

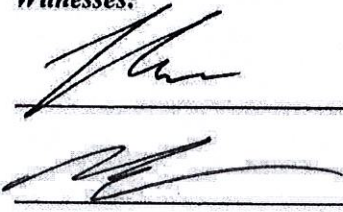
**RELEASE OF RIGHTS OF INGRESS AND EGRESS**

**To All People to Whom These Presents Shall Come, Greeting:  
KNOW YE, THAT**

**MCGUIRE ROAD ASSOCIATES LLC**, (hereinafter, the "Releasor"), of the Town of South Windsor, County of Hartford and State of Connecticut does hereby release and terminate any and all rights of ingress and egress which it may have as the owner of **542 King Street** over a certain private driveway located on property known as 542 King Street, intending hereby to terminate any and all rights of ingress and egress from 542 King Street to King Street in the Town of South Windsor by way of said private driveway currently owned by McGuire Road Associates LLC.

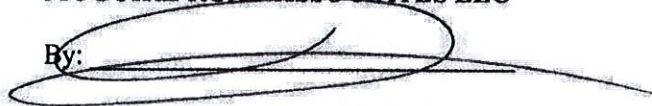
**IN WITNESS WHEREOF, MCGUIRE ROAD ASSOCIATES LLC**, has caused this Release to be signed and sealed on the 3 day of February, 2022.

*Witnesses:*



**MCGUIRE ROAD ASSOCIATES LLC**

By:

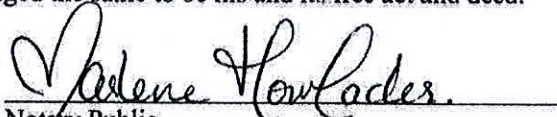


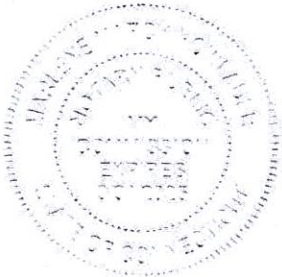
**Acknowledgment**

STATE OF CONNECTICUT  
COUNTY OF HARTFORD

} February  
} ss. November 03 2022  
}

Personally appeared Blake T Bramon, duly authorized member of **MCGUIRE ROAD ASSOCIATES LLC** as aforesaid, Signer and Sealer of the foregoing instrument, and acknowledged the same to be his and its free act and deed.

  
Notary Public  
My commission expires: 3/31/2025  
Commissioner of the Superior Court



Letter # 1

Ref: Zoning Change & Site Plan Application  
542 King Street. South Windsor, CT 06074

Dear Mr. Pacekonis and Committee Members,

My name is Dave Kasheta and I'm writing this letter of support for Hartford truck Equipment and the proposed zone change at 542 King Street. As a resident and business owner in town I believe that the zone change is appropriate for the area as a portion of this property is already in the GC zone as well as much of the surrounding land is already engaged in commercial activity, including a church parking lot, restaurants with drive throughs, gas stations, car sales, heavy equipment sales, and truck equipment sales, etc.

I have seen the proposed plans to create a large, landscaped buffer/berm and place that area into a conservation easement protecting the neighbors all around the property for years to come. The buffer even includes a buffer along King Street (which I believe is not generally required) to protect the neighbors across the street as well. The easement ensures that there will be no increase in traffic on King Street and in fact prohibits anyone access from this property onto King Street for all time. The plan developed will screen the neighbors from the existing commercial activities allowing them more tranquility than they currently have. Further due to the nature of Hartford Truck business and their operating hours I also believe there will be no noticeable increase in noise or traffic to affect the King Street neighbors

Blake has shared with me the lengths they have gone to get the neighbors input and feedback to create the best plan that allows Hartford Truck to grow with the much-needed space as well as protect the neighbor's quiet enjoyment of their properties.

Sincerely,

  
David Kasheta

Dave Kasheta

1287 Main Street  
South Windsor, CT 06074

&

Kasheta Power Equipment  
1275 John Fitch Blvd  
South Windsor, CT 06074



Letter #2

Town of South Windsor Planning and Zoning Commission

February 4, 2022

1540 Sullivan Avenue

South Windsor, CT 06074

My name is Marlene Howlader. I live in a town and own a condo at Mill River Meadows with my husband Priyang Shah who has grown up in the Town and volunteered for SWFD for several years. Both my mother-in-law and father-in-law immigrated here from India have also resided in the town of South Windsor for over 25 years. Knowing that my in-laws have such a strong connection to the town, we have discussed the potential of Hartford Truck Equipment expanding in length and what would mean for the Town of South Windsor and for our little family. On a personal level, if Hartford Truck Equipment, grows that would mean opportunities for me to grow in my role in HR as HTE continues to provide jobs in the community. it would also mean that there is an opportunity to not only grow my family but to plant my feet in South Windsor long-term and raise my children with their grandparents nearby as we continue to look for a single-family home in the area.

On a professional level, I have the privilege of working beside the owners of Hartford Truck Equipment, Blake Brannon, and Derek Brannon so I felt even more compelled to write a letter in regard to the property they are attempting to re-zone. I am able to feel the angst and ambition that the brothers share to expand not just the property but their parent's legacy that started back in 1994. You would never even know that they were owners of Hartford Truck Equipment, as they appear and work as if they were one of their own employees from open to close with humbleness, passion, and unmatched grit. They have always taken care of their employees well and we consider ourselves a very tight-knit family. Not a day goes by where I haven't seen them full of hope for this dream of expanding to become a reality ever since they bought the property. They have dreams about an expansion to even include a company garden because they know how much we love our plants. It's the little things that make us all excited for the expansion over the big projects. In my role, I plan to keep our company accountable for giving back to the Town of South Windsor as there is a major sense of corporate social responsibility that we must uphold as town residents and employees. I can promise you that both Blake and Derek are genuine human beings who are driven by passion and people and not just for profit. I know they are doing their due diligence to continue their family legacy through a warm and welcoming work culture that has never let go of the family-oriented atmosphere regardless of how big they've gotten. While on paper, they may be trying to re-zone the residential property to commercial, I can assure you that space will just be an expansion of our work family doing the best they can to build quality work trucks so they too can go home and provide for their own families. We hope you can see a little bit of the vision that we all share and hope one day it becomes a legacy of love, faith, and growth for our town!

Thank you for your consideration and for taking the time to read my letter.

Best Regards,

Marlene Howlader & Priyang Shah

162 Candlewood Drive, South Windsor CT 06074

Pranay and Maya Shah

10 Cody Circle, South Windsor CT 06074

Letter #3

February 7, 2022

Bart Pacekonis, Chairman  
Planning & zoning Commission  
140 Sullivan Avenue  
South Windsor, CT 06074

RE: Zone Change & Site Plan Applications  
Hartford Truck Equipment  
542 King Street  
South Windsor, Ct 06074

Dear Chairman Pacekonis;

I, Douglas Bushkoff, as a lifelong resident of South Windsor, CT along with being a customer of the late owners of Hartford Truck Equipment then becoming an employee feel that Patrick & Lynn Brannon left a legacy of pride and integrity in their children. They supported the town and community residents with the utmost respect and superior level of service provided to meet their needs. Blake and Derek have continued to show this utmost respect and working with the neighbors to put their concerns and anxieties to rest concerning the proposed zone change.

