

**PLANNING AND ZONING COMMISSION  
MINUTES  
PUBLIC HEARING  
OCTOBER 28, 2014**

Place: Room 206, Town Hall

TIME: 8:00 P.M.

PLANNING & ZONING COMMISSION MEMBERS ATTENDING:  
Cameron, Cunningham, DiDonna, Olvany, and Sini, Jr.

STAFF ATTENDING: Ginsberg, Keating  
RECORDER: Syat  
Channel 79

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Chairman Cameron read the following agenda item:

**PUBLIC HEARING**

**Proposed Amendment to the Darien Zoning Map (COZM #2-2014), Special Permit Application #246-B/Site Plan #251-B, Land Filling & Regrading Application #184-B/lot line adjustment, Sun Homes Darien, LLC, 36, 42 (formerly 0), and 48 Wakemore Street.** Proposing to establish the Designed Community Residential (DCR) overlay zone on parcels totaling approximately 2.49+/- acres, and razing the existing three structures on those properties and constructing ten new structures containing fourteen market rate units and two affordable units to become Kensett II, and performing related site development activities. The subject properties are located on the north side of Wakemore Street approximately 1,025 feet east of its intersection with Hoyt Street, and are shown on Assessor's Map #8 as Lots #226/227 (36 Wakemore Street), #228/229 (42 Wakemore Street), and #230 (48 Wakemore Street), now in the R-1/3 Zone.

Attorney Bruce Hill represented Sun Homes LLC, the developer of the Kensett project. He said that the Kensett project is taking place at what was formerly known as the Proccacini property on the north side of Wakemore Street and the east side of Hoyt Street. It was approved in 2007 and it includes approximately 15 acres of land. The easterly portion of the site has considerable wetland area and is now covered by a conservation easement that prohibits further development or activity. The existing and proposed drainage conditions were studied at that time and detailed engineering designs have been incorporated to replace the drainage from the Wakemore Street area that travels northerly through the site and to accommodate the additional stormwater to be generated by the impervious development of the property. The original plan was to construct a driveway into the site directly from Hoyt Street. That driveway would have been near the railroad tracks, but it was not allowed by the Connecticut Department of Transportation. The developer purchased additional land on Wakemore Street and reconstructed the westerly portion of Wakemore Street to provide the access that is currently in use. Since that time, a new sewer pump station has been built on Hoyt Street.

Attorney Hill said that approximately 20 of the dwelling units within Kensett have been built and sold and occupied. 27 more units are under construction and under contract for sale, but they have not yet had the closing. The subject properties have three structures now, and those will be removed and 16 new units constructed.

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Mr. DiDonna noted that there are speed bumps that have been installed on Wakemore Street and they seem to be very sharp. He asked whether they will remain. Mr. Hill said that the plastic speed bumps have been installed on the private street at the request of the Wakemore Street residents. He noted that Wakemore Street is a private road and not a public street. The residents on the street will determine if the speed bumps remain.

Attorney Hill said that the plan is to acquire approximately 2.5 acres on the easterly end of Wakemore Street and the southeasterly corner of the Kensett project. The old buildings on the acreage will be demolished and 14 market rate units and 2 affordable units will be constructed. The look of the new units will match the existing Kensett units.

Bob Dale said that several months ago, they made an informal presentation to the Planning & Zoning Commission. The various properties to be acquired are owned by different members of the Proccacini family. He said that the new market rate units will match those in the Kensett development. The two affordable units will match, with respect to their façades and architectural features. He noted that the Kensett project does not currently have any affordable housing units because the Town's affordable housing requirement was not passed until after the Kensett project had been approved. Under the Town's current regulations, at least 12% of the new units within the development must be affordable housing units.

Mr. Dale said that the existing buildings on the various lots on the 2.5 acres to be acquired will be demolished. This includes the house at 36 Wakemore Street which is under construction and relocation, and the old two or three unit house at the end of the street. The emergency access from the end of Kensett Lane, the private driveway through the development, will still go out to the eastern end of Wakemore Street. The two Affordable Housing Units will each contain approximately 1,500 square feet, and will have three bedrooms. The architectural style will be similar to the Kensett Development, but the two affordable units will be side-by-side townhouse style. He said that based on their research, the median income level in the State for a four person family is approximately \$103,000 per year. One of the Affordable Housing Units has to be available to someone who makes no more than 80% of the State median income, thus that family income could not exceed approximately \$84,000. He said that the sales price of the unit would be approximately 3 to 4 times that income level depending on interest rates and other factors at the time of sale. He said that the second affordable housing unit, by Regulation, needs to be no more than 110% of the area median income, which is approximately \$126,000 for a family of four. 110% of that would be approximately \$138,000. Again, the sales price would be approximately 3 to 4 times the income level.

