

Anderw Ladyga
2812 Boston Turnpike
Coventry, Ct 06238
860-810-0905
9-29-2025

To: Jana Roberson and the Coventry Planning and Zoning Commission

Re: Minor Parking Lot Revision and Pavement Plan

Hello Jana,

Here are the driveway repair and parking lot relocation plans we have been working on with our paving contractor. This minor revision shows how we are looking to move our parking area forward and how we would like to repave the damaged area and organize our lot. The paving company we are currently working with explained that in order to fix our parking lot correctly, I would need to remove the large tree stump and root system that is currently under our driveway and outlined on the site map in green where parking spaces 3 & 4 currently are. The paving company has proposed removing the broken asphalt & tree stump and filling this area in so it can be leveled and compacted so it will not crack apart again. After reviewing the parking plan, the paving company recommended moving my current parking lot forward where the residential parking spaces numbered 50-55 have already been approved years ago. Having over 8 acres of land and only four total parking spaces available to use restricts our parking area and has reduced the parking availability for friends, family and guests to less than we had in the past. Having the ability to make this minor adjustment to our driveway and parking area will give us the room needed so we no longer have to park any personal vehicles on the grass and will allow everyone easier access in and out of the property. This will also give the paving contractor the ability to fix and repair the damaged parking area where the stump and roots are while allowing the necessary time for soils to settle and compact.

The paving company we are working with drafted up a driveway repair and expansion plan that works well and incorporates the four current residential/commercial parking spaces we have along with the additional six residential spaces we were previously approved for in the past using the parking spaces numbered 50-55 on our current auto dealership site plan. Our goal would be to use the area up front for our parking/display area and our parking plan has been designed so it lines up perfectly with our current approved auto dealership expansion plans we have for the future. The driveway extension and repair plan was also designed so that the existing residential driveway would remain in use until the new commercial entrance and 45 additional parking spaces were needed for business expansion. The revised parking area was also designed so it would not extend past the approved residential parking area and would not go into the main commercial parking lot where parking spaces 49 & 5 begin. I have outlined these spaces on our approved site plan for your reference.

Additionally, the paving company I am working with made sure to limit our total driveways lot coverage to only 2.5% and is well under the 60% impervious lot coverage allowed in the commercial zone. Keeping the impervious lot coverage percentages very low is ideal and prevents the need for any special permits for developments that exceed the 60% impervious coverage allowance. I also contacted Todd Penny and Mark Martin to make sure our setbacks were correct and to find out about the driveway permits we need. With the minor parking lot revision and pavement repairs we are looking to do, we understand that any additional parking lot expansion beyond spaces 49 & 5 going to the east will be in the commercial display area and require the construction of the new commercial entrance along Boston Turnpike and all of the necessary site work will be needed for those phases of construction.

If you have any additional questions, please feel free to reach out to me any time before our P&Z meeting this evening. Thanks, and I look forward to seeing everyone later tonight.

Thanks,

Andrew Ladyga

Jana Roberson

From: Andrew Ladyga <atlinvestmentgroupct@gmail.com>
Sent: Thursday, October 2, 2025 12:49 PM
To: Jana Roberson
Cc: Heidi Leech
Subject: (EXTERNAL MESSAGE)Re: (EXTERNAL MESSAGE)Re: (EXTERNAL MESSAGE)2812 Boston Turnpike Driveway Repave and Expansion Plans

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jana and Heidi,

I was following up with you regarding the driveway repair and repaving plans that we were looking to do at our house. Below are the answers to your questions. Feel free to reach out to go over any details.

I just want to point out that the final plans you submitted do not match the approved Special Permit plans. See attached. [The recent plans I submitted were for a driveway repair and expansion of our existing residential driveway and we were just looking to get the town's thoughts on how we wanted to organize the driveway and make sure we had all of the proper set back information. This was something we planned to do over a decade ago and came up with a lot design that would incorporate our residential driveway into the commercial phases of the parking lot plans we had approved where phase 1-4 would start and end. Our residential parking area was designed to align with the approved commercial parking lot expansion plans we have so that when the new commercial driveway entrance was opened up and our existing driveway was closed off, we would still have access to our home and parking area.](#)

I am not recommending a site plan waiver this time. [I was not looking for a site plan waiver. When I reached out to you and the town engineers, it was to get some preliminary thoughts and information on moving some of our parking spaces around once we had our driveway repaired and paved. Over the last 3-4 weeks I have met with 4 different paving companies to get their recommendations and prices on repairing our damaged driveway, removing the dead stump and roots under our driveway, and expanding our driveway so we had some additional room and would no longer need to park on the grass. All of the paving companies I met with suggested the same driveway layout and told me I had plenty of room to pave this area and this plan was compliant with Convetry's regulations. This is when I also reached out to you and everyone in the engineering department to confirm we had all of the correct setbacks and met the town's driveway regulations. I also went through all of the zoning regulations myself to make sure we meet all of the lot coverages and our driveway expansion plans were compliant. The maximum lot coverages I found in the zoning regulations were as follows: Residential GR 80 lot coverage is 15% and Commercial lot coverage is 60%.](#)