I, Kristin Foxx, as a decade long resident of South Windsor, CT feel as though the proposed Zoning change would be beneficial to the community and in no way intrusive to the residents.

We, Douglas Bushkoff & Kristin Foxx, fully support the proposed Zoning change to allow Hartford Truck Equipment to expand.

Sincerely,

The image shows two handwritten signatures in black ink. The top signature is for Douglas Bushkoff, and the bottom signature is for Kristin Foxx. The signatures are written in a cursive, flowing style.

Douglas Bushkoff  
Krisitin Foxx  
9 Pond Lane  
South Windsor, CT 06074



letter #4

----- Forwarded message -----

From: **Tom Delnicki** <tomdelnicki@aol.com>

Date: Mon, Feb 7, 2022 at 8:49 AM

Subject: Re: Hartford Truck Equipment Expansion

To: blake@hartfordtruck.com <blake@hartfordtruck.com>

To Whom it may concern,

Hartford Truck Equipment has been in business for 28 years. They have been very successful, out growing their current location. They have a proposal before the South Windsor Planning and Zoning Commission.

I would like to lend my support to Hartford Truck Equipment Expansion Plan that includes the following conditions that they have agreed to:

They will enter into a Conservation Easement deeded to the South Windsor Land and Conservation Trust that will protect the King Street neighbors from the possibility of any future development along King Street.

They will place a deed restriction on their property restricting the size and height any building and the type of businesses that could locate on that property in the future.

I have had a conversation with Blake Brannon and he assured me that he is committed to being a good neighbor.

Tom Delnicki  
130 Felt Rd  
South Windsor, Ct

Letter #5

James D. Murray  
786 North King Street  
South Windsor, CT 06074  
February 4, 2022

Mr. Bart Pacekonis  
Planning & Zoning Commission  
Town Hall, 1540 Sullivan Avenue  
South Windsor, CT 06074  
Re: Zone Change & Landscape Buffer Applications  
McGuire Road Associates  
542 King Street & 45 John Fitch Blvd  
South Windsor, CT 06074

Dear Chairman Pacekonis:

It is my understanding that the Commission is considering a zone change and landscape site plan from Hartford Truck Equipment for approximately seven acres of land on the east side of King Street.

As a resident of North King Street, I support the application of McGuire Road Associates to change the existing zone to General Commercial. The owners have previously improved that area with prior improvements to an abutting property.

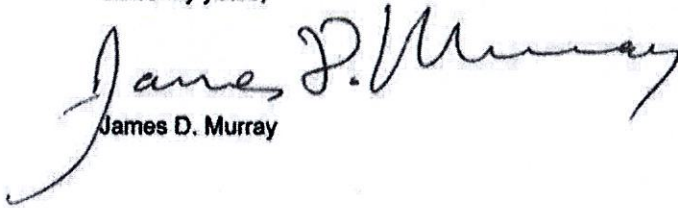
The owners of McGuire Road Associates are local residents (South Windsor and Vernon) who are small business owners. They are not multinational retailers (Amazon), large home improvement retailers (Home Depot), or international food distribution companies (Aldi). They do not have multibillion-dollar enterprises with easy access to capital, such as IPO's, Reits, or Wallstreet to help with the financing. The owners have signed on the dotted line. Simply put, they are at risk of losing everything and have in the past complied with the zoning laws and local ordinances required to expand in South Windsor. One of the owners lives in South Windsor and the other lives in an



adjoining town, so this project is in their back yard. They do not have the luxury of engaging large law firms, international engineering firms, or professional lobbyists to advocate for them and/or their project.

As a long- time resident, I think it is important for Commissions and Commissioners to remember that small businesses are extremely important for a local community as those owners are part of the social and business fabric of that community. They do not live outside of Hartford County, the State of Connecticut and the Continental United States. They live in Hartford County. They are our neighbors, and not absentee owners that deal through large legal entities which are larger than the Town of South Windsor. This is a worthwhile project that will benefit South Windsor.

Sincerely yours,

A handwritten signature in cursive script that reads "James D. Murray". The signature is written in dark ink and is positioned above the printed name.

James D. Murray

Letter #6

## Samsel Management LLC

333 Deming Street  
South Windsor, CT 06074  
860-305-3764 or 860-818-7838

January 7, 2022

Mr. Bart Pacekonis  
Planning & Zoning Commission  
Town Hall, 1540 Sullivan Avenue  
South Windsor, CT 06074

Re: Zone Change & Landscape Buffer Applications for property located at;  
542 King Street & 45 John Fitch Blvd  
South Windsor, CT

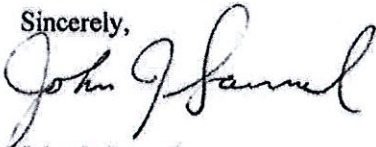
Dear Chairman Pacekonis:

This letter is in support of the zone request change being proposed by Hartford Truck Equipment to the 7.39 acres of land behind Route 5 and along King Street. Also, for the 3.3 acre landscaped buffer application designed to beautify the area and therefore benefit the neighbors by protecting their property value.

If approved, they are also proposing a deed restriction to not allow any building over 28' ever to be erected, including gas stations and restaurants, to protect the neighbors in the event that Hartford Truck ceases to exist due to retirement or other unforeseen reasons.

I have personally worked with Derek and Blake Brannon for many years and have watched them grow their business into the success it is today. They are dedicated to working with the town and the neighbors surrounding their business, and to ensure that they will continue to expand their clientele and keep providing the quality of workmanship that I have benefited from over the years.

Sincerely,



John J. Samsel  
Owner, Samsel Management LLC



Letter #7

P + P Lawn Care and Landscaping, LLC

618 Main Street

South Windsor, CT 06074

January 5, 2022

Mr. Bart Pacekonis

Planning & Zoning Commission

Town Hall, 1540 Sullivan Avenue

South Windsor, CT 06074

Re: Zone Change & Landscape Buffer Applications

McGuire Road Associates

542 King Street & 45 John Fitch Blvd

South Windsor, Connecticut

Dear Chairman Pacekonis:

Please accept this letter in support of the zone change and landscape buffer applications of Hartford Truck Equipment for 7.39 acres of land behind Route 5 and along King Street. In these applications, Blake and Derek Brannon are proposing to change the zoning to General Commercial, and, with the Commission's blessing, dedicate over three acres of that zone change to a landscaped buffer in a conservation easement.

As a resident and business owner in the southwest corner of Town, I offer the following comments. First is the zone change is appropriate along Route 5. Second is that they have developed an excellent plan to protect the neighbors and their property values and quality of life by placing 3.3 acres of that zone change, or 45%, along King Street and behind residential abutters, under a permanent conservation area to separate their business from area residences. It has a 1,140 feet long earthen berm, eight feet high, and on top of that is a chain link fence with privacy slats. That's fourteen feet of protection on day 1. Third is that they will also be installing, on both sides of the berm, a large number of nursery-grown evergreen trees, to provide even more protection as the trees mature. Fourth is that I think placing another five or six houses along King Street backing up to the Route 5 commercial businesses will create

unnecessary conflict. Their plan is a far better direction. Fifth is that Derek and Blake have reached out to all of the neighbors in advance of these applications, to hear their concerns and to appropriately respond. Sixth is that four acres of the subject parcel is already in the GC zoning district. And finally, I have known Blake and Derek for years, and have the utmost trust and confidence in them to hold to their promises. They grew up in Town and enjoy an excellent reputation. I ought to know, for I am also a loyal customer. South Windsor needs to grow its tax base, its jobs, and we want Hartford Truck Equipment, a family-owned business, to prosper here. After all, businesses like mine need them.