Mrs. Cameron noted that based on these assumptions, there could be two families of four in one building, and that could mean 8 people living in a small area. Mr. Hill said that they are not seeking a density bonus or a more dense development than is allowed by the Regulations.

Bob Dale said that each unit would have one parking space in the garage and one parking space in the driveway leading to the garage. He said that the Kensett unit owners have a clubhouse and pool and have their landscaping taken care of and the snow is plowed by the Association. This results in the Association fees being approximately \$600.00 per month. He said that the owner/residents of the Affordable Housing Units would not be required to pay this additional \$600.00 per month because they would not be members of the Association. They would not receive the benefits of

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Association membership. Access to the Affordable Housing Units would be from Wakemore Street, not from Kensett Lane. He submitted photographs of the existing structures to be demolished.

Bill McGuiness of Sun Homes, LLC said that the additional Market Rate Units would be the same as those already existing in Kensett. He showed floor plans of the Norwood, Willow and Heather models. He showed the floor plan of the Affordable Housing Units that are similar in architectural style. Each of the Affordable Housing Units would have three bedrooms upstairs and 1.5 bathrooms. They would have a rear patio that faces the back of other units in the Kensett development.

Mr. DiDonna noted that the units would be close together and he wondered about the separation and landscaping to provide screening between the units. Mr. McGuiness responded that the landscaping and screening would be similar to that of other buildings and would include arborvitae to provide a green hedge of separation. He said that the driveways for the Affordable Housing Units would be from Wakemore Street and the patio would be away from the street which is opposite from the Market Rate Units to be developed because those units will be accessed from Kensett Lane and have their patio toward Wakemore Street. He said that the Affordable Housing Units would not have their landscaping maintained by the Association.

Mrs. Cameron asked about the maintenance of the Affordable Housing Units and Bob Dale said that Kensett will not have any responsibility for the maintenance of the Affordable Housing Units. Mr. Hill said the Deed Restriction will be placed on the Affordable Housing Units to make sure that the homeowners know that they are responsible for the maintenance of the building and the landscaping around the building. He said that Kensett has no control over the maintenance of the other neighboring homes and would not have control over the maintenance of the Affordable Housing Units. He said that he will formulate a draft Deed Restriction for the Commission's review.

Mrs. Cameron said that there is a letter from the neighbors and Mr. Ginsberg said that he has already provided Mr. Hill with a copy of that letter.

John Watson, Professional Engineer, reviewed the proposed Storm Drainage Plan for the Commission members. He said that the goal is to capture and treat and infiltrate as much of the storm water as possible on the site so that it will minimize the amount of runoff that leaves the site. He said that the drainage plan that they have formulated will mitigate the total volume of runoff and the peak rate of runoff from the proposed development. He said that part of their analysis assumes that the existing structures will be removed and no credit has been taken for existing impervious surfaces. Mr. Watson said that part of the plan includes using porous pavers for the driveway so that the storm water will be absorbed into the ground rather than runoff being created. He said storm water from the roofs of the building will be directed into infiltrators so that it can percolate into the ground. He said that the new street extension will be constructed of porous asphalt so that runoff is not created. He said that storm water quality and quantity are being properly managed. He said that during large storm events runoff from the impervious area will go into the storm water detention pipes and be directed toward the storm water detention pond. Mr. Watson said that all of the buildings are served by public water and sanitary sewers and all the sewers are gravity designed.

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Attorney Hill said that the land is currently in the R- $\frac{1}{3}$  Zone and they are requesting that the Planning & Zoning Commission create the Design Community Residential (DCR) overlay zone on the additional 2.5 acres of land.

Mr. Sini said that it appears that the current density within the project is approximately 4.1 units per acre (62 units on 15 acres) and here they are proposing to add 16 more units on 2.5 acres (a density of 6.4 units per acre).