Any reason not to implement the actual approved site plan in phases? One of the main reasons why we don't want to expand our driveway and parking lot over to the area where phase 1 begins is due to the substantial cost difference between repaving our current driveway and constructing phase 1-4 of our parking lot plan. The cost to repair, and expand our existing driveway has been estimated to be around \$40,000 while just constructing phase 1 of our parking lot plan is estimated to cost around \$200,000 and would only give us 4 additional parking spaces. The additional \$160,000 needed for an additional 4 parking spaces is not worth the extra expense and the cost increase is due to all of the additional infrastructure needed to open up and construct an entirely new commercial driveway entrance, installing underground drainage systems, catch basins, detention ponds, storm sewer tie ins, rain gardens, and underground utilities. All of the additional construction costs and site work needed for the commercial phases of construction would be a waste of money and would not be needed since our residential driveway will not extend into the commercial area of phase 1. The full cost to construct the entire commercial parking lot was estimated to be around \$300k - \$350k and is something my wife and I do not have a need for or the desire to do at this time. We also do not need this much parking for our residential and business needs and if we constructed a parking lot of this size today, it would sit 100% vacant. I also know and understand that if we ever intend to expand my residential driveway into the commercial parking area where phase 1 has been planned and approved, we would need to complete all of the additional site work described above.

Additionally, repairing and expanding our current driveway is much more practical and makes more financial sense at this time. After reducing our personal and business parking area we have used over the last 15 years to just 4 total parking spaces, we realized this made having friends, family and guests over inconvenient as they would now have to park in the plaza across the street when coming to visit. When my 74 year old aunt and 12 year old niece had to park at the plaza across the street and run across Boston Turnpike on a Saturday afternoon, it was clear that I should look into repaving the small area on our property where we already had approved plans for some additional parking. Having 8 acres of additional land gives us more than enough room to add a few additional parking spaces and will allow for plenty of land for future development.

I hope this helps answer any questions you have regarding our driveway plans. I know the plans and ideas we have worked on over the last 10 plus years were prior to you working in Coventry, and I am happy to go over any additional details with you if needed. Currently we are working on the final details for our driveway project with our contractor and are looking to make sure our driveway expansion facilitates all of our current needs, meets current driveway regulations and will align with the future commercial parking lot expansion goals we have.

Thank you,

Andrew Ladyga

860-810-0905



From: Todd Penney
Sent: Friday, October 10, 2025 12:43 PM
To: Jana Roberson
Subject: RE: 2812 Boston Turnpike

Thank you for the opportunity to review and comment on the pending waiver for engineered site plan. While I understand the owner/applicant is trying to minimize its exposure to costs, I am not in favor of the waiver:

* as improvements to the existing driveway needs to be made to accommodate two-way traffic with the additional parking spaces requested and potential conflicting traffic in and out of the property. (Encroachment Permit from CDOT will be required for said activity.

* Additional impervious lot coverage will need analysis for stormwater runoff and what mitigation might be required.

Todd M. Penney, P.E.
Town Engineer
Town of Coventry
860-742-4078 (direct)
tpenney@coventry-ct.gov ** NOTE UPDATED ADDRESS