Sincerely,

A handwritten signature in cursive script, appearing to read "Frank Pierce III".

Frank Pierce III

618 Main Street

South Windsor

Letter # 8

Oneil, Caitlin

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 12:39 PM  
**To:** Oneil, Caitlin  
**Subject:** Fwd: [External]Form submission from: Minutes and Agendas Comment Form

Note - this is for King Street

Sent from my iPad

Begin forwarded message:

**From:** Walter Russak via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Date:** February 8, 2022 at 12:38:02 PM EST  
**To:** "Lipe, Michele" <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form  
**Reply-To:** Walter Russak <jrussak@cox.net>

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Tuesday, February 8, 2022 - 12:38pm  
Submitted by anonymous user: 2600:8805:d080:70:11be:3fa0:513c:bdc8  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==  
Your Name: Walter Russak  
E-mail: jrussak@cox.net  
Phone Number: 860 646 2404  
==Address==  
Street: 629 Tolland Turnpike  
City: MANCHESTER  
State: Connecticut  
Zipcode: 06042

Minutes or Agendas? Agendas

Comments:

I oppose the Zone change on King Street. I want it to remain Residential. I still own property on King Street and do want the whole character of the street to change. It has always been a quiet residential street and I do not want to hear the noise and pollution of a trucking company to ruin the street.

Attachment:

The results of this submission may be viewed at:  
<https://www.southwindsor-ct.gov/node/97133/submission/52941>



Letter #9

Oneil, Caitlin

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 1:00 PM  
**To:** Oneil, Caitlin  
**Subject:** Fwd: [External]Form submission from: Minutes and Agendas Comment Form

Sent from my iPhone

Begin forwarded message:

**From:** Joan Russak via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Date:** February 8, 2022 at 12:51:23 PM EST  
**To:** "Lipe, Michele" <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form  
**Reply-To:** Joan Russak <jrussak@cox.net>

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Tuesday, February 8, 2022 - 12:51pm  
Submitted by anonymous user: 2600:8805:d080:70:11be:3fa0:513c:bdc8  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==  
Your Name: Joan Russak  
E-mail: [jrussak@cox.net](mailto:jrussak@cox.net)  
Phone Number: 8605284490  
==Address==  
Street: 677 Governor's Highway  
City: South Windsor  
State: Connecticut  
Zipcode: 06074

Minutes or Agendas? Agendas

Comments: I am opposed to a zone change on King Street. It has always been a nice quiet street. The property owned by Hartford Trucking used to be a beautiful wooded area. It was cut down and flattened so that houses could be built. That never happened. The people who own Hartford Trucking have said that a large warehouse would never be built there but living on Governor's Highway and suffering thru a Mega warehouse proposal I do not want any hint of it happening on the street where I grew up and still own property. I remember the beautiful Olmstead house in Manchester on the corner of Tolland Turnpike and Salter. The owner sold the property to a developer of a condominium project with the promise not to tear down that beautiful 1776 home. The property was sold again and now the house is gone. Please leave my street alone.

Attachment:

Intervention packet for application no- 22-01P

Contents:

- 1) Verification of Petition for Intervention
- 2) Verified Petition
- 3) Derrick Butler Affidavit
  - Ex. A) Air Quality and Land Use Manual
  - Ex.B) Photo exhibit of tractor trailer and space needs for 90 degree turn
  - Ex.C) Photo exhibit of recent traffic and truck safety issues in the  
Governors Hwy and Rte 5 Corridor
  - Ex.D) Derrick Butler resume highlighted 40 yrs experience in logistics
  - Ex.E,E2) Affidavits for Richard and Elizabeth Delhaie documenting snapping  
Turtle and frog activity in close proximity

APPLICATION FOR SITE PLAN APPROVAL ) STATE OF CONNECTICUT )  
 ) )  
 APPLICATION NO. 22-01P ) BEFORE THE TOWN OF SOUTH WINDSOR PLANNING AND ZONING COMMISSION )  
 ) )  
 APPLICANT: ROBERT URSO; UW VINTAGE LANE II, LLC ) )  
 ) )  
 ) )  
 OWNER: ROBERT URSO; HORSESHOE LANE ASSOCIATES, LLC ) )  
 ) ) FEBRUARY 2, 2022

**VERIFICATION OF PETITION FOR INTERVENTION**  
**PURSUANT TO CONN. GEN. STAT. CH. 439 § 22a-19**

I/We, the undersigned, being duly sworn, depose and say that I/We have read the foregoing Petition for Intervention. I/We verify that the allegations contained therein are true to the best of My/Our knowledge and belief.

Dated at South Windsor, Connecticut, this 7 day of February, 2022.

INTERVENOR(S).

| Name:                   | Address:                 | Signature:         |
|-------------------------|--------------------------|--------------------|
| <u>Derrick Butler</u>   | <u>596 Governors Hwy</u> | <u>[Signature]</u> |
| <u>Gerald Jeyaraj</u>   | <u>105 Cody Cir</u>      | <u>[Signature]</u> |
| <u>Richard Delhage</u>  | <u>95 Cody Circle</u>    | <u>[Signature]</u> |
| <u>William B. Jones</u> | <u>570 Governors Hwy</u> | <u>[Signature]</u> |

State of Connecticut  
 County of Hartford  
 Subscribed and Sworn to before me  
 on Feb 7, 2022 (Date)  
 By LORI L RONDINONE



Name of Notary Official:  
 Notary Public [Signature]

My Commission Expires:  
 Lori L Rondinone  
 Notary Public-Connecticut  
 My Commission Expires  
 January 31, 2024



|                                      |                          |
|--------------------------------------|--------------------------|
| APPLICATION FOR SITE PLAN )          | STATE OF CONNECTICUT     |
| APPROVAL )                           |                          |
| APPLICATION NO. 22-01P )             | BEFORE THE TOWN OF SOUTH |
| APPLICANT: ROBERT URSO; UW VINTAGE ) | WINDSOR PLANNING AND     |
| LANE II, LLC )                       | ZONING COMMISSION        |
| OWNER: ROBERT URSO; HORSESHOE LANE ) |                          |
| ASSOCIATES, LLC )                    | February 2, 2022         |

**VERIFIED PETITION FOR INTERVENTION**  
**PURSUANT TO CONN. GEN. STAT. CH. 439 § 22a-19**

I/We, the undersigned, hereby intervene in the above-captioned proceeding pursuant to the Connecticut Environmental Protection Act of 1971 (CEPA); Conn. Gen. Stat. Ch. 239§ 22a-19(a), which provides in pertinent part that:

“In any administrative, . . . proceeding, and in any judicial review thereof made available by law, . . . any person, . . . corporation ... or other legal entity may intervene as a party on the filing of a verified pleading asserting that the proceeding or action for judicial review involves conduct which has, or which is reasonably likely to have, the effect of unreasonably polluting, impairing or destroying the public trust in the air, water or other natural resources.”

