

Subject to Approval

MADISON PLANNING AND ZONING COMMISSION REGULAR MEETING MINUTES APRIL 16, 2020

The regular meeting of the Madison Planning and Zoning Commission was conducted Thursday, Apr. 16, 2020, at 7 p.m., remotely, using Zoom Videoconferencing. The public was invited to participate remotely by joining the meeting through Zoom (<https://zoom.us/>). Log-in and call-in details were posted to the Town of Madison website (<https://www.madisonct.org/>) prior to the meeting. The public was also invited to submit written comments up to twenty-four (24) hours in advance of the meeting by emailing David Anderson, Director of Planning & Economic Development, at andersond@madisonct.org. Questions about meeting participation could also have been directed to the same address.

MEMBERS PRESENT

Chairman Ronald Clark, Vice Chairman James Matteson, Secretary Elliott Hitchcock, Thomas Burland, Joseph Bunovsky, Jr., John K. Mathers, Joel Miller, and Giselle McDowall.

MEMBERS ABSENT

Brian Richardson.

ALTERNATES PRESENT

Peter Roos.

OTHERS PRESENT

Director of Planning and Economic Development David Anderson, Selectwoman Erin Duques, and the meeting was recorded via Zoom Videoconferencing software for You Tube viewing.

The regular meeting of the Madison Planning and Zoning Commission was called to order at approximately 7:06 p.m. by Chairman Ronald Clark. Director of Planning and Economic Development David Anderson gave a preamble to the videoconferencing public hearing format, explaining how the various Zoom features of Chat, Question and Answer, and Raise Hand could be utilized for public comment and questions, as well as options available for You Tube viewers who might want to participate. Chairman Clark seated Alternate Commissioner Peter Roos for absent Commissioner Brian Richardson.

PUBLIC HEARING ITEMS (Scheduled for 7:00 P.M.):

19-22+CSP. 4 Boston Post Road. Map 44, Lot 57. C District. Owner/Applicant: Yarde Realty Company. Special Exception Permit to construct a 1,684 sq. ft. one-story multi-use building, including a 20-seat restaurant, 2-bedroom apartment, marina office/storage area, covered outdoor storage area with deck above, paved driveway/parking area, winter boat storage area, site lighting, landscaping, and associated improvements. A boardwalk is proposed along the west side of the property and the proposed docks/dock walkways and davit on the west side of the property were previously approved by Connecticut DEEP and Army Corps of Engineers.
Continued from February 20, 2020.

Attorney Marjorie Shansky, representing Owner/Applicant Yarde Realty Company, stated that she submitted a March 12, 2020 letter to the Planning and Zoning Commission, which included a *Page 1. Madison Planning and Zoning Commission, Regular Meeting, Apr. 16, 2020*

revised landscaping plan with native plant list recommended by Davison Environmental; a Natural Diversity Data Base (NDDDB) letter dated Feb. 25, 2020; a revised use statement dated March 12, 2020; a marine operation plan with exhibits including, summer parking plan, winter parking plan, lease/rules for marina, and spec sheet for full wash water containment systems; and full-scale drawings of summer parking plan and winter parking plan. The new summer parking plan shows 17 boats in storage with seven additional parking spaces, and the full wash water containment systems, which provide for marsh migration, have been approved by the Connecticut Department of Energy and Environmental Protection (DEEP), according to Ms. Shansky. All of the materials submitted are responsive to the issues raised by DEEP, the Planning and Zoning Commission, and environmental concerns, such as endangered species, and include documentation submitted by Biologist and Soil Scientist Michael Klein, regarding his site visit and understanding of the site characteristics, according to Ms. Shansky. In addition, the Feb. 25, 2020 letter from the NDDDB indicates that there will be no harm to the environment, according to Ms. Shansky. Included in the March 12, 2020 letter were six findings, according to Ms. Shansky, as follows:

- The proposed reduced fill is the minimum amount necessary for the purpose of supporting the water-dependent activity (including boat storage), and its placement has been designated to avoid potential adverse impacts to tidal wetlands and coastal habitat based upon site characteristics and sea level rise predictions available to 2050.
- In accordance with Section 25.3.6 of the regulations relating to Coastal Area Management (CAM), the proposed development is consistent with all the applicable goals and policies in Connecticut General Statutes Section 22a-92 and incorporates as conditions or modifications all reasonable measures which will mitigate or avoid adverse impacts of the proposed activity on both coastal resources and the future water-dependent development activities.
- The proposed uses, including the water-dependent uses in support of the marina, are permitted under the Madison Zoning Regulations.
- The construction of the marina will be in accordance with DEEP and Army Corps of Engineers Marina Permit #201603743-KZ which provides, inter alia, that no construction activity can occur in connection with the Marina itself between March 30th and August 15th, unless otherwise authorized by the commissioner.
- In accordance with Section 9.3.6, of the regulations relating to the addition of material and based on the revised plans and testimony of Mr. (Joseph) Wren and Mr. (Michael) Klein, (i) the characteristics and location of the site are compatible with the existing surrounding uses; (ii) there will be no significant detrimental effect on neighboring property values or on the public health, safety and welfare; (iii) there will be no significant detrimental effect on wetlands, watercourses or existing or potential surface and/or ground drinking water supplies or significant coastal resource areas; and (iv) the primary purpose of the application is not for the sale of material, creating a commercial use in a non-commercial zone.
- Pursuant to Section 4.4 of the regulation, relating to the special exception, based on the revised plans, the revised use statement and the testimony of Mr. Wren, a) the proposed uses are permitted uses in the district and the standards, prerequisites and conditions specified by the regulations have been met; b) the public convenience and welfare will be substantially served and the appropriate use of neighboring property will not be substantially or permanently injured; and c) the proposed uses are in accordance with the comprehensive plan.

Ms. Shansky introduced Professional Engineer Joseph Wren, who presented the March 12 updated site plan, showing the additional seven parking spaces, bringing the total from 35 to 42

