

SHELTON PLANNING AND ZONING COMMISSION REGULAR MEETING MINUTES

**SHELTON PLANNING AND ZONING COMMISSION REGULAR MEETING HELD TUESDAY,
JANUARY 9, 2018 AT 7:00 PM. CITY HALL AUDITORIUM, 54 HILL STREET, SHELTON, CT 06484**

PZC Commissioners Present:

Virginia Harger, Chairman
Anthony Pogoda, Vice-Chairman (phone conference)
Elaine Matto, Secretary
Jimmy Tickey (arrived 7:07)
Charles Kelly
Mark Widomski
Ned Miller, Alternate
Nancy Dickal, Alternate (absent)

Also Present: Richard Schultz, AICP, Planning and Zoning Administrator
Anthony Panico, Consultant (phone conference)
Sandra Wasilewski, Recording Secretary
Pat Gargiulo, Stenographer

Tapes, correspondence and attachments are on file in the City/Town Clerk's office and the Planning and Zoning Office and minutes are available for review on the City of Shelton Website www.cityofshelton.org

I. Call to Order

Chairman Harger called the meeting to order at 7:03 PM.

II. Pledge of Allegiance

III. Roll Call

Chairman Harger identified members present.

IV. Public Hearing

Application #17-19: PPD Zone Change

Comm. Harger: I would like to go over the guidelines. All members of the public wishing to address the Commission will need to clearly print their name and address on the sheet at the

podium. This is to assist the recording secretary and stenographer who will be doing the minutes and transcripts of the public hearing. The applicant and/or associates will make a presentation to the Commission. During the presentation the Commission and/or the staff may ask questions to the applicant and/or his associate will be given the opportunity to answer during or at the end of the presentation. After the presentation has ended and if there are no further questions from the Commission, the public will be given the opportunity to address the Planning & Zoning Commission about the item being discussed by the Commission. All comments and/or questions are to be directed to the Planning & Zoning Commission Chair and to the Chair only; not to the applicant or his associates. No dialog is permitted between the public and the applicant and his associates. All comments should be informational directed to the criteria of the zoning regulation. Unless a member of the public has new comments or a question to the Chair, members of the public are asked to indicate whether or not they are in agreement with the previous speaker and to please not repeat the same testimony when it's your turn. The applicant's attorney and/or consultants will be given the opportunity to address any comments or questions from the public after the last person from the public has been given the opportunity to speak. If the public hearing has not concluded by 10:00 p.m., the public hearing will remain open and a day for continuation of the public hearing will be announced at which time the public hearing will pick up from the point where it was left open. If the public hearing is left open, the Planning & Zoning Commission is not allowed to make any public comment, discuss any part with the applicant and/or his associate's presentation or receive any additional information from anyone. After the Chair is satisfied that the applicant and/or his associates have concluded their presentations, has answered all questions and have directed all concerns from the Commission, there will be a motion to close the public hearing.

A. Application #17-19, R. D. Scinto, Inc. for Modification of Initial Development Concept Plan and Detailed Development Plans for PDD #63 (retail shopping center), 899-905 Bpt. Ave. (Map 8, Lots 15 and 16)

Comm. Matto: (reading description of Application #17-19 as well as letters dated 11/18/17, 10/16/17, 12/20/17 and 1/9/2018)

Rob Scinto: R. D. Scinto, Chief Operating Officer, One Corporate Drive, Shelton, Connecticut. My father Bob, the Chairman of the company would love to be here but broke his pelvis.

Comm. Harger: Please convey our condolences.

Rob Scinto: This is very high end mix use development. It's a terra cotta that's suspended off the building. It's very similar to what we are doing at 100 Commerce Drive. I wish it was a little further along so you could see the material that we're talking about, but this is going to be a very high end development with a mix of tenants. Over at 100 Commerce Drive, I don't know if you know, it's kind of split; we have a coffee shop, Starbucks; we have the Spotted Horse, a