1. The Town of South Windsor Planning and Zoning Commission (the “Commission”), as authorized by statute, is the agency authorized to review applications seeking site plan approval in accordance with the Town’s Zoning Regulations.
2. Mr. Robert Urso; Mr. Bradford Wainman; and “UW Vintage Lane II, LLC” (collectively the “Applicant”) has submitted an Application with the Commission for Site Plan Review and Permit approval for the development of real property comprised of GIS Pin #'s 88900005; 88900025; 36900475; and 36900551, constructively known as 25 Talbot Lane, South Windsor, CT (the “Property”).

3. A public hearing to consider the Application is scheduled for 8 February 2022, and this Commission has been asked by the Applicant to approve its Application to permit the proposed development of the Property.
4. The Application involves conduct which is reasonably likely to have the effects of unreasonably polluting, impairing or destroying the public trust in the air, water, safety and other natural resources of the surrounding residential neighborhood for the following reasons:
  - A. The Application proposes a significant increase in intensity of use on the Property, anticipating more than 200 trucks per day. The prolonged queuing and idling of these trucks will produce high concentrations of toxic air contaminants including Diesel Particulate Matter (Diesel-PM). Diesel-PM is created from the exhaust of trucks, buses, trains, ships, and other equipment with diesel engines. Diesel-PM contains a mixture of gases and solid particles comprised of hundreds of different chemicals. Many of these are harmful to health and increase the risk of cancers in humans. People are exposed to Diesel-PM from breathing air containing diesel exhaust. The Applicant's site plan establishes an inadequate distance between the proposed activity and local residents, houses of worship and food processing facilities. This will unnecessarily endanger the public health due to cancer causing Diesel-PM in the public's air resources.
  - B. These same trucks, coupled with a poorly designed vehicle entrance to the Applicant's facility will create a bottleneck for trucks entering and exiting the property, further exacerbated by inadequate queuing areas will lead to a backlog of trucks idling on Governors Highway. This prolonged and consistent idling activity on Governor's Highway will directly introduce pollution in the form of various oils, lubricants, diesel

fuel, anti-freeze and other man-made chemicals leaking on to the roadway and ground, contaminating the surrounding soils and watershed area.

- C. The Applicant's Traffic Study is flawed, and invalid.
  
- D. The Application, with its increase in intensity of use on the Property, significant noise, light, and air pollution, increased traffic and congestion is reasonably likely to adversely impact neighborhood traffic including walkers, joggers, bikers, as well as the public health and safety.
  
- E. The proposal for a 360,000 sq. ft. facility with 59 tractor-trailer parking spaces and 54 loading docks is reasonably likely to degrade visual quality through significant alteration of the natural and scenic features of the property and surrounding area and should be classified as a freight terminal as the majority of the site and plan features characteristics supporting freight terminal operations.
  
- F. The alteration of the topography of the site by clear-cutting more than 30 acres of mature tree stand will directly and adversely impact vegetation, mammals, birds, reptiles, amphibians and insects, to include species protected by state a federal law.
  - i. The Bald Eagle population has shown a steady, recurrent and predictable pattern of migratory and foraging behavior in and around the Applicant's property. Such a sudden change to such a large area may adversely impact the Bald Eagles in the area. Bald Eagles are protected under state and federal law.



- ii. The local Bat population, will lose critical habitat. Bats utilize mature tree stands like those on the Applicant's property for breeding and critical foraging for most of the year. All (9) species of Bats in the State of Connecticut are considered of the Greatest Conservation Need, Threatened, or Endangered. The Applicant proposes clear-cutting 30 acres of mature tree stands. This activity will adversely impact the already decimated Bat population within the State.
- iii. Trees and Wildlife are considered "Other Natural Resources of the State." Paige v. Town Plan & Zoning Commission, 235 Conn. 448, 452-53 (1994).

- G. There are other feasible and prudent alternatives to the Applicant's proposed site-plan including, but not limited to: (a) significantly decreasing the size of any proposed development area; (b) a series of 34 conforming single family home lots could be placed in the same area and provide greater compatibility with surrounding uses; (c) preserving the land in its natural state for a park or agricultural use.
- H. The Commission has jurisdiction of applications for site plan review and approval. The facts show that the Commission should exercise its jurisdiction over the environmental and safety issues presented in this Petition and deny the Application.
- I. I/We request pursuant to Connecticut General Statutes Section 1-227, that I/We be given written notice by electronic mail of all hearings and/or meetings, including meetings between the Applicant and Town staff in connection with the proceedings pertaining to the above-captioned matter.

J. I/We reserve the right to supplement this petition and amend these pleadings as the Applicant further amends and/or completes their application, or as new issues may arise.

WHEREFORE, I/We, the undersigned hereby intervene in this proceeding pursuant to § 22a-19 of the General Statutes upon the filing of this verified petition for intervention.

Name:

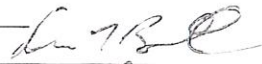


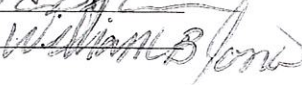
Email Address:

Signature:


|                   |                    |  |
|-------------------|--------------------|--|
| Derrick J. Butler | DButler525@aol.com |  |
|                   |                    |  |
|                   |                    |  |
|                   |                    |  |

J. I/We reserve the right to supplement this petition and amend these pleadings as the Applicant further amends and/or completes their application, or as new issues may arise.

WHEREFORE, I/We, the undersigned hereby intervene in this proceeding pursuant to § 22a-19 of the General Statutes upon the filing of this verified petition for intervention.

| Name:             | Email Address:     | Signature:  |
|-------------------|--------------------|---|
| Derrick J. Butler | DButler525@aol.com |  |
| Gerald Jeyaraj    | geraldj@gmail.com  |  |
| Richard Delhaire  | rbdjrt@gmail.com   |  |
| William B Jones   | lawesgts@gmail.com |  |



  
Lori L Rondinone  
Notary Public-Connecticut  
My Commission Expires  
January 31, 2024



**TOWN OF SOUTH WINDSOR PLANNING & ZONING COMMISSION**

**APPLICATION 22-01P 25 TALBOT LANE SITE PLAN**

**February 2, 2022**

**AFFIDAVIT OF DERRICK BUTLER**

I, Derrick Butler, being duly sworn depose and say:

1. I am over the age of 18 and I believe in the obligation of an oath.
2. I have personal knowledge of the facts attested to in this affidavit.
3. I have lived in South Windsor for the past 33 years
4. I have been in the trucking industry for the past 40 years
5. My resume is attached hereto and marked Exhibit D

This application if approved will have adverse affects on public health and safety.

I am adding as Exhibit A, the Air Quality and Land Use Handbook from the California Environmental Protection Agency. In this report, they show large truck terminals and so-called Distribution Centers (DC's) produce heavy truck traffic that produces diesel p.m. emissions. Diesel p.m. is identified as a toxic air contaminant and represents 70% of the potential cancer risk from air toxics. The California Air Resource Board's, Air Quality Management Districts (AQMD's) are responsible for controlling emissions primarily from stationary sources of air pollution throughout California. The report identifies that exposure to diesel p.m.'s is associated with premature mortality and asthma exacerbation and aggravating heart and lung disease. (P.12 Key Health Findings) Also, an increased cancer risk of 100 per million when allowing these types of operations within 800 feet of homes. (P. 12, 13 Distance Related Findings). The cancer risk drops substantially with separation of 1,000 to 3,000 ft. of a residential neighborhood. (P. 13) They suggest at least a 1,000 to 3000 foot separation between the source of the emissions and a residential area. (P. 13). With the northern winds usually stronger in the winter and the primary truck parking on the northwest side of the building, exhaust will flow around the building to the south east. The neighborhood will be downwind from the pollutants. (Weather Connecticut 2001-Overview of Weather in Connecticut 2001 by Grey Hill Publishing.)