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spaces, with the entrance to the marina is the same area, the proposed building of 1,700 square feet south of the proposed retaining wall, the proposed boardwalk, the crushed stone gravel boat storage area, and the parking area. Those are the main elements of the site plan, Mr. Wren stated. Other than the parking, nothing else has changed on this plan, according to Mr. Wren. There was a big discussion in February about how to navigate the site with the boat storage areas, and whether it would be acceptable to reduce the number of boats to 17—if the boats are smaller, one or two more could be stored, but if they were larger, one or two fewer boats could be stored, according to Ms. Shansky. Commissioner Thomas Burland stated that in terms of a summer boat storage plan, he would be more comfortable with stating that this is the maximum number of boats that would be allowed, rather than basing it on the various sizes of the boats that could be stored. Ms. Shansky suggested that the boat storage could be defined as being a particular area—a certain size in square feet—rather than limiting it to a number, such as 17 boats only. The point is that the applicant vastly reduced the storage, to facilitate the logistics of movement through the site, according to Ms. Shansky. Vice Chairman James Matteson asked if property owner Michael Barnes could expand on the fact that the marina operations plan states that transferring of fuels will not be permitted; he asked how will boat owners bring fuels to their boats. Mr. Barnes stated that there is a fuel pump on the East River, on the Guilford side, from which people would get their fuels, and he described how boat owners would use containers with clips on them, and those containers would be filled with fuel, and connected onto their boats, so that fuels are not being transferred from one tank to another at the marina. Vice Chairman Matteson asked that the language be tightened up in the marina operations plan to clarify the proper fuel usage procedures by boat owners. Ms. Shansky stated that the language in the operations plan could be cleaned up and also incorporated in the regulations. Chairman Clark asked about the fish fillet station mentioned in the application; he asked what it is and where it would be located on the site. Ms. Shansky noted that it is listed as number seven in the marina regulations. Mr. Barnes stated that it is just a table where people would be able to cut their fish. Chairman Clark stated that his concern would be having barrels of fish carcasses, and that it does not seem like a good idea, and he suggested there be an amendment created to address this. Mr. Barnes stated that it could be an amendment and a condition. Commissioner Roos asked whether the storm that went through the area earlier in the week created flooding on the property. Vice Chairman Matteson stated that he drove through the area at the highest point of the storm, and he did not see any encroachment on the site. Former First Selectman Fillmore McPherson stated that he has expressed the opinion that it would be nice to have a restaurant on the property and nice to have a marina there, but not both, because having both drives the amount of fill being used on the site. While he stated that he did not go to the site earlier in the week, he did visit it on March 15, 2020, and he noticed a lot of boundary stakes with flags, and they were all flooded; Mr. McPherson asked about this. Mr. Barnes stated that the blue flags denote the wetland restoration areas that are supposed to be inundated with water. Mr. McPherson stated that the water level was inland of all of those blue flags, and Mr. Barnes stated that that is as it should be, because the blue flags are in the tidal wetlands. Director of Planning and Economic Development David Anderson asked whether there were any further questions from the public. Walter Welsh stated that there has been a tremendous amount of work done on this project; the DEEP has signed off on a number of things, but it is the town of Madison that regulates the amount of fill, and if at all possible does so without harming the wetlands, therefore, he asked whether the Planning and Zoning Commission understands that regulating the fill is its responsibility. Chairman Clark stated in the affirmative, and noted the procedures and town officials who have the expertise in this area. Mr. Welsh asked whether the Planning and Zoning Commission can hire its own expert to look at the wetlands on the site, and Mr. Anderson indicated that the commission does have the ability to hire outside consultants for that purpose.

When looking at future sea level rise, Mr. Welsh asked how the amount of fill would affect all of the wetlands boundaries of neighbors all along Route 1 and Garnet Park Road. This has been explained at some length by the applicant, according to Chairman Clark. Compensatory storage is required in inland wetlands, but in a coastal environment, there is no compensatory storage—it is not required, Mr. Wren stated. In a V Zone, fill is not allowed, but the site is in an A Zone, a non-velocity zone, and water rises slowly; the impact is non measurable, Mr. Wren stated. There were no further questions from the Planning and Zoning Commission, so Mr. Anderson asked whether anyone wanted to speak in favor of the application. In the February public hearing people did speak, and that is part of the record, as well, Chairman Clark stated. Mr. Anderson asked whether anyone wanted to speak in opposition to the application. Kealoha Freidenburg stated that she has been to three of the four public hearings, and there has not been anybody who is opposed to the marina, per se, it is to the extras being mentioned, such as a restaurant, a retail space, an office, an apartment; there was also mention that the site could be used for aquaculture, which would be different from a restaurant, an apartment, or an office. In addition, first there was winter storage of boats, and now it is summer storage, Ms. Freidenburg stated, adding that every time there is something different, and this time, it is a fishing station and what will be done with the fishing guts? In being a Madison resident since 1997, Ms. Freidenburg stated that she has been invested in having this town grow in a thoughtful way; these coastal resources are fragile, and she asked what will the site become in 30 years, adding that it likely will not still be an AE Zone. There is a law, now, that asks municipalities to look toward the future, and the town should be more thoughtful about what goes into this space, Ms. Freidenburg stated. The marina is an obvious water dependent use, and it requires a bathroom; part of the structure is the restaurant, and the marina is supported by retail use—these are a plethora of permitted uses, which would include a professional office or a different kind of retail use, Ms. Shansky stated, adding that aquaculture was something Michael Barnes was originally interested in providing. The fact is that this structure, being marina adjacent, is not a prohibited future use—it preserves future water dependent uses, according to Ms. Shansky. The state law governing the application provides that the commission may limit the uses, but the town has not done that in the commercial zone; the application meets Madison’s Planning and Zoning Regulations, and the special exception is based on the fact that it is a permitted use, but the Planning and Zoning Commission decides whether standards, such as lighting use, are part of the permitted uses, according to Ms. Shansky. The amount of fill has been reduced, and the buffers and landscaping have been augmented, thus meeting DEEP and town regulations regarding the amount of fill, according to Ms. Shansky. Walter Welsh stated that he thinks the commission should consider hiring its own expert to review this application, and he asked that the applicant return with a smaller proposal. Mr. Wren presented “the blue plan,” again, which shows changes made to the grounds, in terms of fill, elevations, buffers, and landscaping, after meeting with DEEP to discuss sea level rise to 2050, which is expected to be 20 inches; the amount of fill represents a 35 to 40 percent reduction from the original plan, and 20 percent less than the original application, according to Mr. Wren. The Coastal Area Management Act encourages the ability to maintain current and future water dependent uses, and Mr. Barnes stated that this is one opportunity to preserve this site for future generations. The Coastal Management Act states that coastal resources must be protected, and DEEP also mandates coastal resource protection, according to Ms. Freidenburg. DEEP is on board with this plan, which meets and exceeds requirements, according to Mr. Wren, who stated that the application protects the coastal resources, as well as provides a water dependent use. Following public comments, the Planning and Zoning Commissioners offered their comments and questions. Commissioner John Mathers asked what market data the applicant has that shows there is a demand for the marina and that this is a viable project. There is nowhere else to put a small boat marina, with 46 slips, Mr.