Mr. Hill said that the 2.5 acres of land to be added to the project would not include any new conservation area or open space because approximately 4.5 to 5 acres of the original parcel is set aside as conservation easement. That more than satisfied the minimum requirements. He said that they are going to the Environmental Protection Commission later in the week to propose the work on the wetlands that are located on part of the land being acquired for development.

Bob Dale said that the density is based on net acres with a maximum of 6 units per acre. He said that the overall development in the project is going from about 5.4 units per acre to about 5.7 units per acre.

Mr. Hill said that the 2.5 acres per land being acquired would become part of the Kensett development.

Mr. Sini said that the requirement is that each unit have 2.5 parking spaces. Parking in the driveway leading to the garage does not count as a required parking space. Mr. Hill noted that the affordable component will be different. Mr. Sini said that they will need to look at the parking for the Market Rate Units and the Affordable Housing. Mrs. Cameron said that she envisions a problem with the parking proposed for the Affordable Housing Units due to the number of persons expected in each unit and the limited on-site parking and limited on-street parking.

Mr. Sini noted the provision of Section 570 which requires open space. Mr. Hill said that when the new land is combined with the existing Kensett Development, there is more than sufficient open space area.

Mr. Sini said that the new overlay zone created for active senior living requires about 30% of the units to be affordable housing. Mrs. Cameron also noted that the Regulations do not specify the size of the affordable housing units.

Mr. Hill said that the newly created zone for active senior living is new and different and those standards should not be applicable to the DCR Overlay Zone. He understands the Commission's concerns regarding dealing with the existing overlay zone and will provide additional information. He noted that this is not a subdivision or re-subdivision of land.

Mr. DiDonna said that he recalls that when this project was proposed, it was age targeted, but not age restricted. Apparently, the marketing has resulted in many of the new owners having school age children. Mr. Hill said that primarily the owners are empty nesters, but there is some mixture of types of owners.

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Bob Dale said of the 47 units occupied or under contract for sale, 32 of those owners have no children of school age. 15 of the owners have children of school age. He will provide additional details for the Commission to review.

Attorney Hill said that he did receive several emails with questions and has received the letter from Mr. Ginsberg. He said that neighbors on Allwood have requested that no work start earlier than 7:00 A.M. He said that they are not creating any new lots by subdivision or other method. They are adjusting the lot lines to connect the existing lots into the Kensett development. He said that one of the questions raised is whether there would be sidewalks within the development or on Hoyt Street. He said that they are looking into that, but he is not optimistic about the possibility of providing any sidewalks on or near Hoyt Street.

Attorney Hill said that a third question concerns the eventual development of the vacant lot on Hoyt Street. Attorney Hill said that lot was acquired in order to create the access from Wakemore Street into the development. It is still a separate, single family lot that is currently vacant. They are not sure of the style of house to be constructed or of where the driveway would be located.

Bob Dale said that some land from the property acquisition has been used for the relocation of Wakemore Street and some has been incorporated into the Kensett development, but there is still a vacant single family lot that can be developed.

Mr. Olvany said that a sidewalk connection along Wakemore Street to Camp Avenue would be very helpful with respect to public safety.

Attorney Hill said that it would be a very big task to accomplish. He said that they will look into it, but he did not want to give anyone the impression that it would be a workable project. The street right-of-way is narrow and the grades in the area are steep. He said that he does not want anyone to assume that a sidewalk in that area will work.

Mr. Olvany questioned the guest parking spaces in the proposed new portion of the development. He said that some of those might need to be relocated.

Chairman Cameron asked the public if they had any comments regarding the project.

Sammy Kirdar of 4 Kensett said that it seems to be a great development and that the developers are trying to work with the neighbors, but he is concerned that many of the prospective buyers have children. He said that the traffic on school day mornings is very concerning because there are 5 families from the Kensett development and 7 families from Wakemore Street that drive to the intersection of Hoyt Street and Wakemore Street and wait for the school bus to pick up the children. This means that 12 cars are parked along the edge of the road and waiting for the school bus. This constricts access to the road as they are waiting for the school bus. This is dangerous. He suggested that it would be more appropriate for the school bus to go through the Kensett site and then use the emergency egress driveway on the east end of the project to get to Wakemore Street. This would allow children to be picked up at the clubhouse where they could wait within the building and allow for several stops on Wakemore Street. This would eliminate the need to have people parked on Wakemore Street near the intersection with Hoyt Street.