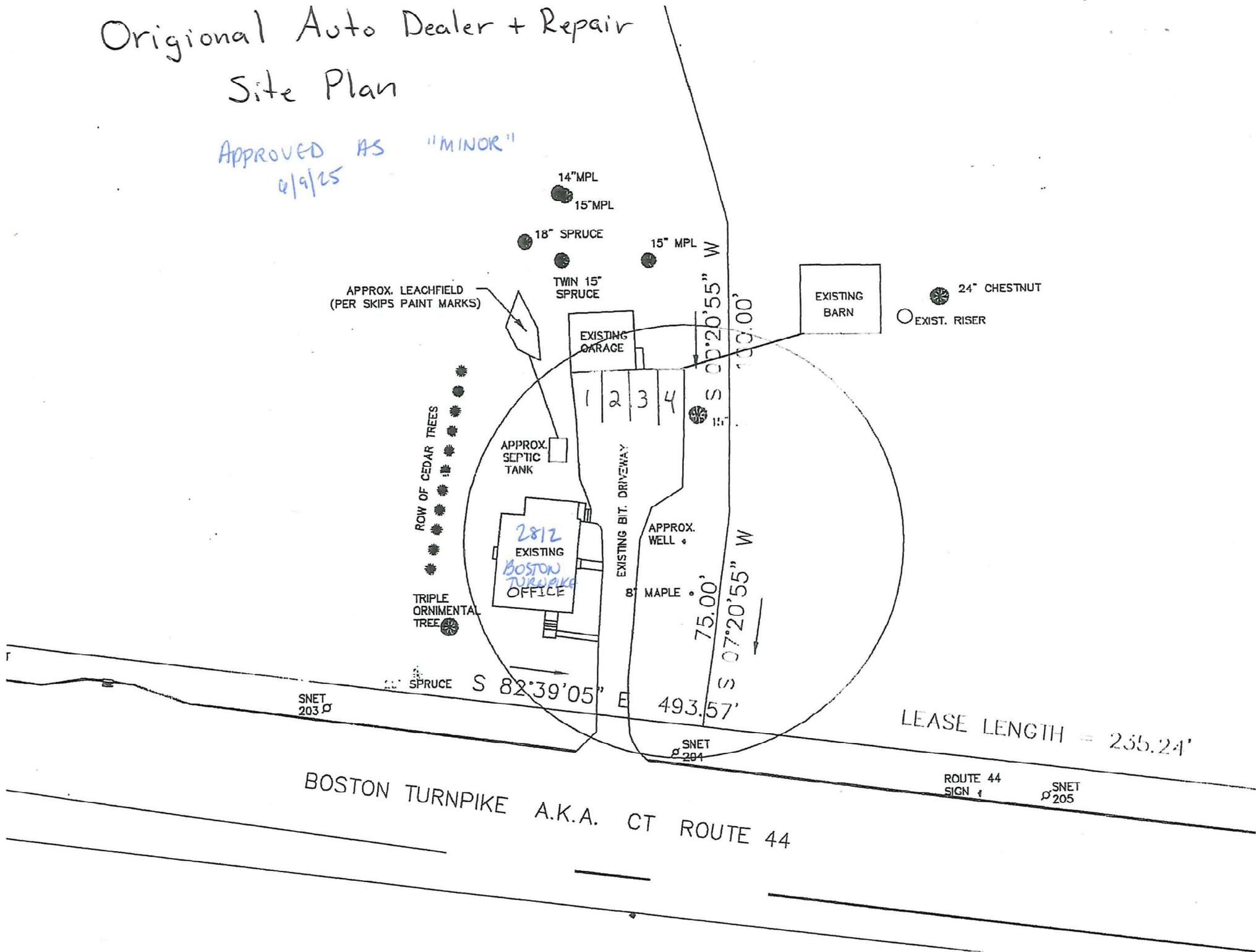






Original Auto Dealer + Repair Site Plan

APPROVED AS "MINOR"
8/9/25



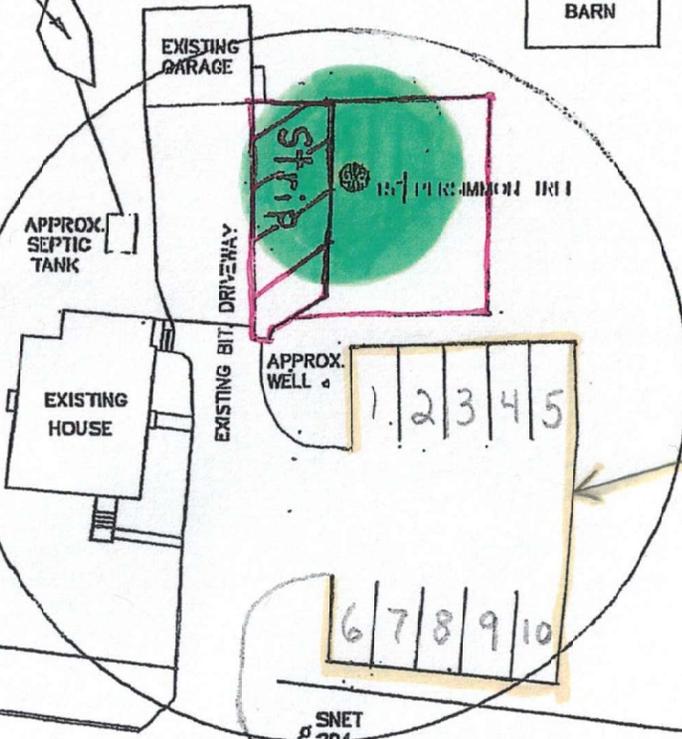
BOSTON TURNPIKE A.K.A. CT ROUTE 44

14" MPL
15" MPL
18" SPRUCE
TWIN 15" SPRUCE
15" MPL
24" CHESTNUT
EXIST. RISER

APPROX. LEACHFIELD
(PER SKIPS PAINT MARKS)

EXISTING BARN

ROW OF CEDAR TREES
TRIPLE ORNAMENTAL TREE



Revised Parking Area

SNET 203

SPRUCE

SNET 204

LENGTH 235.24'

BOSTON TURNPIKE A.K.A. CT ROUTE 44

ROUTE 44 SIGN 4 SNET 205

I.P. 7/26.1
F.L. # 722.9

PROPOSED RAIN GARDEN no. 2
AREA = 2250 SQ.FT.

PERSONAL VEHICLE SPACES
(SPACES 50 - 55)
NOT FOR THE DISPLAY OF CARS
FOR SALE

DMV APPROVED CONCRETE CONTAINER
STRUCTURE WITH ROOF FOR 25
WASTE OIL TANK.