Barnes stated. The demand for the marina is anecdotal; it is based on a feeling for the market, according to Commissioner Mathers. Commissioner Burland stated that while he certainly understands Commissioner Mathers's question, the Planning and Zoning Commission does not ask other developers, for instance those of houses, to state the demand for the proposed houses, so the commission should not expect a marina developer to do so. Mr. Barnes stated that he knows there is a demand for a small boat marina, since there is a small boat marina with about 90 slips in Old Lyme, and there is a two-year waiting list for it. Ms. Shansky stated that there are four conditions in the March 12 letter to be a part of the approval process, and she asked that a fifth condition be added, which involves the fuel language update. The five conditions of approval for the Planning and Zoning Commission to consider in its deliberations, in addition to any standard conditions, are as follows:

- The "Operations of the Marina shall be in accordance with the East River Landing Marina Operation Plan submitted by the Applicant."
- The "Hours of Operation of the Building Uses shall be as described in the Statement of Use dated March 12, 2020.
- "Prior to any change of use of spaces within the Building, a request for Zoning Permit shall be made demonstrating the adequacy of parking associated with the use.
- "Soil Erosion and Sediment Controls shall remain in place until the vegetated buffer has been established."
- Language regarding fuel transference will be clarified and updated.

Mr. Anderson mentioned other issues that have been raised by the commission including the fact that 17 boats may possibly be the maximum number, Chairman Clark's discussion on the fish fillet station, special exception permit for the use, and the Coastal Site Plan, indicating that separate votes should be taken on each. Chairman Clark stated that boat storage seasons have to be considered, for instance when there would be 17 boats, when those seasons expire, and when to allow boats for winter storage. Ms. Shansky stated that the marina operations plan defines marina operations as being from April to November. Chairman Clark stated that he wonders whether April may be too early and November may be too late; he also proposed that all boats should be wrapped, when stored, to prevent pollution from boats. Mr. Barnes stated he is not sure that is necessary, but so be it, if it becomes a condition. Vice Chairman Matteson stated that he was just going to ask that the public hearing be closed. Ms. Shansky thanked the commissioners for their attention to the application. Mr. Barnes stated that this project has been 14 years in the making, and he has spent hundreds of hours, thousands of hours, with it, and he really believes this will benefit Madison wholeheartedly. So, at this point, and after four evenings, Chairman Clark stated that he is now able to ask the question as to whether anyone wants to move to close the public hearing.