high end restaurant; a high end butcher shop right next to it and then in the bigger building, we actually were able to get Griffin Hospital to take over the entire top floor, 16,000 sq. ft., so coming off of the success from that, we came over to this development here where we really have a lot of interest from lots of different tenants that make up all different uses; retail uses, office uses, we have an insurance adjustor that has a lot of agents who has to be out on the road, so they are looking at a place like this. There are nurses looking at places like this; chiropractors, restaurants, a bunch of different uses. This is going to be more of a mix use service industry. At 100 Commerce Drive, Griffin Hospital is not putting in an urgent care center there which everyone might have thought, they are actually putting in an internist there at the 16,000 sq. ft. with a bunch of other private uses where that has to be the doctor to go and that is a great location and they want to be where the traffic is, so that's my spiel on it and these guys will talk about their spiel and I'll come back and finish up on it. As the property sits today, it's a little bit of blight so we are looking to improve on that and clean it up. With that, I will hand this over to Joe.

Joe Pereira: My name is Joe Pereira, Principal for Pereira Engineering and licenses in the State of Connecticut. First things first, I just want to submit photos for the record. The site is 899-905 Bridgeport Avenue, PDD #63. We were here a couple of years ago in 2016 for another development – that included a 96-room hotel and a restaurant. At that time, we did receive both Wetlands and Planning & Zoning approvals for that project. We currently have Wetlands approval for this project to date. We are here today seeking P & Z approval for this new site. I will be talking about the site in general. So, existing conditions – the site is approximately 2.8 acres and located south of the VCA Shoreline Veterinary Hospital and north of 917 Bridgeport Avenue and also Avalon Bay driveway. The site is currently blighted. There are 8 existing buildings on the site today, all of which will be demolished. There's no storm water management on the site so what that means is during a storm, all the water runs directly into the stream, untreated. This site is serviced by Sanitary Gas and Water and we will be using those utilities for the development. We are proposing a 26,200 sq. ft. mix use building. As Rob said, it will be retail and some service companies. We are required to provide 118 parking spaces and we are providing 131; so that gives us a net of 13 additional spaces. For this project, the way we proposed this layout, we looked at what was previously approved for the hotel project, so we did not expand on the size of the development, physically. For storm water management, we are providing a pretty detailed system. The system includes hooded outlets and catch basins. We are also providing a large, on-site storm water detention system. That will obviously facilitate the reduction to the storm water coming off the site. The last treatment train in the storm water system will be a hydro dynamic vent separator, so all the storm water from the site will actually fall thru the hydro dynamic separator before it's released into the stream. So there will be a net reduction in water going into the stream and end up having an improved quality of storm water flowing in. Right before it goes into the stream, we have a rip

rap apron which will help to slow down the water. Also in the drawing package, for the civil drawings, you will see that there's soil and sediment control plans and we addressed all the concerns. The plans are divided into two phases – 1. Site preparation- before any work is done on the site, we have to install sediment controls then we could start on the demolition. Once all the demolition is done, then phase 2 is the site construction. Finally, I would like to introduce the rest of our team. After me, will be Earl, Pat Rose, Architect and then Mike, our traffic engineer. Two points, this current proposal for the site is less intense than the previous approval for the hotel, from a traffic department perspective. Because from a parking perspective for the hotel, we were required to have 126_spaces and we provided 128 so that added two additional spaces in total. For this development, we were required to have 118 spaces and we actually have 131, so we have a net increase of 13 additional spaces that are not required. A second point from a traffic perspective and again, Mike will get into this more, the traffic volume for this site; based on his analysis will be the same or less. So from those two points, it is a less intense project. I will pass this on to Earl now.

Earl: Landscape Architect in Fairfield, Connecticut

I'll be brief; the landscape consists of shade trees, boundary plantings, buffer plantings; starting with the landscaping in the parking lots – the islands are planted with trees – Maples, Corn Beam and Chinese Elms. The border planting is comprised of Spruce, Eastern Redcedar, Maple and Birch. The understory is comprised of rose and hydrangea and juniper with grasses and perennials. You could see the southern border there is heavily planted as it's adjacent to the wetland area and as well as the front yard between the parking and Bridgeport Avenue. Perennials and grasses are included – Black-Eyed Susan and Cone Flower. There is a mix of ornamentals and native plantings. The natives tend to be located to the wetland area. From a site lighting standpoint, we are using dark sky compliant lighting, led lighting with a soft light; it's not a bright blue light it's a softer light, with a generally minimum of .5 per candles on the property itself. I think from a landscape perspective, that's my presentation.