APPROX. EXIST. LEACHFIELD AREA

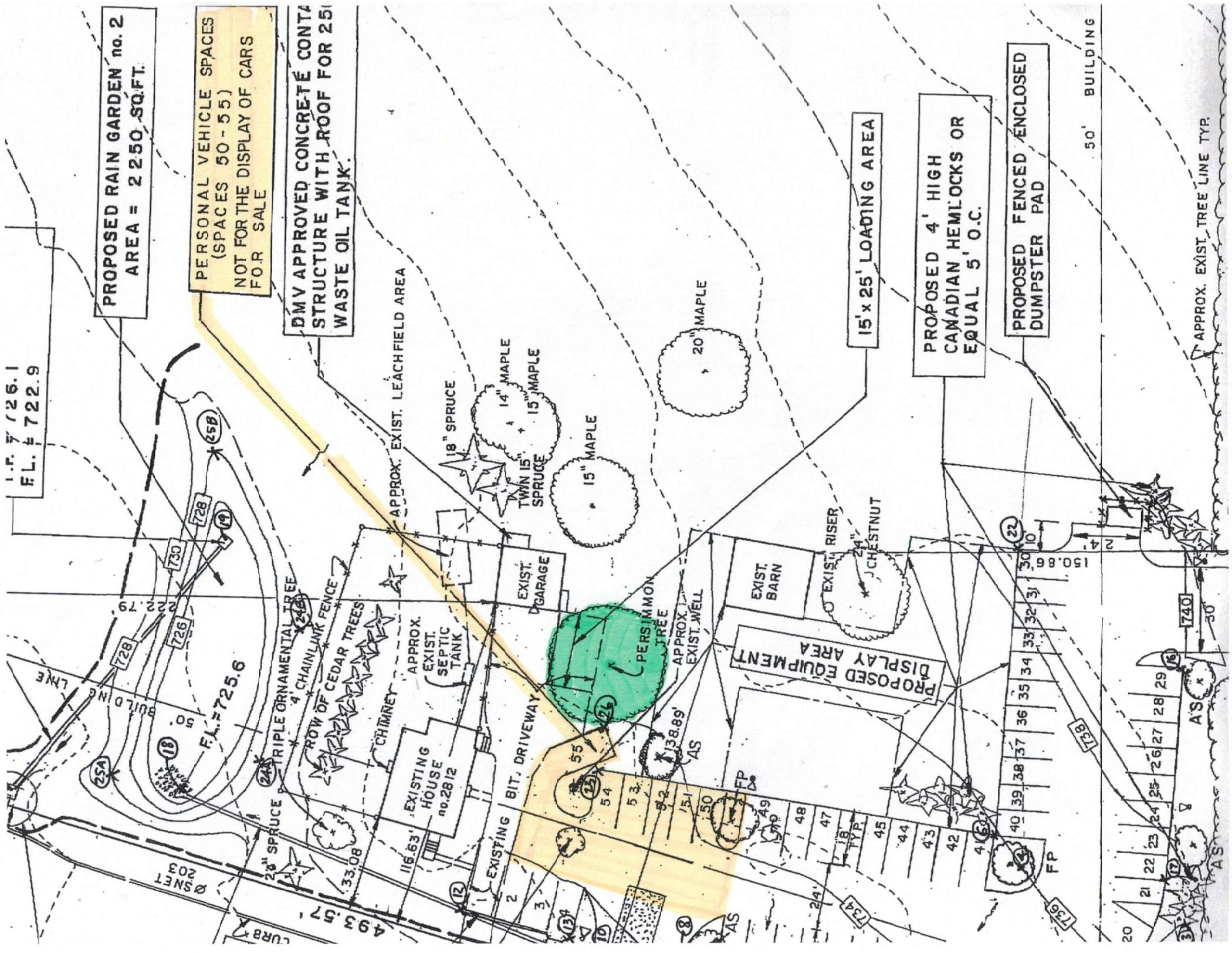
15' x 25' LOADING AREA

PROPOSED 4' HIGH
CANADIAN HEMLOCKS OR
EQUAL 5' O.C.

PROPOSED FENCED / ENCLOSED
DUMPSTER PAD

50' BUILDING

APPROX. EXIST. TREE LINE TYP.



