road from any portion of the property.

Motion made by Roper, seconded by Kane, so voted unanimously.

4. Fitch High School Modification, 101 Groton Long Point Road

Rick Norris, Schools Project Manager, Town of Groton Department of Public Works, explained the application for the Fitch High School. The State Traffic Commission has added an additional right turn to the entrance to the high school.

Jim Hoagland, an architect with JCJ Architecture, represented the applicant. The existing driveway design as approved by the Planning Commission was reviewed and the re-engineered right-turn only lane into the high school driveway was explained. The driveway will still align with the Public Works driveway across the street. Mr. Hoagland said the original design met the Town requirements, but has been redesigned at the request of the State. Mr. Norris said the traffic lights at the intersection of Groton Long Point Road and Route 1 will start working in late October or early November.

Munn and Steinfeld stated they would like the lane extended up the hill a bit. Staff explained that the lane should not be too long or the vehicle speeds can accelerate in that lane. Mr. Norris said the traffic now typically stacks in the breakdown lane. This should improve and expedite traffic movement in that area. The arrival of the school buses was discussed. Sherrard asked if there will still be a crossing guard. Rick said there was no discussion of changing that, but he will confirm with the Town Police Department.

MOTION: To approve the site plan modification for the Fitch High School at 101 Groton Long Point Road with the following modifications:

- 1) Technical items raised by staff shall be addressed.

Motion made by Sherrard, seconded by Munn, so voted unanimously.

VII. OLD BUSINESS

VIII. NEW BUSINESS

1. Report of Commission

Steinford said the church at the end of Maxson Road is being paved. Staff will have the Zoning Official review the site for violations.

Steinford said he has seen many canopied instant garages going up in the Town, and asked staff if there are any building or zoning requirements, since they are temporary units. Staff said they will discuss this with the Zoning Official.

Roper said he attended a Transportation Strategy Board on August 23rd, and two meetings for the Interstates 95 & 395 Destination Area Committee, on August 31st and September 15th.

2. Town of Ledyard referral for public hearing on October 12, 2006

Staff explained the referral. The Commission had no comment.

VII. REPORT OF CHAIRMAN

The number of lots for each of the new applications was reviewed.

Chairman Sherrard asked if the new Public Act 06-80 applied to the Inland Wetland Agency. Staff said the registry only refers to boundary changes, subdivision and zoning regulation amendments and changes to the Plan of Conservation and Development.

Chairman Sherrard stated that he would like staff summary sheets for each project, if possible.

Chairman Sherrard asked staff to call when Windward Passage is staked.

VIII. REPORT OF STAFF

Sherrard and Steinford will not be at the next meeting on October 10th. Roper will be acting chair.

Staff said he has submitted a new fee schedule for land use applications to the Town Council. The Council has scheduled a public hearing for an ordinance on October 17, 2006.

IX. ADJOURNMENT

Motion to adjourn at 11:15 p.m. Motion made by Steinfeld, seconded by Munn, so voted unanimously.

Respectfully submitted,

Margil Steinfeld