

**WATERTOWN PLANNING AND ZONING COMMISSION**  
**Continuation of a Public Hearing**

**October 17, 2007**

**Watertown High School Technology Center**  
**324 French Street, Watertown, CT 06795**

**7:00 P.M.**

**1. CALL MEETING TO ORDER**

Chairman David E. Minnich called the public hearing to order at 8:30P.M.

**2. ROLL CALL**

Mr.Minnich asks Mrs. Allen to read the roll

**Present:** D. Minnich, M. Masayda, J. Franson, R. Russ, C.Mancini,  
D. George, G. Martin

**Absent:** J. Wick, R. Rondeau,

D. George sits in for J. Wick

**Others Present:** Ms. Ruth Mulcahy, Administrator of Land Use  
And Mr. Charles Berger, Town Engineer.

For the record, Mr. Lukasavage is no longer part of the commission

**3. HEARING OF APPLICATIONS**

A public hearing on a site plan approval for an addition to an existing building at Carvel Ice Cream Store at 1300 Main Street, Watertown, CT 06795 in a BC Central Business Zone.

Applicant: G. T. Holdings  
George Tsioflikis  
1300 Main Street  
Watertown, Ct 06795

Mr. Masayda reads the notice of public hearing.

The Planning and Zoning Commission of the Town of Watertown will hold a public hearing at 7:00 p.m. on Wednesday, October 17, 2007 at the Watertown High School Technology Center 224 French Street, Watertown, CT 06795 on the following application:

Site plan approval for an addition to an existing building at Carvel Ice Cream Store located at 1300 Main Street, Watertown, CT in a BC Central Business Zone.

Applicant: G. T. Holdings  
George Tsioflikis  
1300 Main Street  
Watertown, Ct 06795

At this hearing, interested persons and written communications will be received. A copy of the application will be on file at the Planning and Zoning Office, 51 Depot Street, Watertown, CT 06795 between the hours of 8 a.m. through 5 pm or by appointment

Dated at Watertown, Connecticut this 6<sup>th</sup> and 11<sup>th</sup> day of October, 2007.

**David Rhode, Compass Engineering**

The site is approximately 21,861 square feet or a half acre. It is bordered by two (2) state highways and a local road and a residential zoned property on the south. It has been there for approximately 50 years doing business as Carvel.

The existing building is roughly 1,072 square feet with 32 parking spaces and two (2) entrances, one on Straits Turnpike and one on Candee Hill.

There was an existing drainage structure going through the property and Mr. Rhode states that after research he has found no easement to anybody and it would be considered an easement by description and who knows when or how it came about.

He is proposing a 1,341 square foot addition which makes a total of 2,413 square feet. It is proposed for 43 seats inside and he is proposing 48 seats in an enclosed patio area outside. Currently there are two (2) existing street lights, one on Straits Turnpike and one on Candee Hill which currently light the parking lot. He is proposing keeping these and put four (4) shielded lights on the side of the building. One (1) on the east, one (1) on the west and two (2) on the south side toward the parking lot. He has gotten the variances for the setbacks. He is proposing 40 parking spaces which includes two (2) handicapped spaces. No loading space is proposed because the regulations require that anything under 3000 square feet do not require it. Alternate parking layouts were considered and 3 access points are being proposed. The one on Straits will be unchanged and painted with channellazation direction arrows and one way plus stop sign and on Candee Hill, we have the existing entrance will be made smaller than it is now to show a one entrance into the property and move the exit on the other side of the utility pole to the south of the current location. This will make a one way in and a one way exit on Candee Hill.

With regards to landscaping, the existing wooded area will be reduced to allow for parking spaces, two shade trees between proposed parking and the residential use property, an evergreen hedge from the existing wooded area down to Candee Hill Road and screened area for the dumpster. Hay bales will be used for sedimentation control will be placed along Candee Hill Road in the area of the existing catch basins which will be installed during the construction of the building to prevent silt from flowing into the catch basins and across Candee Hill Road and onto Main Street. The silt fence will be installed along Candee Hill Road at the proposed exit to alleviate any drainage flowing into Candee Hill Road from the proposed extension of the parking lot. An additional grass area will be created between the proposed addition and Candee Hill Road.