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Mrs. Cameron noted that the original premise was that the developers would be targeting the families that did not have school children because this development was not intended to have children. She said that she is not sure if a school bus would be allowed to go through the private internal driveway of Kensett. That decision would be up to the Board of Education, not the Planning & Zoning Commission.

Oleg Starovoitov of 22 Wakemore Street said that he has lots of concerns about storm water drainage. He submitted a letter for the Commission's review and wanted to make sure that it was part of the record. He said that in May of this year 3.2 inches of rainfall occurred and much of the Wakemore Street area was flooded because the water was not allowed to flow freely through the Kensett development. He said that the engineer has examined the situation and has not yet solved the problem. He said that he believes that amendments to the pipe size and location and elevations were incorporated during the construction process and these changes do not facilitate the flow of drainage from the Wakemore Street area through the Kensett site. He said he does support the change in the neighborhood, but the drainage needs must be properly addressed and the existing problems must be corrected. He said the concerns about drainage need to be taken into account before the development is expanded.

Bill McGuinness said that he has had his engineer look into the drainage concerns that had been expressed by the neighbors. He said that the flooding is not caused by water from the Kensett development. He will look into the situation and provide more information to the Commission.

Attorney Hill said that Denise Halstead, Professional Engineer, who has worked on this project from its onset, has looked into this problem and there is a letter from her in the file already. He said that they will meet with the neighbors and try to address their concerns prior to the next meeting with the Commission.

Mr. Ellertson of 24 Wakemore Street said that storm drainage includes two watercourses that come down from the Camp Avenue area. One he referred to as the Camp Avenue brook which is directed into a 42 inch diameter pipe on the eastern end of the site. He said that the other drainage watercourse comes through the low portion of Wakemore Street. He said that the developer has merged these two watercourses at a T intersection instead of implementing the Halstead design to stay separate. He said that T intersection causes a problem and that the brooks should have remained separate.

He said that in March there was flooding in his basement and it occurred sooner than it would have occurred if the drainage had been properly installed. He provided a copy of the old plan and noted that the culvert under the railroad tracks, northwest of the development, is too small. He said, except for the drainage issues, he supports the project. He said that his family has owned the property since the 1960's and that in 2007 there were three bad storms that caused flooding in the basement. He said that the developer and the Town and the State (which owns Route 106 to the west and the northwest of the project) need to cooperate to make sure that the drainage problems are resolved. He said that, due to the development, the flooding of the property occurs much more quickly than it had in the past. He said that the flooding will continue to reoccur until the drainage problems are resolved.

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Christian Green of 35 Wakemore Street said that the project that changed the zoning on the private street should not be approved.

Mr. Perkins at 25 Wakemore Street said that the developer has been a good neighbor, but the ground level of the Kensett project has been raised to accommodate their development. He said that over 85 acres of land drains through the Wakemore Street area and into the Kensett site. He said that the developer needs to let it continue to go through the site without any obstruction.

Mr. Perkins said that construction trucks and vehicles use Wakemore Street all the time and the speed bumps that have been installed have been disregarded. He said that he remembers being promised that no construction traffic would use Wakemore Street, but that promise is not documented.

Mrs. Cameron asked if construction traffic could go through Kensett rather than using the Wakemore Street as the primary construction access. Mr. Perkins said that he did not think that that would be possible. Mrs. Cameron said that she is very concerned about the contractor traffic and safety issues.

Patrick Herst of 17 Wakemore Street said that flooding and drainage problems in the area have gotten worse, rather than being corrected. He said the traffic on Wakemore Street is getting worse due to the development. He and his neighbors have been understanding through the construction process, but are waiting for the construction traffic to end. He said that Wakemore Street is still being used as the construction access to the project. He said that cars park on both sides of the street near the school bus stop on Hoyt Street. He said that there needs to be a better system for picking up and dropping off children and the construction traffic must be addressed.

Julie Davis of 31 Wakemore Street said that trucks speed on Wakemore Street from early morning and then all day long. She said that she can no longer safely walk on the street. She said that someone needs to consistently clean up the street and the street needs to be re-paved. She said that she and the other neighbors were promised that water and natural gas service would be provided. She said that water service has been provided, but natural gas service has not. She provided a copy of the September 4, 2007 Minutes regarding the commitment to provide water and natural gas in Wakemore Street.

Mike Conroy of 20 Wakemore Street said that the traffic speed is a significant problem despite the speed bumps. He provided a copy of a June 21, 2011 letter from Phil Cruz noting that Wakemore Street would not provide access to the development.