Commissioner Joel Miller made the motion to close the public hearing; it was seconded by Commissioner Joseph Bunovsky, Jr. and unanimously approved.

Vote to close the public hearing passed, 9-0-0.

IN FAVOR: Chairman Clark, Vice Chairman Matteson, Secretary Elliott Hitchcock, and Commissioners Mathers, Joel Miller, Burland, Giselle Mcdowal, Joseph Bunovsky, Jr., and Roos.

OPPOSED: None.

ABSTAINED: None.

The commission then moved into deliberations. Chairman Clark stated that the project itself, in concept, the marina and the docks, and so forth, have already been approved outside of the
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Planning and Zoning Commission's purview. They were approved by both the DEEP and the Army Corps of Engineers. Vice Chairman Matteson stated that he has been involved in every one of the hearings, and he has been able to see what the commission has brought up and the responses to those issues. As far as the overall project, Vice Chairman Matteson stated that he likes it; his biggest reservation was the closeness to the coastal jurisdiction line, but then the applicant increased the buffer. In addition, he stated that he does not believe the project's uses are too much for this property, and he will likely vote in favor. Commissioner Miller stated that after the four public hearings, the commission has heard that there is a misunderstanding of what the applicant is doing, relative to proposing a number of uses, but if everyone had read the minutes or watched the videotapes, it would be found that a number of uses have been considered, and the applicant has answered community questions regarding the planning. The applicant has made some modifications to the plan, in response to the public questions or comments made by both the public and the commission, according to Commissioner Miller. One of the conditions being proposed is limiting boat storage to 17 boats, but Commissioner Miller stated that he opposes that condition; he would not want to limit the applicant to a boat count, and believes the square foot area is sufficient. Furthermore, Commissioner Miller stated that the April to November timeline is spot on, since there are plenty of people who wait until after Halloween to store their boats; shrink-wrapping a boat in the winter is in the boat owner's purview, and not in the marina's. Commissioner Burland stated that one of the issues that kept surfacing is the right of the property owner to protect the property from changes in sea level rise, and he proposed that limiting the area of boat storage is probably the right choice. Commissioner Burland stated that he is in support of this project, after giving it a lot of thought and deliberation. Commissioner Roos stated that since December, he had at first thought this project was too much, but through this process, while it has been long, has been productive—the fill and the buffer have been improved dramatically; the operational plan has been tightened down, and through all the improvements that have been made, Commissioner Roos stated that he found himself going from being non supportive to supportive. Commissioner Bunovsky stated that all of the concerns have been addressed, and he is in full support of the application. Commissioner Mcdowal stated that this has been a really interesting application, wherein she completed a site walk and never thought so much could go on the property. However, she stated that she was really pleased to see how willing the applicant was to make the changes and to meet the Planning and Zoning Commission's expectations. It is an attractive site and an attractive plan; it will enhance the town, Commissioner Mcdowal stated, adding that she always thinks of coastal resiliency now. Madison is a waterfront town, and the applicant has met Federal Emergency Management Act (FEMA) requirements, as well as 2050 sea level rise projections, according to Commissioner Mcdowal, who stated that she believes the applicant has done this project the right way. Commissioner Mathers stated that his initial concern for the project was the environmental impact, but the applicant has done due diligence and has made a major effort to meet all of the demands. This is the western gateway to the entrance of this town, and Commissioner Mathers stated that he wants to make sure what the applicant envisions is what is being proposed. This development is going to change the gateway to the town, and Commissioner Mathers stated that he is comfortable with it. Secretary Hitchcock stated that his concerns were for the amount of fill being brought in, and as for the number of boats in storage, he would not be in favor of limiting that but prefers basing it on a designated square foot area for boat storage; in addition, he is in favor of April through November and definitely in favor of the project. A project like this represents a balance, and the town's Comprehensive Plan of Development must be taken into consideration, according to Chairman Clark, who stated that this is a commercial piece of land, wherein the property calls for such a development. There is always an impact, but between what DEEP and the Army Corps have done, that has been