Ø SNET 203

F.L. # 725.6

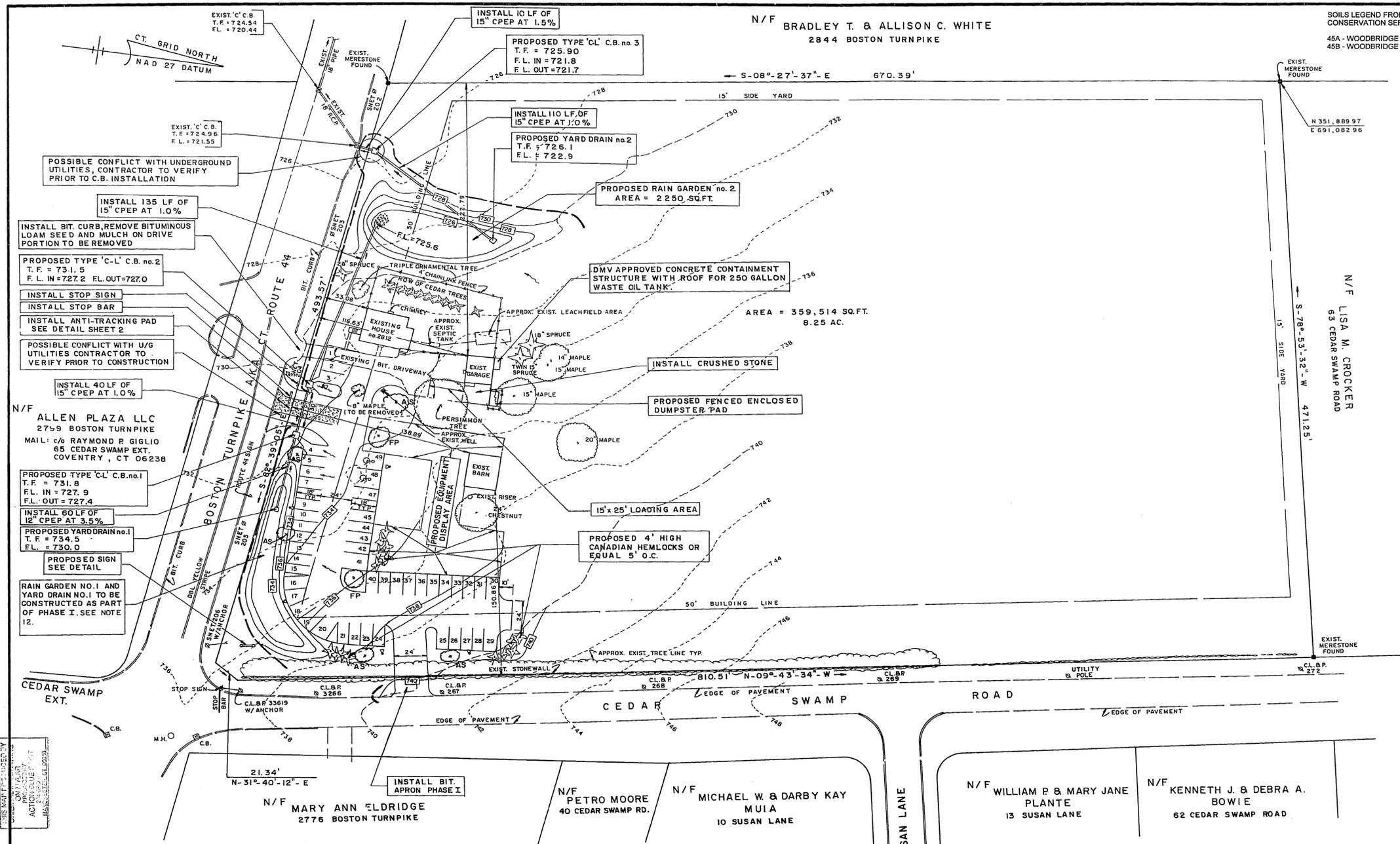
APPROX. EXIST. SEPTIC TANK

APPROX. EXIST. WELL

PROPOSED EQUIPMENT DISPLAY AREA

FP

AS



LEGEND

- 734--- EXISTING CONTOUR
- 734- PROPOSED CONTOUR
- - - - - PROPOSED SILT FENCE
- o PROPOSED LIGHT POLES (SEE DETAILS SHEET)

PHASING SCHEDULE:

PHASE I: CLOSE EXISTING DRIVE APRON, ENLARGE EXIST. PAVEMENT AS SHOWN, INSTALL NEW BIT. DRIVE AND EXTEND PAVEMENT TO INCLUDE PARKING SPACES 1-6 & 48-49. CONSTRUCT 24' WIDE ACCESS DRIVE TO CEDAR SWAMP ROAD PER UNPAVED SURFACE DETAIL SHEET 2 EXCEPT FOR REQUIRED BIT. APRON AT CEDAR SWAMP ROAD. CONSTRUCT RAIN GARDENS NO. 1 AND NO. 2. C.B.'S 1, 2 & 3. YARD DRAINS NO. 1 AND NO. 2. INSTALL DUMPSTER PAD AND WASTE OIL TANK CONTAINMENT.

PHASE II: PARKING SPACES 7-14, AND 41-47.

PHASE III: PARKING SPACES 15-24, AND 36-40.

PHASE IV: FINAL PARKING SPACES 25-35.

NOTE: EXTENT OF NEW BITUMINOUS PAVEMENT FOR PHASES II-IV TO BE DETERMINED BASED ON PROPOSED USE.