EPA regulations to reduce idling times will be ineffective and will not reduce idling times. The Federal Motor Carrier Safety Administration (FMCSA), an agency within the US Department of Transportation (US-DOT), sets the industry safety standards for commercial trucking. FMCSA mandates pre-trip inspections (DVIR), on all CDL rated

trucks and tractor trailers in 49 CFR 396.11. Inspections take at least 20 minutes and must be completed every day. These inspections supersede the EPA idling rules and restrictions. Since homes are within 500 ft. down wind of the Applicants site, and there is no enforcement on the EPA limits, this will create a substantial health risk to the neighborhood surrounding the Applicants site. Signage will not make a difference as trucks are running to warm up and build air pressure during the inspection. Holding air pressure while braking is a major check point. In the colder winter months larger diesel engines require a longer warm up to operate. Drivers let their vehicles run longer for comfort and to keep dry air in the lines. These situations all lead to longer running times than the 3 min. EPA idling rule and will add to the pollutants dropped on the neighborhood. I called DEEP and was advised there is no enforcement for idling trucks. There is also an exemption to idling rule 22a-174-18(b). The exemption states "vehicles in traffic, and defrosting, heating, cooling to ensure the health and safety of the driver are exempt from the regulation." It further states a vehicle undergoing maintenance or running to reach the manufacturer's recommended operating temperature is also exempt. Neither the applicant nor the incoming tenant will have any control over how long vehicles run at the site or waiting to get into the site.

There should also be regulation attached to the site regarding truck wash provisions and preventing run off of cleaning chemicals.

The sound study does not take into effect back up beepers in some tractors and straight trucks, loud music, yelling, trailer drops, fork lift and dock plate noise. These noises all come with this type of facility.

### **South Windsor Zoning Regulations**

**6.1.5-1** Queuing Provisions to prevent site generated traffic from queuing out on public streets

**6.1.5-3** Must demonstrate the design provides safe and orderly vehicular and pedestrian flow and movement of traffic minimizes vehicular and pedestrian conflicts.

I have reviewed the Town of South Windsor Zoning Regulations, specifically sections 6.1.5-1 and 6.1.5-3, to which I state the following:

The original proposed Site Plan (7/21) called for 111 trailer parking spaces and now 30 spaces have been switched and labeled queuing. This is just an administrative sleight-of-hand to defeat scrutiny. Originally the applicant needed and proposed 111 trailer parking spaces for their tenant.

What happens when the originally projected number of trucks and trailers need parking area? Trailer parking area will spill into the (labeled) queuing area and fill the queuing lot. This will produce the same effect of not enough queuing and staging area on the site for the size of the operation and it will create overflow onto Talbot and Governors creating an unsafe backlog.



Please review pictures in Exhibit A. At an intersection mock-up, I created a 90 degree turn with cones to show the trailer "sway" created with a 90 degree turn onto two 12' lanes. This is identical to the turn proposed off of Talbot onto the site driveway. Exhibit A shows a 73' combination unit uses over two lanes to make a 90 degree turn, and uses a full 45' to 50' to recover and return to a straight line

The trailer sways over into the second lane for a length forward 40' to 50'. The tractor trailer cannot make the first 90 degree turn and immediately go into the second 90 degree turn to make it in to the new (labeled), staging or queuing area. The lanes and space are not adequate to provide a smooth flow of traffic.

The Applicant's new and reduced truck trip projections in the Langen report (10/21) indicate 32 trucks per peak am hour, which is 1 truck per 1.87 minutes either inbound or outbound. The area is too tight for that much truck traffic. Trucks can't enter or exit any of the critical intersections without a truck waiting for another truck to make the turn. The intersections of Governors and Talbot, Talbot and the main entrance to the site, and the entrance into the queuing area will be pinch points with back-ups as trucks can't enter or exit without a truck waiting for the other to clear.

Trucks waiting to get into the site idling may shed antifreeze, oils, road grime into the catch basins on Governors, Talbot and Nutmeg roads that drain into Stoughton Brook.

These pinch points will create back-ups onto town roads, create vehicular and pedestrian conflicts in violation of zoning regulations 6.1.5-1 and 6.1-5-3.

Further the traffic study is not only stale, but flawed for the following reasons: (1) It was administered **(after the end of the school year)**, (2) in the midst of the COVID-19 Pandemic, when much of the workforce was either out of work on unemployment, or working remotely. (3) It does not reflect the similar Truck Depot in East Windsor which has since come online and become active, significantly increasing the amount of tractor trailers transiting the Route 5 corridor. Rte 5 trailer parking pictures included as exhibit C. (4) It completely omits the intersection of Ellington Road and Beldon Road, which is a significant ingress/egress point from residents and business operating within the Governor's Highway area, and accounts for up to a 1/3 increase in data. (5) The 30 mph speed listed in the report does not take into consideration the drop to 25 mph in the residential side of Governors Highway. I submit pictures of truck traffic, tie ups on Governors Highway including the residential section, and excessive parking on Route 5 due to inadequate staging and queuing at existing facilities in the area.

These adverse conditions go against the Town of South Windsor Zoning regulations in 6.1.5 in Sections 1 & 3.

We include affidavit of Richard and Susan Delhaie of 95 Cody Circle regarding snapping turtle and frog activity near the applicant's site as exhibit E and E2.



Truck Terminal Vs Warehouse

Original plan for this site called for loading docks on both sides of the building. The Town of South Windsor would not permit docks on the east side facing the neighborhood and forced the change. The applicant's original plan supported a tenant that required cross dock operations. The dock locations were changed by the Town, but the needs of the operation will remain.

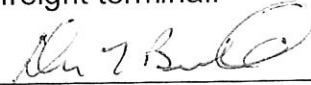
The 27 eastern docks were not eliminated, they were moved to support the planned functions of the building. Cross dock operations are a cornerstone of freight terminals as it improves efficiencies. Operators can load, unload, transfer, reposition freight and merchandise rapidly between modes and platforms. Shifting modes and platforms can come in several scenarios.

- 1) Moving rail shipments to regional, local and long haul truck fleets.  
(This includes inbound van-rail or piggyback loads inbound on trailers.)
- 2) International freight in containers transferring to local regional and long haul fleets.
- 3) Any freight movement between local and regional & long haul truck fleets to support the flow of materials from manufacturers & consignees.

Currently many large retailers, and merchandisers use the "Pull" system of supply chain management. Pulling materials through their vast distribution networks of private fleets, forwarders, buildings. Along the way processes are completed, merchandise is paired, comingled and shipped to the end users, customers.

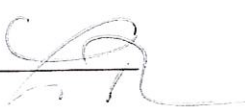
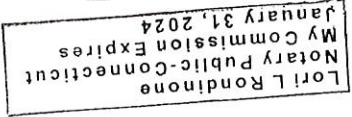
The retailers' larger, modern buildings provide many functions, but are constructed to handle the work of freight or merchandise transfer. This site plan in 22-01p features 59 trailer parking spaces and 54 loading docks.