Comm. Matto: Could you tell me about the Chinese elms?

Earl: The Chinese elm is an elm that does not get diseased; it's a smaller tree does not get overwhelming.

Comm. Matto: Is it sterile?

Earl: I don't know.

Comm. Harger: Do we still have to worry about the Dutch elm?

Earl: No, this was a developed hybrid based on the Dutch elm disease; it's a hardy elm.

Comm. Widomski: Quick question, the lighting, you said it's not going to spill over to the properties next door and all that? How about up?

Earl: Right. It's all down lit; we did submit a light fixture in the package – down light source and no up light.

Comm. Widomski: So on a cloudy night, we won't see the reflection.

Earl: That's right.

Comm. Harger: Earl, will you please spell your last name?

Earl: Goven – g o v e n.

Comm. Harger: Thank you.

Pat Rose: Good evening, Pat Rose from Rose & Tiso & Company, registered architect for the State of Connecticut. I would just like to hand you out something quick just so you have some information on the type of material we are using on the outside of the building. The building, as its laid out is 26,200 sq. ft. It's relatively simple – it's an 'L-shaped' building longer leg is 80' deep so its perfect retail space depth. On that plan, you will also see 2 retail stores just laid out, typically. Tenants are known; sizes are known – it's a very generic lay out. It's a very simple and elegant phased design where we are using terra cotta tiles on the top portion of the building then glass on the lower portion where the lower frame doors entrance into the retail. Terra Cotta is material that you don't see a lot used but you will see a lot more of it used. Something we used with Mr. Scinto over at Quarry Road medical office building, so we have some familiarity with it. It is a rain screen such that it does let water through; it hits the back wall and drains out from behind it. It's a very long-lasting material – it lasts 100 years.

Comm. Matto: That's not the color – the color's not terra cotta – that's just the name of the material?

Pat Rose: It's just the material, correct. It's not a terra cotta color; it's a gray color. It comes in many different colors. It's about 2" thick. It's set on tracks.

Rob Scinto: (showing a piece of the material to the Commission)

Pat Rose: There are a variety of colors. The one behind that is a picture of an actual installation. It provides a very elegant simple line to the building. What we are doing with the signage is creating brackets that protrude out from the terra cotta and the signage will be mounted between the brackets and will also be a sun screen where that signage is. The signage, we will try to keep it as uniformed as we can with channel letters.

Comm. Harger: What about the fading or anything?

Pat Rose: It does not fade. It's all the way through the same color – it goes all the way through 2" thick; very high quality.

Mike Galante: Mike Galante, traffic consultant out of Fairfield.

The boards I put up are old boards or sheets and figures and tables – nothing different I am showing you tonight. Left top – gives you reference of the study area – shows the Route 8 southbound off ramp Exit 11 and to the north of the site – going to the top on the right side – traffic volumes – weekday afternoon and Saturday midday – peak hour for week day 5-6 p.m. – Saturday from 10 a.m. to 2 p.m. The study is based on our actual counts. The weekday volumes are much higher than Saturday volumes for record purposes.

Comm. Harger: The list of figures in the report, item #3 says 2016 existing traffic volumes, that's not what you wrote?

Mike Galante: If you look at the top right the base line in April and May of 2016 – the volumes are acceptable. Quite frankly, traffic has changed as far as base line traffic – for example, years ago, traffic increased 2% or 3% per year automatically. Now people go back 2 or 3 years it was 0% increase; now it's about .5, .4 % - we use actually based on DOT discussions .5% per year. Base line is 2016 which is certainly acceptable. They actually accept volumes that are 3 years old and not go out and do the traffic counts.

Comm. Harger: The time of day Monday through Friday was what again?

Mike Galante: Peak hours are identified as 5-6 p.m. and Saturday 1-2 p.m. So we use in our traffic study the highest volumes as far as base line traffic.

Comm. Harger: Did I hear you say something about 10-2 on Saturday?

Mike Galante: We counted – we use video cameras now – it's a video recording.

Comm. Harger: But you zeroed in just from 1-2?

Mike Galante: Yes, because that's the highest volume.

Comm. Widomski: What time of the year did you do the traffic study?

Mike Galante: April and May.