PARKING SCHEDULE

CUSTOMER/EMPLOYEE PARKING - 14 (SPACES 36 - 49)

VEHICLE DISPLAY - 35

TOTAL = 49

ZONING TABLE

ITEM	REQUIRED	PROVIDED
MIN. LOT FRONTAGE	500'	493.57', 810.51'
FRONT BUILDING LINE	50'	33.08'
MIN SIDE YARD	15'	150.86'
MAX. BUILDING HEIGHT	40'	LESS THAN 40'
EXIST. & PROPOSED BUILDING COVERAGE		LESS THAN 1%
EXIST. LOT COVERAGE	60%	1.34%
PROPOSED LOT COVERAGE	60%	2.18%

APPROVED SPECIAL PERMIT

PLANNING AND ZONING COMMISSION

Janet H. Hurler CHAIRMAN / SECRETARY

6.28.10 APPROVAL DATE

6.28.15 COMPLETION DATE

7/14/10 DATE

I HEREBY DECLARE TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

Peter R. Henry

PETER R. HENRY, L.L.S. 13636

THIS MAP IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL

OWNER: ANDREW AND ELICIA LADYGA
2812 BOSTON TURNPIKE
COVENTRY, CT. 06238

APPLICANT: ANDREW LADYGA
P.O. BOX 688
VERNON, CT. 06066

PLAN PREPARED FOR
ANDREW LADYGA

2812 BOSTON TURNPIKE COVENTRY, CT.

ZONING LOCATION SURVEY

SCALE: 1"=40' DATE: 2/11/10 FILE NO. 290056 SHEET 1 OF 3

HOLMES & HENRY ASSOCIATES LLC
CONSULTING ENGINEERS
LAND SURVEYORS · LAND PLANNERS ·
2179 BOSTON TPKE. COVENTRY, CT. 06238
(860) 742-0340

REVISIONS: 5/6/10
6/14/10

52011 APPROVAL LETTER & APPROVAL CONDITIONS ADDED

SOILS LEGEND FROM USDA NATURAL RESOURCES CONSERVATION SERVICE

45A - WOODBRIDGE FINE SANDY LOAM, 0-3% SLOPES.
45B - WOODBRIDGE FINE SANDY LOAM, 3-8% SLOPES.

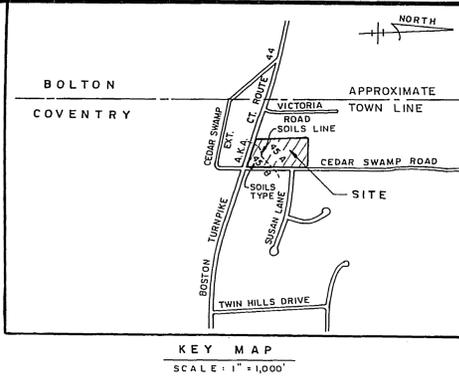
KEY MAP
SCALE: 1" = 1,000'

REFERENCE MADE TO THE FOLLOWING MAPS:

- PROPERTY OF GANDOLINO AND GIUSEPPINA ROSSI ROUTE 44A & CEDAR SWAMP ROAD COVENTRY, CONN. SCALE: 1"=40' AUGUST 5, 1966 HAYDEN L. GRISWOLD, C.E.
- RIGHT OF WAY SURVEY TOWN OF COVENTRY MAP SHOWING LAND ACQUIRED FROM STEFAN ROSSI BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION INTERSECTION IMPROVEMENTS ON U.S. ROUTE 44 NOVEMBER 1996 SCALE IN METERS TOWN NO. 32 PROJECT NO. 32-126 SERIAL NO. 1 SHEET 1 OF 1.
- PROPERTY OF ANNIE V. JOHNSON BOSTON POST ROAD COVENTRY, CONN. SCALE: 1"=50' MAY 14, 1953 HAYDEN L. GRISWOLD, C. E.
- RESUBDIVISION PLAN OF TWIN CEDAR SUBDIVISION CEDAR SWAMP ROAD & TWIN HILLS DRIVE COVENTRY, CT. BOUNDARY PLAN SCALE: 1"=100' DATE: 11/30/93 FILE NO. 92114 SHEET 1 OF 8 C. BRUNO PRIMUS, P.E. L.S. REVISED TO 7/18/95.