By design the facility proposed by the applicant has the primary characteristics required to support the work of a large trucking and freight transfer operation. As the majority of the work at this location will be terminal work, the site should be required to be labeled and classified as a freight terminal.

  
 \_\_\_\_\_  
 Derrick Butler

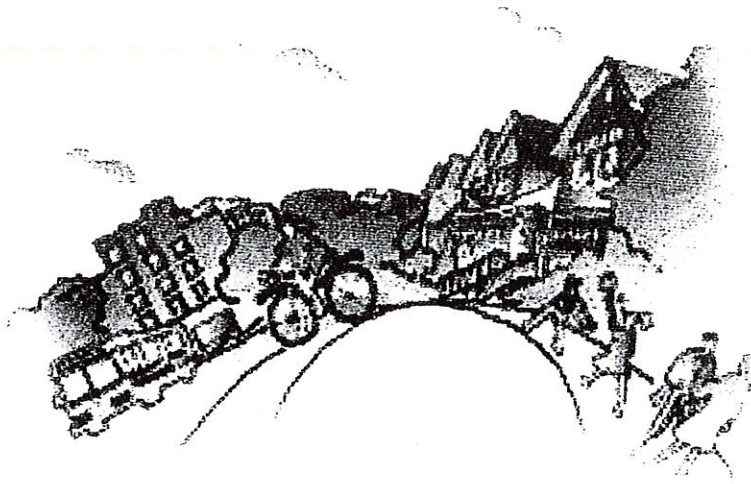
STATE OF CONNECTICUT    )  
   )  
 COUNTY OF Hartford    )    SOUTH WINDSOR

Personally appeared Derrick Butler, individually and made oath to the truth of the matters contained in the foregoing affidavit, before me.

\_\_\_\_\_   


Ex A

**AIR QUALITY AND LAND USE HANDBOOK:  
A COMMUNITY HEALTH PERSPECTIVE**



**April 2005**

California Environmental Protection Agency  
California Air Resources Board





- Zhu, Y et al. "Study of Ultra-Fine Particles Near A Major Highway With Heavy-Duty Diesel Traffic." Atmospheric Environment. 2002 ; 36:4323-4335
- Knape, M. "Traffic related air pollution in city districts near motorways." The Science of the Total Environment. 1999; 235:339-341
- *Roseville Rail Yard Study*. ARB (October 2004)
- *ARB Diesel Risk Reduction Plan*. (2000)
- Delfino RJ "Epidemiologic Evidence for Asthma and Exposure to Air Toxics: Linkages Between Occupational, Indoor, and Community Air Pollution Research." Environmental Health Perspectives. (2002) 110 (supplement 4): 573-589
- English P., Neutra R., Scalf R. Sullivan M. Waller L. Zhu L. "Examining Associations Between Childhood Asthma and Traffic Flow Using a Geographic Information System." (1999) Environmental Health Perspectives 107(9): 761-767

### **Distribution Centers**

Distribution centers or warehouses are facilities that serve as a distribution point for the transfer of goods. Such facilities include cold storage warehouses, goods transfer facilities, and inter-modal facilities such as ports. These operations involve trucks, trailers, shipping containers, and other equipment with diesel engines. A distribution center can be comprised of multiple centers or warehouses within an area. The size can range from several to hundreds of acres, involving a number of different transfer operations and long waiting periods. A distribution center can accommodate hundreds of diesel trucks a day that deliver, load, and/or unload goods up to seven days a week. To the extent that these trucks are transporting perishable goods, they are equipped with diesel-powered transport refrigeration units (TRUs) or TRU generator sets.

The activities associated with delivering, storing, and loading freight produces diesel PM emissions. Although TRUs have relatively small diesel-powered engines, in the normal course of business, their emissions can pose a significant health risk to those nearby. In addition to onsite emissions, truck travel in and out of distribution centers contributes to the local pollution impact.

ARB is working to reduce diesel PM emissions through regulations, financial incentives, and enforcement programs. In 2004, ARB adopted two airborne toxic control measures that will reduce diesel PM emissions associated with distribution centers. The first will limit nonessential (or unnecessary) idling of diesel-fueled commercial vehicles, including those entering from other states or countries. This statewide measure, effective in 2005, prohibits idling of a vehicle more than five minutes at any one location.<sup>3</sup> The elimination of unnecessary idling will reduce the localized impacts caused by diesel PM and other air toxics

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<sup>3</sup> For further information on the Anti-Idling ATCM, please click on: <http://www.arb.ca.gov/toxics/idling/outreach/factsheet.pdf>



in diesel vehicle exhaust. This should be a very effective new strategy for reducing diesel PM emissions at distribution centers as well as other locations.

The second measure requires that TRUs operating in California become cleaner over time. The measure establishes in-use performance standards for existing TRU engines that operate in California, including out-of-state TRUs. The requirements are phased-in beginning in 2008, and extend to 2019.<sup>4</sup>

ARB also operates a smoke inspection program for heavy-duty diesel trucks that focuses on reducing truck emissions in California communities. Areas with large numbers of distribution centers are a high priority.

### Key Health Findings

Diesel PM has been identified by ARB as a toxic air contaminant and represents 70 percent of the known potential cancer risk from air toxics in California. Diesel PM is an important contributor to particulate matter air pollution. Particulate matter exposure is associated with premature mortality and health effects such as asthma exacerbation and hospitalization due to aggravating heart and lung disease.

### Distance Related Findings

Although distribution centers are located throughout the state, they are usually clustered near transportation corridors, and are often located in or near population centers. Diesel PM emissions from associated delivery truck traffic and TRUs at these facilities may result in elevated diesel PM concentrations in neighborhoods surrounding those sites. Because ARB regulations will restrict truck idling at distribution centers, the largest continuing onsite diesel PM emission source is the operation of TRUs. Truck travel in and out of distribution centers also contributes to localized exposures, but specific travel patterns and truck volumes would be needed to identify the exact locations of the highest concentrations.

As part of the development of ARB's regulation for TRUs, ARB staff performed air quality modeling to estimate exposure and the associated potential cancer risk of onsite TRUs for a typical distribution center. For an individual person, cancer risk estimates for air pollution are commonly expressed as a probability of developing cancer from a lifetime (i.e., 70 years) of exposure. These risks were calculated independent of regional risk. For example, the estimated regional cancer risk from air toxics in the Los Angeles region (South Coast Air Basin) is approximately 1,000 additional cancer cases per one million population.

