

**THE GLASTONBURY TOWN PLAN AND ZONING COMMISSION  
AMENDED SPECIAL MEETING MINUTES OF TUESDAY, MARCH 30, 2021**

The Glastonbury Town Plan and Zoning Commission with John Mullen, AICP, Planner, in attendance held a Special Meeting via Zoom video conferencing.

**ROLL CALL**

**Commission Members Present**

Mr. Robert Zanolungo, Jr., Chairman  
Ms. Sharon Purtill, Vice Chairman  
Mr. Keith Shaw  
Mr. Raymond Hassett  
Mr. Michael Botelho, Secretary  
Mr. Christopher Griffin  
Mr. Scott Miller, Alternate  
Ms. Alice Sexton, Alternate

**Commission Members Absent**

*Vacancy, Alternate*

Chairman Zanolungo called the meeting to order at 7:02 P.M.

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**CGS 7-159 Pre-Application Review of Use of Property at 2283-89, 2333 and 2341-2355 Main Street (Town Center Zone) – Alter & Pearson, LLC 2283-2289 Main Street, LLC, Main Street Developers, LLC, and Main Street Glastonbury 2341, LLC, owners**

Attorney Peter Alter of Alter & Pearson, LLC announced that this is an informal and preliminary meeting to receive guidance from the commission on how to proceed with the proposal. Immediately following this meeting with the Town Plan & Zoning Commission, there will be a meeting for public review and comment. Mr. Alter explained that the site is 9.73 acres, comprised of three parcels. The proposal is to raze all of the existing buildings and replace them with mixed-use properties. The property to be developed runs from south of the Daybreak Coffee Roasters building to Rankin Road. The plan is designed to be pedestrian-friendly and to make use of the center green and connect to developments on Hebron Avenue and Main Street. The site is outside of the Historic District. They are conducting a traffic study and the design team has studied the environs. Attorney Alter also stated that during the presentation there would be a discussion about how their proposal will meet the zone and development requirements with regard to parking.

Attorney Meghan Hope of Alter & Pearson, LLC reviewed the planning directives and zoning requirements. Commercial uses will be on the first floor and the upper floors will be residential. The mixed-use development is a permitted use within the Town Center Zone, so they will need a Special Permit with Design Review from the TPZ. She explained the various commission meetings they will need to attend and seek approval from before returning to the TPZ. She noted

that there will no loss of commercial space for the project, in accordance with the regulations regarding mixed use projects in the Town Center Zone.

Mr. Alter added that the parking spaces will be wider and a circularity of access will be created so that patrons of Daybreak and the new development will have an easier time entering and exiting the properties. Mr. Alter commented that there will be zero impact to the existing wetlands, and they are about 20% less than the floor area ratio (FAR) allowed by the regulations. The height of the building satisfies the regulation requirements. Currently, there is 28,500 square feet of commercial space. They propose 28,958 square feet. They are required to have 441 parking spaces, but they will ask the commission for a 13% reduction, for a total of 387 parking spaces: with 329 on site, 15 on the Rankin Road extension, and 43 in front of the site, along Main Street. Mr. Alter reiterated that they would maintain that Daybreak retains all of its parking spaces.

He then reviewed the front setback. Two of the existing buildings (Willard and Kaman) sit over the property line. The applicant will ask the Zoning Board of Appeals for a special exception to allow constructing buildings closer than permitted under the zoning regulations.

Will Walter, P.E. from Alfred Benesch & Company, stated that parking will be located around the entirety of the site. The topography of the site that is to be developed is such that the grade at the eastern portion near Main Street is 12-15 feet higher than the western side of the development area, which is by the wetlands. This results in the buildings at the western side of the site being about one and a half stories lower than those at the eastern side.

Mr. Walter then reviewed the traffic circulation, noting that they will widen the curb cut south of the Daybreak building, which will serve as a two way entrance to the site. This entrance will serve as the primary delivery entrance for the retail spaces and restaurants. The curb cut north of Daybreak will be exit only and will serve as the exit for delivery trucks. The other curb cut is the existing Rankin Road extension, which will continue to be a two-way entrance. They will prepare a traffic impact report, which will be submitted as a part of their application. He echoed Attorney Alter's statement that their stormwater design will not disturb any wetlands. They have analyzed the soils on site with the Environmental Planner and are actively checking levels of groundwater. Proposed is a series of above-ground bio-filtration areas that will sit between the impervious areas of the parking and the wetlands.

Robert McCall, Principal Architect of JKRP Architects in Philadelphia, explained the architectural components of the site. He noted that the project would have smaller scale commercial spaces within plazas. This design would not only make the Main Street side of the site more appealing to pedestrians, but would also encourage pedestrians to come into the plaza areas. He then explained how they determined the building height for the project. He explained that they did not want to have a mass of a building as a wall on Main Street, so they tried to break the scale of that building, in order to be more sensitive to the pedestrian experience. Mr. McColl added that the residential spaces will be accessed via a common lobby.