Comm. Harger: You talk about April and May – is that what you are referencing – March 5, 2013 and 6/25?

Comm. Tickey: Figure 5 is dated March 5, 2013.

Mike Galante: That's the Conn. DOT, the hourly volumes, that's just for reference; we are using the volumes shown on the top right which I said April and May but we are obligated to compare to the latest from DOT. That's what we do. Moving along as far as estimated traffic generated – we mentioned the type of tenant might be retail, office use or service. Traffic analysis, we assume all of the space is retail space. So if we have a service provider coming in or an attorney's office coming in, they generate a lot less traffic than retail space. So again, our numbers are on the high side and I would rather be on the high side and I'd rather be on the high side on the analysis to be conservative. So we estimated this development as it stands today to generate during the weekday peak hour, 78 trips. In the Saturday midday peak hour, it would generate 101 trips. In traffic, we always look at one-hour periods. The previously approved building was actually generating this plan, 5 less trips – slightly less. The analysis at the driveway – we essentially have 40% of the traffic going to and from the north of Bridgeport Avenue. You have 15% off the off ramp from Route 8 itself; the remaining 40% traveling south of the southbound off the off ramp. To account for a pass by credit where you are driving on Bridgeport Avenue and you are already driving to one store on Bridgeport Avenue and you decide to go to another store, that is called a 'pass by credit'. Other option is a separate left turn lane – that is a bypass lane –no reason to change the purpose of or the configuration of the analysis. Accident data is in the report itself. The only location that had anywhere from 3-5 accidents per year for a 3-year period, was the Route 8 southbound off ramp. There was 80% property damage and the type of accident was side swipe – cars coming off the ramp and not

stopping at the traffic signal. This is part of the analysis; this is what goes to the state. The state looks not only at the driveway, but the intersections we included in the analysis. I can answer questions now or later if you have any.

Comm. Widomski: Sidewalks?

Joe Pereira: I'm sorry; the question was sidewalks along Bridgeport Avenue?

Comm. Widomski: Yes and is there any bus service up there yet?

Joe Pereira: We are not proposing any sidewalks along that area.

Comm. Widomski: That's not what I asked, is there a bus stop in front? No plans for sidewalk?

Joe Pereira: Correct.

Comm. Matto: I have a question about you stated there will be a reduction in water run off? How is that possible?

Joe Pereira: We hold it and release it at a slower rate.

Comm. Harger: Erosion?

Joe Pereira: The site has been there for so long that any erosion that happens had already taken place so things just reestablish. If you drive through, you will see evidence of farming.

Comm. Tickey: Mr. Scinto, you were saying, there are people interested? What kind of people?

Rob Scinto: We have a lot of interests in the site but until we get through this stage – but tenants that are potentially looking at it we handpicked at 100 Commerce Drive – that is a very high end quality retail/office medical development. As far as who is looking at it right now? There is a high end pizza place looking at it right now. There is a petite clothing place out there right now, a woman's clothing line – they are all over the world, so they are looking at it. A high end coffee place, things like that we are entertaining right now.

Comm. Tickey: Thank you, that was helpful.

Comm. Widomski: Any kind of blasting on that site?

Joe Pereira: Blasting? I believe so, it's possible, yes.

Comm. Harger: Have you been in touch with the veterinary hospital because I remember there was something that had to do with the property line and the wall.

Joe Pereira: Yes, we had walked it back in 2016 and it had to do with they had a retaining wall on one side and we were proposing a wall on our side we ended up eliminating our wall and just regrading and smoothing out that transition between the two sites. No changes to the site, it's the same that we agreed upon and they signed off on it as well.

Comm. Matto: Will you review just briefly the Beaver Dam concerns?

Joe Pereira: One of the things is that they wanted monitoring. So in the letter dated 9/12/2016, their engineer, I'm sorry, the president of Beaver Dam Association requested monitoring and then they wanted a site monitor. Those were the two concerns from Wetlands.

Comm. Harger: When you talk about the site monitoring, periodically you have to do something?

Joe Pereira: Yes, that is site monitoring more from a wetlands perspective and that's driven by John Cook's request at the time.

Comm. Widomski: We have retail proposed down the street and you are putting in retail – there's retail down shelter ridge, now you are putting in more retail up here. Do you have any type of study that shows the need for all this retail?