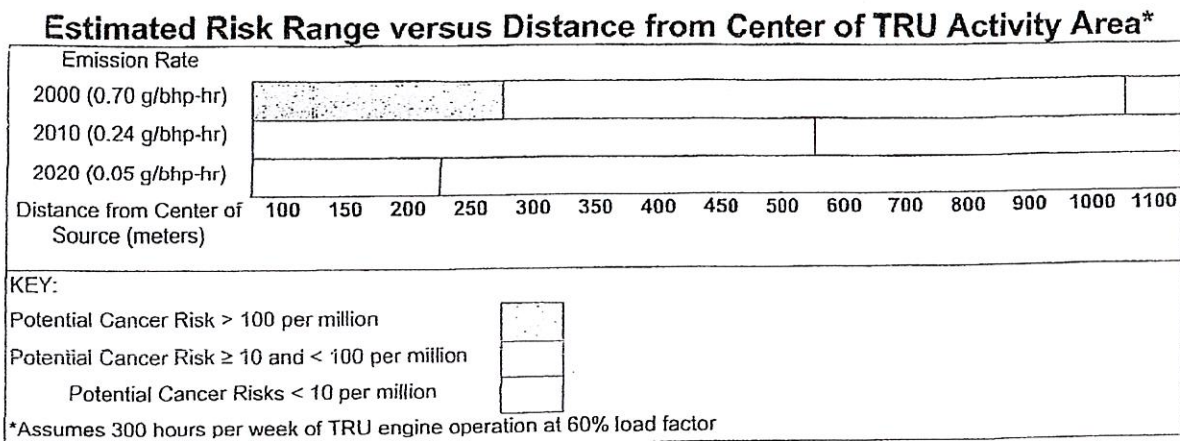
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<sup>4</sup> For further information on the Transport Refrigeration Unit ATCM, please click on: <http://www.arb.ca.gov/diesel/documents/trufaq.pdf>

The diesel PM emissions from a facility are dependent on the size (horsepower), age, and number of engines, emission rates, the number of hours the truck engines and/or TRUs operate, distance, and meteorological conditions at the site. This assessment assumes a total on-site operating time for all TRUs of 300 hours per week. This would be the equivalent of 40 TRU-equipped trucks a day, each loading or unloading on-site for one hour, 12 hours a day and seven days a week.

As shown in Figure 1-2 below, at this estimated level of activity and assuming a current fleet diesel PM emission rate, the potential cancer risk would be over 100 in a million at 800 feet from the center of the TRU activity. The estimated potential cancer risk would be in the 10 to 100 per million range between 800 to 3,300 feet and fall off to less than 10 per million at approximately 3,600 feet. However with the implementation of ARB's regulation on TRUs, the risk will be significantly reduced.<sup>5</sup> We have not conducted a risk assessment for distribution centers based on truck traffic alone, but on an emissions basis, we would expect similar risks for a facility with truck volumes in the range of 100 per day.

Figure 1-2



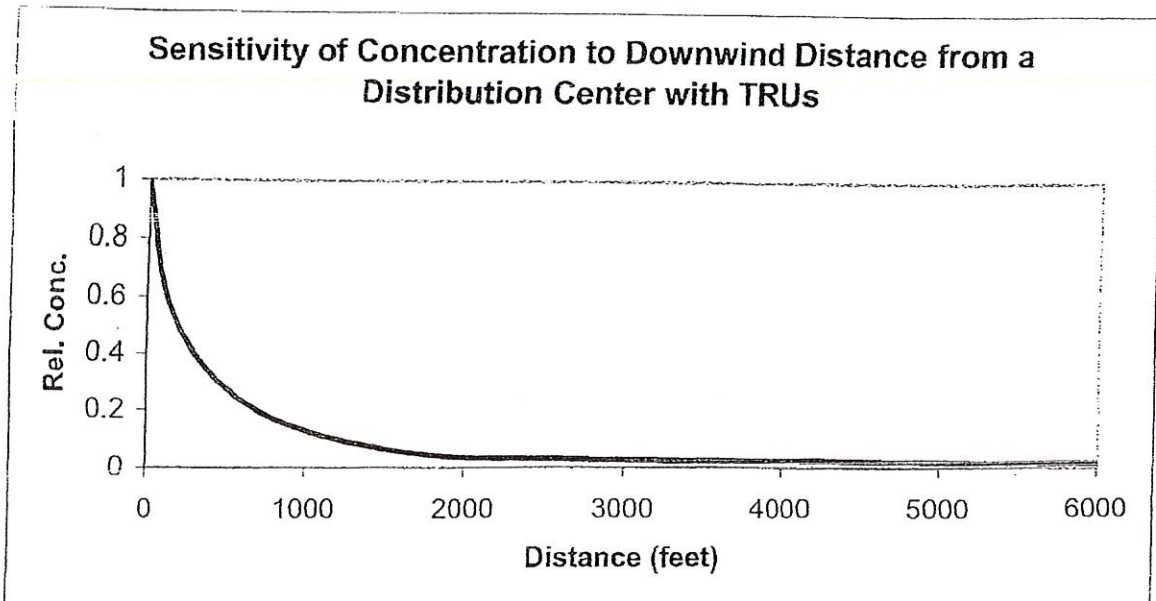
The estimated potential cancer risk level in Figure 1-2 is based on a number of assumptions that may not reflect actual conditions for a specific site. For example, increasing or decreasing the hours of diesel engine operations would change the potential risk levels. Meteorological and other facility specific parameters can also impact the results. Therefore, the results presented here are not directly applicable to any particular facility or operation. Rather, this information is intended to provide an indication as to the potential relative levels of risk that may be observed from operations at distribution centers. As shown in Figure 1-2, the estimated risk levels will decrease over time as lower-emitting diesel engines are used.

<sup>5</sup> These risk values assume an exposure duration of 70 years for a nearby resident and uses the methodology specified in the 2003 OEHHA health risk assessment guidelines.



Another air modeling analysis, performed by the South Coast Air Quality Management District (South Coast AQMD), evaluated the impact of diesel PM emissions from distribution center operations in the community of Mira Loma in southern California. Based on dispersion of diesel PM emissions from a large distribution center, Figure 1-3 shows the relative pollution concentrations at varying distances downwind. As Figure 1-3 shows, there is about an 80 percent drop off in concentration at approximately 1,000 feet.

Figure 1-3  
Decrease In Relative Concentration of Risk  
With Distance



Both the ARB and the South Coast AQMD analyses indicate that providing a separation of 1,000 feet would substantially reduce diesel PM concentrations and public exposure downwind of a distribution center. While these analyses do not provide specific risk estimates for distribution centers, they provide an indication of the range of risk and the benefits of providing a separation. ARB recommends a separation of 1,000 feet based on the combination of risk analysis done for TRUs and the decrease in exposure predicted with the South Coast AQMD modeling. However, ARB staff plans to provide further information on distribution centers as we collect more data and implement the TRU control measure.

Taking into account the configuration of distribution centers can also reduce population exposure and risk. For example, locating new sensitive land uses away from the main entry and exit points helps to reduce cancer risk and other health impacts.