**Mr. George Tsioulikis, 400 Kimberly Lane**

Mr. Tsioulikis, the applicant reads a letter from the Watertown Police Department into the record:

*To Whom It May Concern:*

*I am writing this correspondence regarding Mr. George Tsioulikis plan to build an addition to the existing building which houses Carvel Ice Cream at the intersection of Route 63 and Route 73. In reviewing the site development plan and discussing it with Mr. Tsioulikis, he pointed out to me the change he is proposing wherein there will be a single one lane entrance and a single one lane exit on the east side of the parking lot abutting Candee Hill Road. The Straits Turnpike entrance and exit areas remain relatively the same. After my discussion with Mr. Tsioulikis, I reviewed motor vehicle accident data from vehicles entering or leaving the Carvel property on the east abutting Candee Hill Road and from the west abutting Straits Turnpike. Over the last 6 years, there were two, relatively minor vehicle accidents, one as a vehicle was entering the Carvel lot from the west via Straits Turnpike and another where a truck was backing up on Candee Hill Road and struck a vehicle causing minor damage.*

*Bear in mind we are looking at evaluating an existing site that presents no existing problem nor does it have any accident history. Therefore, in my opinion, the destination of a single lane entering and a single lane exiting the property can only make for a safer and smoother traffic flow. I have no problem with this plan as it is presented to me with regard to traffic issues. If I can be of further assistance, please do not hesitate to contact me. Sincerely, John Gavallas, Chief of Police*

Mr. Minnich asks if there are any presentations.

Mr. Masayda asks if it is the same plan that was presented last time. He asks how many parking spots were proposed and the answer was 40. Asked if two curb cuts were put in, how many spaces were left and the answer was 32. Mr. Masayda states he had never seen the plan, but the applicant is saying 32. Mr. Masayda states that he feels the entrances and exits are too wide. There is a 70 foot opening at the northern side of

Candee Hill and going down to a 20 foot opening at the southern side of Candee Hill and then the Straits Turnpike opening is 45 feet wide. In looking at the plan, he states if he eliminates the 70 foot opening and eliminate 5 parking spots and asks further what the two opening layout was. Mr. Tsiouflikis states that would be one on Straits Turnpike and one on Candee Hill and Mr. Masayda states he would only need to eliminate possibly 5 parking spots adjacent to the island on the Candee Hill side and shows him the on the plans. Mr. Tsiouflikis explains that when deliveries are made, Chief Gavallas was clear in saying when trying to pull a truck in, it would be hard if not impossible to maneuver to get out. He is asked why if you are going in one side and coming out the other and he replies that they wouldn't be able to get close enough to the building.

Mr. Masayda asks how close they need to be and Mr. Tsiouflikis states that in the summer he gets 75 to 80 cases which weight 25-40 pounds each and they are going to give him a hard time.

Mr. Masayda is asked what has aversion is to having two (2) entrances on Candee Hill and he replies that when there is a development you try to restrict as many openings as possible because it creates conflicts with highway/roadway operations.

He states if the commission goes with the one way in and one way out, the 20 foot wide opening entices 2 way traffic and he would narrow it down to 12 or 15 feet and the same goes for the 70 foot opening. It could be reduced to 12 feet.

The only entrance for tractor trailers would be on Candee Hill which would get them close enough to the building. Mr. Masayda states they could make the entrance big enough to accommodate a single tractor trailer and asks what type of vehicles make the deliveries. Mr. Tsiouflikis states there is always some type of trailer on it.