Rob Scinto: I personally don't have any information that I can give you but I can tell you that we own a very big office complex behind it with a lot of other office buildings in this market place. We are about 99% leased. We went in front of this Commission with another project, 20 Commerce at which we finished off with 100 Commerce and we have enough activity and traction here already previously before we get this approval we feel we will be able to lease this project without a problem. Whether or not it's all retail, I think it's a mixed use between the two of them, but we have enough traction to service them, we do a good job to service our tenants; we go above and beyond than some others might. We have enough people signed up for this where we think we are going to do very well here. This project, at the end of the day, this terra cotta and this look that we are going for, no one else is building with this. This is a very nice high quality project. We are confident that it's going to lease without a problem.

Comm. Harger: So once word gets out on the street that there's a hotel and restaurant – we have this other concept here that will literally have people knocking on your door?

Rob Scinto: Yes, there was a combination between that and 100 Commerce, we filled up very quickly, so that allowed us to take that interest and say to those potential tenants that we have something else potentially going on up the street, same quality, same management, same building – would you be interested – and it was very overwhelming and so that's why we are here tonight.

Comm. Harger: For Commissioners and all present, 100 Commerce is the corner of Bridgeport Avenue.

Comm. Kelly: Where Tetley Tea was.

Rob Scinto: Where Tetley Tea was, thank you, I'm so sorry – we have 44,000 sq. ft. right there it's 100% leased, very high end, very nice, same material, different colors, but same material, same look and same quality at the end of the day.

Comm. Kelly: 100% leased?

Rob Scinto: 100% leased. It's been 100% leased for some time. So we're at the point right now – and great tenants paying great rents. We are doing high end tenants paying great rents, they want to be here and they do very well. We are confident enough that we have enough traction right now to go ahead and start this project.

Comm. Widomski: You are looking for more of a mixed use there.

Rob Scinto: Yes, you are exactly right, mixed used. There is a high end canvas maker, he needs a show room where in the back, he can actually make the materials and the projects and he can afford to pay us the rent.

Comm. Matto: Could you see this from Bridgeport Avenue or is it in the back; it's a little off the road.

(tape ended)

Comm. Tickey: If you were on Bridgeport Avenue, how elevated would this be?

Comm. Widomski: Right now there's a lot of rock.

Rob Scinto: Right, you have to kind of balance that site out. The export is 16,000 yards.

Joe Pereira: 6' or so.

Richard Schultz: It's a lot lower than the Sears.

Rob Scinto: Oh yes, when you drive by this at night this things going to be lit up. It's not a massive development. It's 25,000 sq. ft.

Comm. Harger: But the way it is not, the, what you are seeing is this high ledge, but once you go up the driveway it drops down.

Rob Scinto: Yes, it drops down and drops down even further in the back.

Comm. Harger: It's a little deceiving the way it looks now.

Rob Scinto: Absolutely but it's going to be a beautiful project.

Comm. Harger: My only question would be, and it's not to put a negative on this, there is a vision that we have about how that stretch is lit.

Rob Scinto: It's very modestly lightly lit, nothing like 'in your face'.

Comm. Harger: Anybody else? Now we will open to the public.

Anthony Panico: There is only one dumpster for the entire site; is that going to be sufficient? Mr. Panico is also asking about the retaining wall.

Richard Schultz: Rob, you can address those at the end.

Rob Scinto: Absolutely.

Comm. Harger: The first person who signed up is Kaitlyn Augusta. Make sure you identify yourself.

Caitlin Augusta: Caitlin Augusta, 91 Mill Street.

I'm speaking on behalf of myself and Save Our Shelton. There are a lot of PDD's in Shelton and on Bridgeport Avenue so I thought it would be the most helpful to talk about this PDD in terms of consistency and in its place with all the other PDD's that we have. So some of my remarks I have today reference the "Restructuring the Commercial Strip: A Practical Guide for Planning the Revitalization of Deteriorating Strip Corridors". Bridgeport Avenue is not deteriorating, but it's a national Smart Growth guide used by communities for cross references. I thought that we would talk about the worst and best practices for strip corridors and this PDD and I would also like to say first that we are so happy that P&Z and our developers do strive for resident benefit, consistency, and high-quality workmanship, so thank you in advance for that commitment when you do meet it.