minimized, and the project is something that he can support, Chairman Clark stated. Commissioner Miller stated that were it not for the loss of the family's use of this property, through eminent domain by the state to redirect Route 1 and replace the bridge, the Planning and Zoning Commission would be looking at a repair, rather than a replacement, of what had previously existed on the site. Commissioner Miller stated that he believes this will be a much more esthetically pleasing project, when entering the town of Madison. In terms of shrink wrapping the boats for storage, that was brought up during the Advisory Committee on Community Appearance (ACCA) review, and ACCA asked that the shrink wrap, when done, be done in white, rather than in multi-colors, according to Vice Chairman Matteson, who stated that he does not feel comfortable having the owner of the marina require boat owners to shrink wrap their vessels, which is an expensive process. Most responsible boat owners do not wrap their boats when storing them, Vice Chairman Matteson stated. Mr. Anderson requested a vote on the placement of fill and one on the coastal site plan, among remaining votes for the project.

Vice Chairman Matteson made the motion that the fill be approved; it was seconded by Commissioner Bunovsky and unanimously approved.

Vote to approve the fill passed, 9-0-0.

IN FAVOR: Chairman Clark, Vice Chairman Matteson, Secretary Hitchcock, and Commissioners Mathers, Miller, Burland, Mcdowal, Bunovsky, and Roos.

OPPOSED: None.

ABSTAINED: None.

Commissioner Bunovsky made the motion to approve the Coastal Site Plan (CSP), finding it to be consistent with the goals and policies of the Coastal Area Management Act; it was seconded by Commissioner Miller and unanimously approved.

Vote to approve the Coastal Site Plan passed, 9-0-0.

IN FAVOR: Chairman Clark, Vice Chairman Matteson, Secretary Hitchcock, and Commissioners Mathers, Miller, Burland, Mcdowal, Bunovsky, and Roos.

OPPOSED: None.

ABSTAINED: None.

Discussion centered on a show of hands for supporting the conditions made to the application and of keeping the original dates of April to November. A review was also made of when the waterfront and boat slips would be made available, with the plan using the dates of April 15 to Nov. 15, noting that those dates would be subject to change, based on weather conditions. Commissioner Bunovsky stated that basically means it is completely up to the applicant to determine what he wants on his property, and he stated that he does not think the Planning and Zoning Commission should put arbitrary conditions on that. Vice Chairman Matteson agreed that it is fine the way it reads. There is a summer boat storage plan and summer boat storage use, stated Mr. Anderson, and the intention of summer storage is when the marina is in operation, which is April 15 to Nov. 15—that is summer, and outside of those dates is winter. The applicant said they wanted storage for 40 to 60 boats, which was too dense, and every boat that is stored is revenue, Chairman Clark stated. In June, he asked how is a differentiation made between what is there for the summer and what is there for the winter? Commissioner Mathers stated that if the commissioners allow the applicant to self govern when to move boats in and out of storage, he is going to do so, based on the needs of the business. Commissioner Mathers