Mr. Masayda states when a tractor trailer pulls into a business such as this, they generally use the whole road to make the turn. He continues that he feels that the entrance on Straits Turnpike should be 30 feet and not the 45 feet that it is. Mr. Tsiouflikis corrects him stating the entrance is just under 40 feet and the reason for this is that they did a painted stripe and as trucks pull in or cars pull in, it would be easier to take a right and pull in so and so cars won't pull through as they do now, and Mr. Masayda informs him that the state encroachment permit only allows him 30 feet anyway and it would be more of a controlled opening with the narrower amount. It is further suggested that maybe an island that separates the entrance from the exit and maybe some plantings that look a little nicer and would separate the outgoing traffic from the incoming traffic. Mr. Tsiouflikis states that he likes the idea of the island and feels it is a fair compromise. Mr. Rhode adds that the reason it was left wider is because when coming down Straits Turnpike, turning in and if it is a pickup with a 25 foot radius, the extra room is needed.

Mr. Masayda reiterates that it should be 30 feet maximum and on Candee Hill Road they will use whatever the minimum turning radius would be for a WB40 truck, the typical tractor trailer. Further, he adds that the entrance should be moved as far away from the Main Street intersection as possible and the southerly should be maintained on the

entrance in. Mr. Rhode states there is a problem with this because there are two (2) catch basins there and he would recommend moving the curbing to just past the building side of the catch basins. Mr. Mancini asks the width of the opening on Straits Turnpike right now and the reply is 38 feet. It is proposed to be 48 feet from island to island and it will stay this way with a painted stripe. Mr. Mancini feels one of the reasons there are not too many accidents there is because it is so wide and with an island in between, cars may become confused and cause more accidents in that area and suggests it be left alone, as proposed. This would be a wide opening with no island. He debates with Mr. Masayda that it be left alone because as reported by the police chief, there are no accidents there. Mr. Masayda states that reducing the size of it will not create any more accidents. He adds that he should go to engineering school, and Mr. Mancini replies that he doesn't need to because he can read the documents which state that there have been no accidents there and Mr. Masayda adds that the state requirements are 30 feet.

Mr. Tsioflakis states that he understands this, but this business has been in operation for 50 years and the regulations are for new businesses and new situations and it may cause more problems by changing it. Mr. Minnich requests to move on. He asks Mr. Russ his opinion and Mr. Russ states he feels it should be left alone.

Mr. Mancini states he kind of agrees with Mike and thinks if it is made more regimented as asked for by the state; it cleans it up some and likes the idea of the island. Also, as far as plantings, he feels landscaping can be improved. No trees are being added to the area of the seating and feels it looks bland and on the opposite side of the building he'd like to see more landscaping. In the plans, some plantings are shown and he likes the way it looks.

There is one spot that Mr. Tsioflakis claims goes into the sight distance of the intersection and it may block it.

Mr. Minnich adds that he thinks the plan looks a lot better than it did the last time and he shares the comments of his colleagues as far as the width of the road on Straits Turnpike, the state standard is 30 feet and here it presents no problem in terms of what he needs for a functional access or egress from the property.

He continues that he does not understand why the egress cannot be the same as it is now which is 1 way out and 1 way in. What is proposed is two (2) ways to go out and being so close to the intersection, light and Route 63 and 73 and he sees cars coming out of the property going right, other cars going left and they all know that coming down from Burger King going up Straits Turnpike and then making a left is hard enough as it is and now there will be two (2) people leaving at the same time and cars coming in. HE thinks by having it go two (2) ways at the same time out of the property complicates the whole issue and would suggest looking at it again and keep it like any other egress and entrance, one way in and one way out. He is still concerned about the patio on the outside. If it was enclosed and assuming it was the full amount 650 square feet, you would only be allowed 43 people in that area in accordance with fire code. You only have 650 feet and you measure from the inside, so it will be even less than 43 people. He states his position

is that either that change and be in line with the state and local fire marshal. In looking at 48 people in that enclosed area, he doesn't think that is what should be there.