So first I want to talk about things that are on Bridgeport Avenue that we're not really thrilled about. The first one is:

-A Standard and banal appearance similar to the Post Road. My mom calls it “schlock”.

-Wide seas of asphalt parking spaces leading to urban heat islands, storm water runoff, and unpleasant environments that are unhealthy and ugly.

-Loss of New England vegetation and natural and/or high-quality landscape. People in New England love our trees; we love our education; Enjoy hearing some of the remarks made by our landscape architect today and of course when we see these things cut down on maps, we are less excited.

-Wide, dangerous roadways built solely for cars. I’m definitely going to be speaking about that a little bit more.

-Unsafe or insufficient sidewalks, crossing points, and transportation access points, traffic and congestion.

-A lack of community - no places for people to walk, gather and socialize.

-Retail oriented spaces – residents are constantly questioning the need for more retail and I have to say we are really not ever happy about drive-thru’s; it’s the trash; it’s the extra traffic and it’s the way that generally lowers the overall tone of a development. You are going to have a beautiful custom boat builder – it’s less exciting when there’s a McDonalds opposite it. Then I thought we might shift by talking about best practices so there’s the thing that are less exciting even in a commercial area like Bridgeport Avenue and I thought we would talk about how we can improve this PDD and perhaps start to set out for some consistency along Bridgeport Avenue which I know you are all trying to do, so I applaud that. I was wondering if I can ask the Commission to ask the developer to put up the site plan on the stand. May I ask the Commission to ask the developer to do that? I have it in my drawings but I think I have a different version. It’s the black and white one. I’m sorry, I’m addressing to P&Z not to this developer who happens to be speaking.

So in the smart growth guide, it talks about the importance of the buffer zone and on the drawing the buffer zone is the area that connects the road to the center. It talks about how important it is to make that area in between really functional for welcoming purposes and consistency purposes. Those two zones need to work together and what I see when I look at it from the road, this drawing is a little bit harder for me, because Bridgeport Avenue is on the right hand side. So if you are looking at it from Bridgeport Avenue, what you’re viewing is the trees and grass and that expand of parking so I would question if we can do something when as you’re looking at it from Bridgeport Avenue to mitigate that frontage and create a more welcoming pedestrian area. Some possibilities would be shade trees and smart guide talked about consistent placement of the shade trees. If you look at page 3 in my handout, these are before and after and you could see things look kind of dirty and I wouldn’t want to spend much time there and then on the bottom one, they did the tree colonnade with the nice wide grass buffer and the sidewalk is inset and you could see that that really brings pedestrians in and these people feel like they are in an area that has certain look and so I would say maybe we

could create consistent tree planting there and then my other suggestion would be, how about some benches? You are going to have restaurants here, people might get take out and they could go and sit there and to mitigate the vast parking area, how about a center median strip, which I actually saw at Walmart the other day; they had a center area with shade trees and benches so people could go there and sit and so instead of vast asphalt area, you have asphalt but you have a greenery so as people are looking at it from Bridgeport Avenue, they are seeing greenery; they are seeing places where people sit and gather and have community and then the parking lot is a little bit less prominent. The guide actually suggests putting your parking lot on the side and in the back so what people see is the building frontage but I realize that that might be a larger design request, so I won't make it; but I mentioned it.

Comm. Harger: You were talking about repositioning the building.

Caitlin Augusta: Again, making unreasonable demands leads to getting nothing.