NOTES

- THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH SECTIONS 20-300b-1 THRU 20-300b-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES' MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT AS ENDORSED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. IT IS A PROPERTY SURVEY/ZONING LOCATION SURVEY BASED ON A RESURVEY CONFORMING TO HORIZONTAL ACCURACY CLASS A-2. TOPOGRAPHIC ACCURACY CONFORMS TO T-2.
- THE PROPERTY IS LOCATED IN A COMMERCIAL ZONE.
- THE PROPERTY IS SHOWN ON ASSESSOR'S MAP 8 BLOCK 2 LOT 5.
- THE LOCATION OF THE EXISTING SEPTIC SYSTEM FOR THE SUBJECT PROPERTY WAS MARKED IN THE FIELD BY SKIPS INC. AND LOCATED BY HOLMES & HENRY.
- THE CONTRACTOR IS RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS.
- ELEVATIONS AND CONTOURS SHOWN ARE FIELD DERIVED AND BASED ON NGVD 29 DATUM.
- BEARINGS ARE BASED ON NAD 27 DATUM AND STARTING CO-ORDINATES WERE FROM MAP REFERENCE 4.
- THE OFFICES FOR THE PROPOSED AUTOMOTIVE SALES AND THE AUTOMOTIVE REPAIR USES ARE TO BE LOCATED IN THE EXISTING HOUSE. THE EXIST GARAGE IS INTENDED TO BE USED FOR AUTO REPAIR AND THE EXISTING BARN TO BE USED FOR STORAGE.
- THE FRONT YARD OF THE EXISTING HOUSE IS NONCONFORMING TO PRESENT ZONING REGULATIONS.
- A PERMIT FROM CT. DOT WILL BE REQUIRED TO CONSTRUCT THE NEW DRIVEWAY ON ROUTE 44 AND TO TIE INTO THE STATE DRAINAGE SYSTEM ON ROUTE 44.
- UNDERGROUND UTILITIES EXIST BETWEEN THE EDGE OF PAVEMENT AND THE HIGHWAY LINE ON ROUTE 44 (SPECIFICALLY AT 7 LINES). THE CONTRACTOR MUST VERIFY THE LOCATION AND DEPTH PRIOR TO START OF CONSTRUCTION.
- ADDITIONAL MEADOW GRASS OR AN EQUIVALENT WILL BE ADDED TO RAIN GARDEN #1 TO PROVIDE MORE VEGETATIVE BUFFER ALONG ROUTE 44, WHICH WILL BE APPROVED BY STAFF PER PZC APPROVAL.
- THE PAVEMENT MARKINGS AND TOP OF FRAMES OF THE CATCH BASINS ALONG ROUTE 44 MAY VARY SLIGHTLY FROM THAT SHOWN SINCE THE ROAD WAS RESURFACED BETWEEN THE APPROVAL AND THIS REVISION DATE.

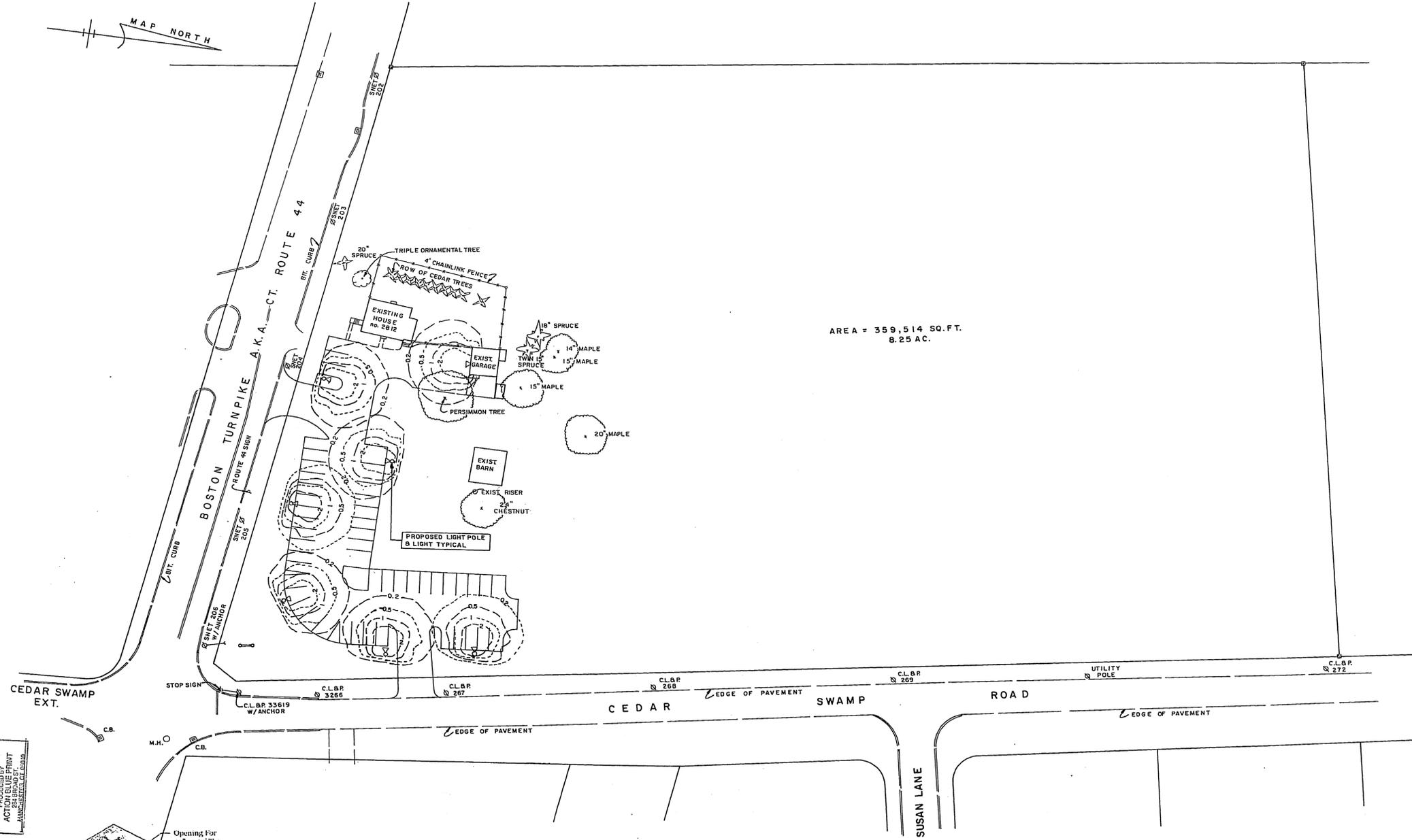


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AREA = 359,514 SQ. FT.
8.25 AC.