Mr. McCall went through the design of each building on the site. He explained that they will use multiple architectural styles throughout this site, and while they are not mimicking the

architecture in the surrounding area, they will try to mimic the same palette. The smaller scale retail faces the plaza. Mr. McCall noted that while exploring different architectural styles found in Glastonbury, the design team liked the architecture of Addison Mill. They decided to use that style for a building at the rear of the site rather than directly on Main Street. Its design will retain the red brick and windows and balconies. There will be access to parking underneath the site.

The proposed building at the northeast corner of the site will be divided into two sections. The northern section will mimic the architectural style and the height of the Daybreak building. The southern portion of building will be shorter and have a rooftop area that could accommodate a patio for a restaurant. Mr. McCall then explained that, while buildings in the proposed project will be at the maximum permitted height for the Town Center Zone, the design team wanted the roofline to fit well with the adjacent architecture. From the south looking north, the architecture of the corner building is changed so there is not the same theme. Mr. McCall stated that in order to create visual interest and break up the wall along Main Street, the design team used different storefront depths. On the southern end of the project site, the storefronts are recessed into the face of the building, creating a covered arcade, whereas on the plaza side, they have the face of the retail aligned with the building to create outdoor plazas.

Secretary Botelho asked how wide the access points are and how traffic would be flowing within the site and exiting the site. Mr. Walter said the entrances will be 24-foot wide and two-way. The residents will park near the elevators/stairs and patrons will park on Main Street and Rankin Road. The parking deck down below meets the zoning regulations. He clarified that the parking garage is open on two sides, so there is no singular access point. Secretary Botelho asked if there will be an egress by Daybreak. Mr. Walter reiterated that the driveway north of the Daybreak building will be exit only; for use by delivery trucks exiting the site. Secretary Botelho noted that he gets very concerned when an applicant asks to reduce parking. He asked if there are any spots dedicated to residents only. Mr. Alter said that they have not gotten that far into the discussions yet, but they would need 259 spaces to meet the residential needs, and they have 329 spaces onsite. He feels that they have more than enough spaces proposed to accommodate both residents and retailers. Secretary Botelho then expressed dissatisfaction with the color of southern corner building, noting that the grey brick sticks out.

Vice Chairman Purtill is disappointed in the proposal. She shared that if there were no requirement for commercial space, she feels that the whole development would have been an apartment building. She noted that their goal is to keep retail and commercial space vibrant downtown and to throw in some mixed use. The Willard property is a historical structure which provides a transition for the historic homes located in the local historic district to the south. Like Secretary Botelho, she does not like the southern corner building, neither the style nor the color of the grey brick. She also does not care for the Mill House in the back because it seems out of place. The architecture as a whole does not thrill her. Vice Chairman Purtill is not in favor of granting a parking waiver, noting that the commission has not granted major parking waivers in the downtown business district for some time because there are parking issues. The parking in the back seems almost hidden for the tenants and to the exclusion of retailers. She then asked how many spaces will be compact and where they will be located.

Vice Chairman Purtill explained that she would like to keep the 20-foot setback. The rear part of the site is undevelopable because of the wetlands. The applicant's proposal to move closer to the street is only allowing more density for the residential aspect and parking that she does not think is necessary. Vice Chairman Purtill stated that she would like to see the Floor Area Ratio (FAR) calculation of the portion of the parcel that is being developed without the wetland area included, rather than the entire piece.

She then expressed concern about truck traffic entering and exiting the site near the Daybreak building. She felt it would create a difficult situation because it will add a tremendous amount of traffic in an area where they are trying to encourage more pedestrian activity. She asked where the dumpsters will be located for the commercial and retail space. Vice Chairman Purtill concluded that the blend of residential and commercial space downtown needs to be developed in such a way that will not impose undue disturbance on the potential residents in the form of commercial lights, noise and activities.

Commissioner Hassett is happy to hear that there will not be any large business entities in the site. However, he is disappointed about the amount of parking. He does not feel there will be sufficient parking on the site. He is also interested in the traffic study and whether a new signalization will be needed in that area. He concurred with many of the statements previously expressed by Commissioners Botelho and Purtill.

Commissioner Miller echoed Vice Chairman Purtill's sentiment and observation that this is a residential project. He believes that the proposal is designed backwards. The part he is most concerned about is the transition to the Historic District. He echoed his fellow commissioners that he does not like the building on the southeastern corner. He is not a fan of the recessed lights, which look dark and ominous. He also does not understand the traffic flow. Using the access point to the north of Daybreak with all of the traffic there now is very cumbersome, let alone a tractor trailer going in and out of there. On building heights, he would like a sense of scale from the southwestern views.

Commissioner Shaw feels that this will be a potential game changer to the area and the town. He likes the frontage design and layout. He is concerned about the number of apartments because it looks quite dense. He also expressed concern about the egress from Daybreak. He is not thrilled with the fact that there will be only 40 parking spaces in the front, as those parking spaces may not be available to people who want to use the site. The underground parking is not convenient for retailers and patrons, especially if it is below grade.

Commissioner Griffin generally likes the concept and design, as well as the way it hides the parking. He agrees with the comments expressed on the building on the south end. He also agreed with Commissioner Miller that there is an opportunity for a better transition into the Historic District. His main concern is with the density of the parking and the traffic that it will generate.

Chairman Zanolungo asked if the residential units would all be rental or if there would be condominiums. He also asked whether or not there will be affordable housing on site. He would