The 'Smart Growth Guide' suggests that when people are driving along, if what they see is that beautiful New England buffer zone and the building frontage, it's more appealing than seeing a green area, to be short, and then a giant parking lot. The other major concern about retail is about how bland it looks and I do agree it looks far better than many buildings that we have seen but, I think that what would keep it up to that next level would be to reference local history – local culture, so if you think about it, even the Hawley Lane – it's the plaza with the 'turtle', right, so I can tell any kid I see that the Hawley Lane Plaza has a statue of the 'turtle' and as you drive into Big-Y, there's a turtle sculpture as you turn the corner, so I just would suggest a sculpture; maybe an information kiosk; maybe some reference to Shelton Mill or farm history so that the plaza has character and then hopefully lots of places on Bridgeport Avenue would have some kind of local character of flavor so that they are more memorable and less 'post road' like. So finally, Bridgeport Avenue needs to stop being a place just for cars. There are so many people that walk in the road from the hotels. There are so many people who catch the bus. We have bikers. We've had a biker fatality; we've had pedestrian fatalities. I think this would be a great opportunity to look at Bridgeport Avenue in terms of a multi-module transportation corridor meaning we need to respect our bicyclists; we need to respect our pedestrians who will be working or enjoying here so we need to have a transit stop with, I don't know, a light, or a roof and we need the sidewalk because if we don't insist that every new development put in a sidewalk we will never get consistent sidewalks all the way across Bridgeport Avenue, which should be a goal because how could we work, gather and socialize here if there isn't a way to walk, so sidewalks are a must and have that beautiful green in the front and the sidewalk and tables; it's much more welcoming. I am a little concerned about the entrance and the traffic, I will say. I don't know if there will be a stop light or a traffic light there but turning left there at certain times will be a little bit hazardous, so that is somewhat of an issue but al respect, that's a whole legal matter. This is probably a pipe dream, but pervious pavement would be so much greater for storm water management and the State of

Connecticut has a guide on how to install them. I myself have seen two; I have seen one at the Darien Library and I've seen one at the Ford Motor Company and they really do help when you have a ton of rain.

Comm. Matto: Are you suggesting that for the entire parking area is that how it's done?

Caitlin Augusta: Yes, when it rains, on Bridgeport Avenue, especially in front of Stop & Shop, you know how much water comes up splashing, so this pavement has spaces in between so that the water pecculates slowly down and it gets filtered as it pecculates, so not only does it save you money with your storm water system, but it also filters the water as it goes down, so it's cleaner and it prevents all these flooding events that we seem to have more and more often. It's a little more expensive to install, but it's cheaper on the back end because it helps you with your storm water mediation system. Finally, this is a pretty large building, what about solar panels. If we have one development do solar panels, we may start a wonderful trend where all of our developments do solar panels. Charging stations for electric vehicles; we have two car companies that are going to be only electric in 2, 4, 6 years and we don't have any charging stations at any of our shopping centers so what about being a little bit innovative in starting that. My brother's company has over 50 charging stations in their parking lot. That could be a way for Shelton to be more cutting edge. Finally, my last point, mixed use is so much better and can I ask P&Z if this is a one-story or a two-story.

Commission: One-story building.

Caitlin Augusta: So I would suggest, it seems a waste to only be one story. Having another story could give us more versatility toward mixed use developments. If you think about Hawley Lane or the Station House Square, across from the train station in Stratford, it really elevates the quality of the center to have second floor, more offices like doctors, accountants, lawyers; they tend to take those other floors so that you have more jobs on the same site. I think it's a little bit of a waste to have one story. Thank you.

Comm. Kelly: If you have two stories there, how do you do the parking spaces?

Caitlin Augusta: I realize that – with the parking ratios. But just in terms of building such a significant sized building and only having one story seems to me to be a little bit of a waste.

Comm. Harger: Thank you for your observation.

The next is Greg Tetro.

Greg Tetro: 281 Buddington Road.

Thank you very much for having this public hearing. It really is kind of a mixed use in many ways. We have a great developer builder who's going to do a high quality job – always does high quality jobs. My fear is more on the other end – what does this say about PDD's? PDD's now seem to now flop. We have a PDD to a restaurant and a hotel. A restaurant and a hotel is trying to move to another site; this is now changing to retail with a new PDD. When do we say a PDD is what we are building and the citizens of Shelton could be confident that that's what's actually going to wind up being built on the site. Retail – I'm still very afraid of retail right now.

It's not 'if we build it, they will come'. They may come; we've seen people come in, but we've seen other people move out because they've lost business or they moved from one site to another, so the net gain may be great for one developer; might not be so good for the other developer, like the Verizon store that had to move out; like the Starbucks that's going to wind up moving out. That building owner is now losing tenants to a new location, so it's not a net gain. Other than that, I totally agree with Caitlin's comments; if we make it more citizen friendly, I think it would be a much nicer space – the younger could have a nice place to sit or the older folk could have a nice bench or open areas to look at. I was happy with the layout and the design of this. I understand with Caitlin's point about two stories. The only thing you can do with two stories is reduce the footprint slightly; make a portion of it two stories; reduce the footprint which gives you a little bit more green space – space for those sidewalks. Instead of the 13 extra car spaces, what about 13 extra car spaces of green space. Why are we going to pave over more than what we have to pave over is one of my fears.