Mr. Minnich asks for a landscaping plan of exactly what plants are going where so it is understood and he further suggests as with other outdoor facilities, umbrellas should not have any writings on them. With regards to the island at Straits Turnpike, it may provide some egress problems from tractor trailers making left hand turns as they come out. One issue that they started off with was a discussion about speed bumps and he tanks him for taking them off the plan. He thought at the edge of parking spaces, there would be some barrier, such as a guardrail or island because the purpose of the concern was to have a stop to traffic going between Candee Hill Road and Straits Turnpike. He doesn't understand when people enter from Straits Turnpike; no one coming in can park near the front of the building in the first row. They all must travel to the south side of the property because of the design. He states that the plan doesn't show signage to show that people would be going the wrong way. Mr. Tsioflakis states it is painted on the ground. Handicapped people would have to take a left. Mr. Minnich states it works in concept excepting those coming in from Straits Turnpike. They need to be informed that the need to follow the one way traffic. He thinks some improvement is needed in that area. He states the parking is far better than it was before and thanks him for the time he's taken.

Mr. Minnich opens it up for public comments.

### **Jamie Mastrianni, 51 Straits Turnpike**

This resident lives next door to Carvel and she thinks the plans look great and thinks it would make a major improvement to this Watertown landmark. She is in favor of it and hopes the commission will approve his request.

Mr. Minnich reads a correspondence into the record.

The letter is from the Economic Development Commission.

*September 25, 2007*

*Mr. David Minnich*

*Watertown Planning and Zoning Commission*

*51 Depot Street*

*Watertown, Connecticut.*

*Dear Mr. Minnich:*

*At it's September 20, 2007 meeting, the Watertown Economic Development Commission heard a presentation by George Tsioflakis of GT Holdings LLC on his plans to renovate his property at 1300 Main Street which is currently a Carvel Ice Cream Store. The Commission had a series of questions about the project which were successfully answered by Mr. Tsioflakis. As a result, the Watertown Economic Development*

*Commission voted to unanimously support his project, subject to his compliance with all the necessary procedures by the Watertown Zoning Board of Appeals and the Watertown Planning and Zoning Commission.*

*We feel that this project will contribute the continuing improvement of the appearance of the Watertown Oakville community.*

*Sincerely, Joseph McGrail, Chairman, Watertown EDC*

Mr. Minnich asks for any more comments and hearing none, he goes around the table on the issues. The first issue is the 30 foot wide road standard to the state on Straits Turnpike as an entrance.

Mr. Franson states he doesn't concur. He thinks that this allows those people to get into the handicapped spots and to let everybody else know they can't go in. You don't need two (2) arrows painted, you have 1 arrow painted coming out and thinks it is much better that way.

As future issues come up and maybe 30 is the right thing. He states it is a good point about the handicapped parking which will cause a parking and they may need another arrow showing left saying "handicapped only" and states he doesn't know the right way to get people to the spots, but it needs to be worked out and 30 feet would be proper.

Mr. Russ thinks what has been proposed is more than adequate. Tractor trailers need to get into and out of the property. It has to be considered with cars and without cars there.

Mr. Mancini considers it grandfathered in and would leave it as proposed.

Mr. Minnich states on the plan there are two egresses out onto Straits Turnpike and as Duane suggested as only having the standard one way and either make a right or a left and if it is made to 30 feet it will not work. The commission had a discussion about parking spaces while looking at the plans. It is decided that the public hearing not be closed and the applicant speak to the town engineer and he is concerned because he is running out of time and the off season starts in a couple weeks and by the time of the next meeting may be too late to start doing anything.

**MOTION:** To Table Public Hearing

**Motion Made by:** Mr. Masayda

**Seconded by:** Mr. Mancini

Motion passes unanimously.

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Michael Masayda, Secretary  
Planning and Zoning Commission