Todd Lonbra said that he is under contract to purchase 39 Kensett Lane. He is married and has three children and has concerns about the school bus situation. He said that although the developers have targeted their sales toward older families without school age children, there are many younger families that are purchasing in the development. He said that he was surprised to learn that Kensett II would include an affordable component. He said that it does not seem fair that what he was purchasing is now going to be changed to include affordable housing.

Mrs. Cameron said that there are a number of issues concerning the parking, the drainage, sidewalks, the construction traffic and the school bus situation that need additional information.

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Attorney Hill said that the original intent was always to have the emergency access to and from Wakemore. Upon completion, there will be no routine access from the eastern end of Wakemore Street into the project. It will only be used for emergency access. He said that the restriction is for the final, finished project, not during the development of the project. He said that the developers own property on Wakemore Street, and as such, they have a right to access their property through Wakemore Street for construction purposes. He said that it is not good for the developer to hear that the neighbors have these problems, and the developer will be working on these issues prior to the next Commission hearing. He referred to the May 2014 letter from Denise Halstead noting that the flooding at 25 and 35 Wakemore Street are not due to the Kensett development. He also noted that there is a three-page memo from John Watson, P.E. regarding the drainage.

Mr. Sini said that the Traffic Impact Study does not address the school pick-up and drop-off problems. He said that the developer should address this issue. Mr. Hill said that they will look into it, but he also wants to see the comments from Mike Galante, the Town's Traffic Consultant.

Mr. Ellertson referred to the June 12<sup>th</sup> letter from Mr. Oleg Starovoitov regarding the directional flow of water. He said that this issue is not properly characterized or address in the Halstead letter about drainage.

Attorney Hill said that he will make sure that Mr. Watson looks into this matter. He said that the Town had previously hired Joseph Canas, P.E., to review the 2007 Plan.

Chairman Cameron said that it would be necessary to continue the public hearing regarding this matter. All members agreed that the continuation should be conducted on Tuesday, November 25<sup>th</sup> at 8:00 P.M. in Room 206 of the Town Hall. With that, the public hearing regarding this matter was recessed and will be re-convened on November 25<sup>th</sup>.

Chairman Cameron then read the following agenda item:

**Special Permit Application #282, Carmen Molinos, 16 Stony Brook Road.** Proposing to construct a 30' x 60' sport court and to perform related site development activities. The subject property is located on the east side of Stony Brook Road approximately 530 feet north of its intersection with West Avenue, and is shown on Assessor's Map #18 as Lot #85 in the R-1 (residential) Zone.

At the applicant's request, this public hearing was formally opened, but was immediately continued to November 25, 2014 at 8:00 P.M. in Room 206.

Chairman Cameron read the following agenda item:

**Special Permit Application #249-B, Moon Chun, 172 Heights Road.** Proposing to establish a first floor law office in the space formerly occupied by Darien Krav Maga. The subject property is located on the north side of Heights Road approximately 200 feet east of its intersection with Edgerton Street, and is shown on Assessor's Map #74 as Lot #11 & #12 in the Designed Commercial (DC) Zone.

Sanda and Moon Chun represented themselves. Mr. Ginsberg said that the proposed office use requires Special Permit approval from the Planning & Zoning Commission because it is not

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normally allowed on the ground floor. He understands that there will be one attorney with possibly one or two other workers at the site. He also understands that there will be minimal parking need generated by the office use because they will not be having large conferences and due to the limited number of workers. He also understands that parking for the office use will be directed to the rear portion of the building so that the parking spaces closest to Heights Road will be available for other retail tenants of the property. He said that there are two apartments on the second floor of the building and he understands that the applicants are aware of the Commission's desire to have the windows of the ground floor open and unobstructed so that it will still appear as if it is a retail type use rather than a closed off office.

Sanda Chun said that she would love to have the area open and plans to remove the blinds that are currently obstructing the window.

Moon Chun said that the attorney has another office in New Haven and that this would be a satellite office. At present, the space is used for storage and that is why the blinds have closed off the window. Mrs. Cameron said that it is important that the windows remain clear so that it is open and inviting, like a retail store. Signs will need to be processed through the Architectural Review Board.

There were no comments for the public regarding the application. The following motion was made: That the Commission close the public hearing regarding this item, and will render a decision at a future meeting. The motion was made by Mr. Sini, seconded by Mr. Olvany and unanimously approved.