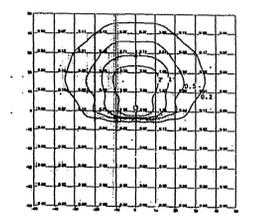
IES FILE INFORMATION: 2 - Config.

Luminaire 1
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Test Report: TEST NO. 1154281002
Manufacturer: Ushio Inc. Lighting
Lamp Lumen: 1 x 8500.00
Lamp Catalog Number: M100J
Lamp Description: DYL M100J00012
Ballast: Keyward not found
Maintenance Cnt.: Keyward not found
Obst.: Viewloc 10158 - 11200.L
IES Output Classification: Cube
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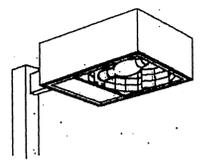
CONFIGURATION DETAILS: 2 - Config.

Catalog Number: KSFI 1004 R4 (OR EQUAL)
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Lamp Catalog Number: M100J
Light Loss Factor: 1.00
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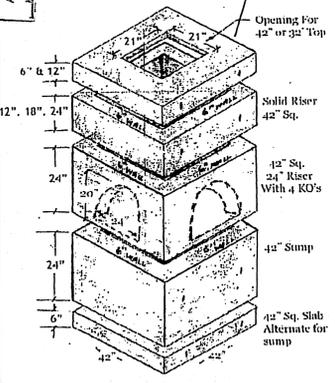
TEMPLIT
Temple Report
Temple Folder



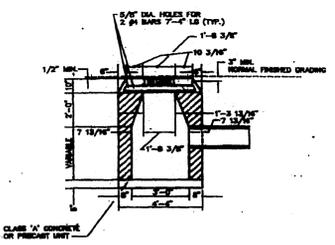
SCALE: 1" = 40'



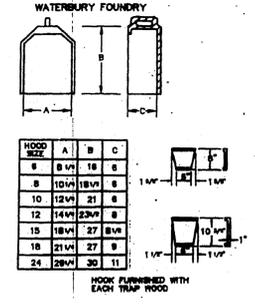
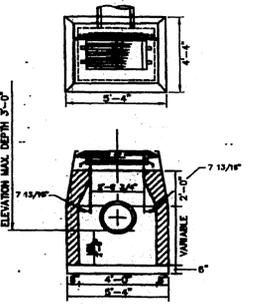
THIS SET CONTAINS THE ORIGINAL INK DRAWING AND THE ACTION BLUE PRINT 25% REDUCED TO 11" X 17" FOR CONSTRUCTION.



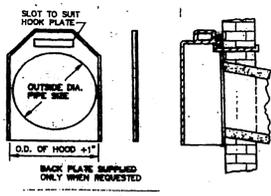
Cromwell Concrete Products, Inc.
42" YARD DRAIN
NOT TO SCALE
NOTE: INSTALL PVC ELBOW TRAP AT OUTLET.



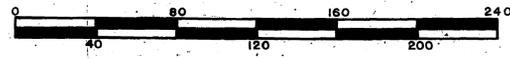
TYPE 'C-L' CATCH BASIN
NOT TO SCALE
NOTE: HOOD TO BE INSTALLED AT ALL OUTLET PIPES ON PROPOSED C.B.'S



HOOD SIZE	A	B	C
8	8 1/2"	18"	8"
8	10 1/2"	18 1/2"	8"
10	12 1/2"	21"	8"
12	14 1/2"	23 1/2"	8"
15	18 1/2"	27"	8 1/2"
18	21 1/2"	27"	9"
24	28 1/2"	30"	11"



CATCH BASIN TRAP HOODS
NOT TO SCALE



APPROVED SPECIAL PERMIT
COVENTRY P.K.
Janette Harshey 7/2/11
CHAIR DATE
6-28-10 6-28-15
APPROVAL DATE COMPLETION DATE



PLAN PREPARED FOR
ANDREW LADYGA
2812 BOSTON TURNPIKE COVENTRY, CT.
PROPOSED LIGHTING PLAN
SCALE: 1" = 40' DATE: 5/6/10 FILE NO. 290056 SHEET 3 OF 3
HOLMES & HENRY CONSULTING ENGINEERS
LAND SURVEYORS • LAND PLANNERS
2179 BOSTON TPKE. COVENTRY, CT. 06238
(860) 742-0340
REVISIONS: 6/14/10 5/20/11 APPROVAL LETTER & APPROVAL CONDITIONS ADDED

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