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stated that he cannot see a reason not to allow the marina owner to do that. This marina is going to be similar to the Clinton marina; they will have boats there until boat owners move, retire or die, Commissioner Bunovsky stated. This is about knowing his business, Chairman Clark stated; they wanted 46 boats for summer storage, and then it turns into 50 boats—it becomes unwieldy, and parking is an issue. There are multiple ways to look at the seasons, and Commissioner Miller stated that he has heard that the recreational part of summer is Memorial Day, and the end of summer is three weeks into September. There are a number of ways to slice up summer, and Commissioner Miller stated that he did not think the Planning and Zoning Commission should get into this can of worms. The season is between Memorial Day and Labor Day, Chairman Clark stated. Memorial Day to the end of September is summer, Vice Chairman Matteson stated. Secretary Hitchcock stated that with the dates of operation being April 15 to Nov. 15, the marina is not going to go from 17 boats to 60 boats in one day, so he suggested defining a transitional period, a 45-day window to transition from a winter storage to summer storage, being June 1 to Sept. 30, which would then give the marina owner an opportunity to transition from winter to summer; all the commissioners agreed with this. Regarding whether shrink-wraps all have to be white coverings and not required for everybody, Mr. Anderson stated that no condition is needed for that. In terms of the fish fillet station, Chairman Clark stated that it would have to be a supplemental submission that would show the drainage pattern and where the entrails would go, especially if they are near the restaurant. Commissioner Bunovsky asked whether it could be required that all fish cleaning be disposed of off site, and Vice Chairman Matteson stated that a fish cleaning station would still be desired. Commissioner Miller stated that there are experts who could help the applicant with this. Upon the suggestion that the Planning and Zoning Commission ask the health department to approve a fish cleaning station, Mr. Anderson stated that he does not think the Planning and Zoning Commission should dictate what is a health department issue, and if it is not a land issue, then the commission should be silent on it. The tightening up of the language for fuel use would not be made a condition, since it is part of the submission of the marina's regulations, and the language needs to be updated within that section. Chairman Clark asked for a motion to approve the application with the conditions agreed upon.

Commissioner Bunovsky made a motion to approve the application for 4 Boston Post Road, with conditions, and it was seconded by Commissioner Roos.

Vote to approve 4 Boston Post Road with conditions passed, 9-0-0.

IN FAVOR: Chairman Clark, Vice Chairman Matteson, Secretary Hitchcock, and Commissioners Mathers, Miller, Burland, McDowal, Bunovsky, and Roos.

OPPOSED: None.

ABSTAINED: None.

REGULAR MEETING AGENDA ITEMS:

Approval of Minutes: Regular Meeting, Feb. 20, 2020; Planning Meeting, March 5, 2020.

Regular Meeting—Feb. 20, 2020

Commissioner Mathers made the motion to approve the Feb. 20, 2020 minutes as submitted; it was seconded by Commissioner Bunovsky and unanimously approved.

Vote to accept the Feb. 20, 2020 minutes as submitted passed 9-0-0.
IN FAVOR: Chairman Clark, Vice Chairman Matteson, Secretary Hitchcock, and
Commissioners Mathers, Miller, Burland, Mcdowall, Bunovsky, and Roos.
OPPOSED: None.
ABSTAINED: None.

Planning Meeting—March 5, 2020

Commissioner Mathers made the motion to accept the March 5, 2020 minutes as submitted; it was seconded by Commissioner Roos and unanimously approved.

Vote to approve the March 5, 2020 minutes as submitted passed, 9-0-0.
IN FAVOR: Chairman Clark, Vice Chairman Matteson, Secretary Hitchcock, and
Commissioners Mathers, Miller, Burland, Mcdowal, Bunovsky, and Roos.
OPPOSED: None.
ABSTAINED: None.

Remarks: Commission Chair ~ No report.

Town Planner ~ Director of Planning and Economic Development David Anderson stated that on May 21, 2020, The General's Residence will be on the agenda.

Adjournment

Commissioner Burland made the motion to adjourn at 9:59 p.m.; it was seconded by Commissioner Bunovsky and unanimously approved.

Vote to adjourn at 9:59 p.m. passed, 9-0-0.
IN FAVOR: Chairman Clark, Vice Chairman Matteson, Secretary Hitchcock, and
Commissioners Mathers, Miller, Burland, Mcdowal, Bunovsky, and Roos.
OPPOSED: None.
ABSTAINED: None.

Respectfully submitted,
Marlene H. Kennedy, clerk