Chairman Cameron read the following agenda item:

**Special Permit Application #264-A, Kirby & Company, 1025-1029 Boston Post Road.** Proposing to establish a Convenience Food Service use within Kirby & Company, in the first floor space formerly occupied by Swizzles. The subject property is located on the north side of Boston Post Road, approximately 40 feet northeast of its intersection with Brook Street, and is shown on Assessor's Map #73 as Lot #13 in the CBD Zone.

David Genovese represented the applicant and explained that the space was formerly occupied by 'Swizzles' which sold yogurt. He said that the storefront and exterior building façade will be renovated and he is working with the Town and other merchants in the area to redo the sidewalks in front of the building. Mr. Genovese said that the Kirby & Co. retail component has already been approved. They are now seeking a Special Permit from the Planning & Zoning Commission in order to sell prepared food and beverage items for consumption on the premises. These food items will include baked goods and beverages will include coffee and tea. They will be serving food, but not cooking the food on the premises. A maximum of eight (8) indoor seats are proposed.

In response to questions, Mr. Genovese said that deliveries will be handled the same as the retail store. When possible, they will deliver to the rear of the building and, at other times, the trucks will need to park against the curb on the Boston Post Road. Mr. Genovese said that they will comply with the Fire Code requirements which includes installing internal walls. There are no tables or seating proposed on the sidewalk at this time. If they do want tables or seating on the sidewalk,

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they will need to come back to the Commission before installing such. The sidewalk in front is narrow and might not be wide enough for outside seating.

Elaine Kirby said that they currently carry vintage items and home décor items and gifts and giftware. The food and beverage sales will allow customers to stay and enjoy the facility while they are shopping.

Mr. Olvany asked about the ownership of the back strip of land behind the building. Mr. Genovese responded that Baywater Properties Associates owns the portion of land behind this building, but access to it is through the property which contains the Sugar Bowl. He said they constantly coordinate their parking and deliveries with the neighbor next door to minimize problems with both property owners and the tenants.

There were no comments from the public regarding the application. The following motion was made: That the Commission close the public hearing regarding this matter and will render a decision at a future meeting. The motion was made by Mr. Sini, seconded by Mr. Olvany and unanimously approved.

Chairman Cameron read the following agenda item:

**Land Filling & Regrading Application #335, Brian Lyons & Nicole Meloy, 1 Walmsley Road.** Proposing to install a new driveway on Walmsley Road; and install a new retaining wall near the south property line with a regraded yard and new plantings; and to perform related site development activities. The subject property is located on the southeast corner formed by the intersection of Linden Avenue and Walmsley Road, and is shown on Assessor's Map #46 as Lot #86 in the R-1/3 Zone.

Craig Studer represented the property owners and explained that he has designed a new driveway to access the property. The current driveway to the site is on Linden Avenue and leads to a basement level garage. The proposed new driveway will come into the site from Walmsley Road and will minimize the need for on-street parking. The new driveway is approximately three feet in from the property line and involves excavating and removing some of the soil on the southerly portion of the property. A new stone-faced retaining wall will be placed in that vicinity. On top of the retaining wall, 6 to 7 foot tall arbor vitae would be installed. The top of the wall will be 2 to 3 feet high compared to the new grade level for the driveway. Mr. Studer said that the old driveway will remain in place.

Mr. Studer said that they are not shifting or changing the drainage pattern or the direction of storm water flow. Storm water from the new driveway will be accounted for by using a permeable pavement material.

Mr. Ginsberg said the amount of regrading and the closeness of that regrading to that neighboring property requires Special Permit approval from the Commission rather than just the staff. He said that the plan had been referred to the Department of Public Works whose only comment was that a Street Opening Permit is needed for the new driveway.

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There were no comments from the public regarding the application. The following motion was made: That the Commission close the public hearing regarding this matter and will render a decision at a future meeting. The motion was made by Mr. Sini, seconded by Mr. Olvany and unanimously approved.

There being no further business on the agenda, the following motion was made: That the Commission adjourn the meeting. The motion was made by Mr. Sini, seconded by Mr. Olvany and unanimously approved. The meeting was adjourned at 10:20 P.M.

Respectfully submitted,

David J. Keating  
Planning & Zoning Assistant Director

*10.28.2014min*