Comm. Harger: Thank you Mr. Tetro. The next person on the list is Maureen Magner.

Maureen Magner: Maureen Magner, 10 Grace Lane.

I agree with everything that Caitlin said and I really appreciate all the hard work that she put into the presentation. She made my comments much easier; she did all the hard work. I also agree with what Greg just said about green space. That is my big concern of course, is the appearance on Bridgeport Avenue and less harm to the environment. So it's a big concern for any development. We would like to see developments improve the space rather than make it worse with buildings and things that are not attractive. I do question the extra 13 parking spaces. We would like less parking. I do not know why there has to be more pavements, so maybe the developer can look into that. I need confirmation that there will be no neon lights. I don't know who I should ask the question to.

Comm. Harger: You ask the question and the consultants will respond.

(the balance of the discussion from the public hearing portion is found on tapes available in the Planning and Zoning Department)

On a motion made by Comm. Tickey, seconded by Comm. Kelly it was unanimously voted to close the public hearing for App. #17-19.

V. Applications for Certificate of Zoning Compliance

On a motion made by Comm. Tickey, seconded by Comm. Kelly it was unanimously voted to table business on App. #2329.

On a motion made by Comm. Tickey, seconded by Comm. Kelly it was unanimously voted to approve business on App. #2348.

On a motion made by Comm. Kelly, seconded by Comm. Matto it was unanimously voted to approve business on App. #2350.

On a motion made by Comm. Kelly, seconded by Comm. Tickey it was unanimously voted to approve business contingent upon Richard Schultz, Planning and Zoning Administrator, sign off on the paperwork, which includes the acceptance of infants to the already established daycare facility on App. #2353.

On a motion made by Comm. Pogoda, seconded by Comm. Matto it was unanimously voted to approve business & sign on App. #2321.

On a motion made by Comm. Tickey, seconded by Comm. Kelly it was unanimously voted to table sign on App. #2134.

VI. Old Business

Add On

A. Town Center at Shelter Ridge

Atty. Dominick Thomas presented and discussed Revised Initial Development Plans to comply with the conditions of approval.

There was no vote by the Commission.

B. Application #17-18

Staff discussed Fountain Square Project Overview Outline presented to the Commission.

The Commission discussed the proposed development and ultimately agreed on the elimination of three buildings.

Chairman Harger directed Staff to prepare a favorable Resolution for the 2/13/18 meeting.

VII: New Business

On a motion made by Comm. Kelly, seconded by Comm. Widomski it was unanimously voted to add on to the agenda App. #18-02.

A. Application #17-23

On a motion made by Comm. Pogoda, seconded by Comm. Kelly it was unanimously voted to accept App. #17-23.

On a motion made by Comm. Tickey, seconded by Comm. Kelly it was unanimously voted to approve Minor Modification of PDD #72 (patio layout for restaurant) on App. #17-23.

B. Application #18-01

On a motion made by Comm. Widomski, seconded by Comm. Kelly it was unanimously voted to accept and schedule a public hearing on February 28, 2018 on App. #18-01.

C. Application #18-02

On a motion made by Comm. Tickey, seconded by Comm. Widomski it was unanimously voted to accept and schedule a public hearing on February 28, 2018 on App. #18-02.

VIII: Public Portion

On a motion made by Comm. Kelly, seconded by Comm. Matto it was unanimously voted to close the public portion of the meeting.

IX: Other Business

On a motion made by Comm. Tickey, seconded by Comm. Matto it was unanimously voted to pay bills.

On a motion made by Comm. Pogoda, seconded by Comm. Tickey it was unanimously voted for bond reduction on Soundview Crossing Subdivision.

On a motion made by Comm. Kelly, seconded by Comm. Widomski it was unanimously voted to adjourn the meeting at 10:35 p.m.

Submitted by:

Richard D. Schultz

Acting Recording Secretary