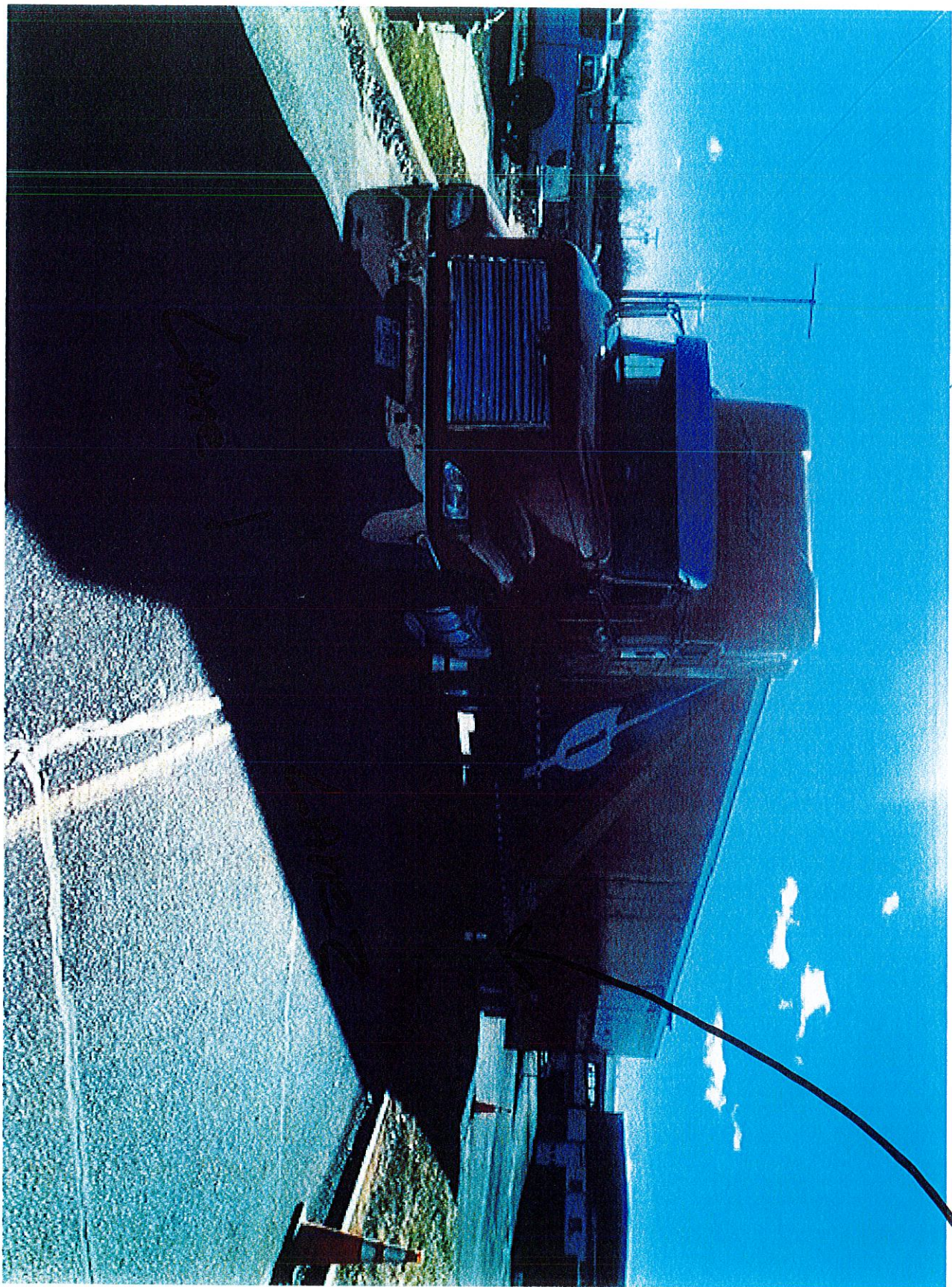
Ex B

(2) 12' Lanes Set up After 90° Turn



Cone #1



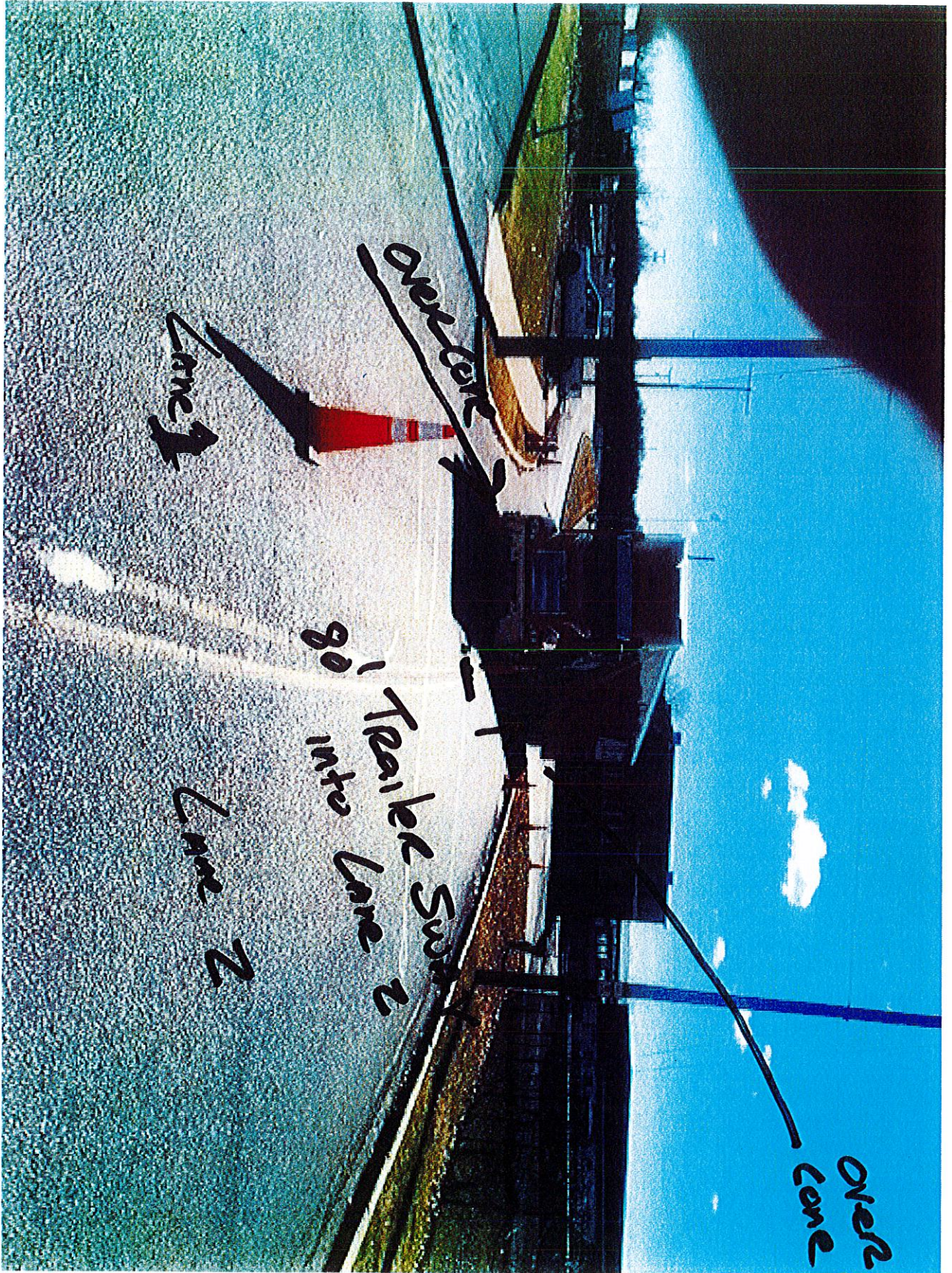


Cone # 1









Lane 1 →

Over Lane 1

go into Lane 2  
Trailer SW

Lane 2

Over Lane 2



Ex C

Truck Stuck in Yard Caenen Governors + Cody Circle 12/28/21





Break Down + Delays At Corner Governors + Nutmeg

Sent from my iPhone



From: Carina Butler <[dbutler525@aol.com](mailto:dbutler525@aol.com)>  
Date: February 6, 2022 at 3:57:13 PM EST  
To: [dbutler525@aol.com](mailto:dbutler525@aol.com)  
Subject: Stuck corner Governors and nutmeg

Begin forwarded message:

Sent from my iPhone

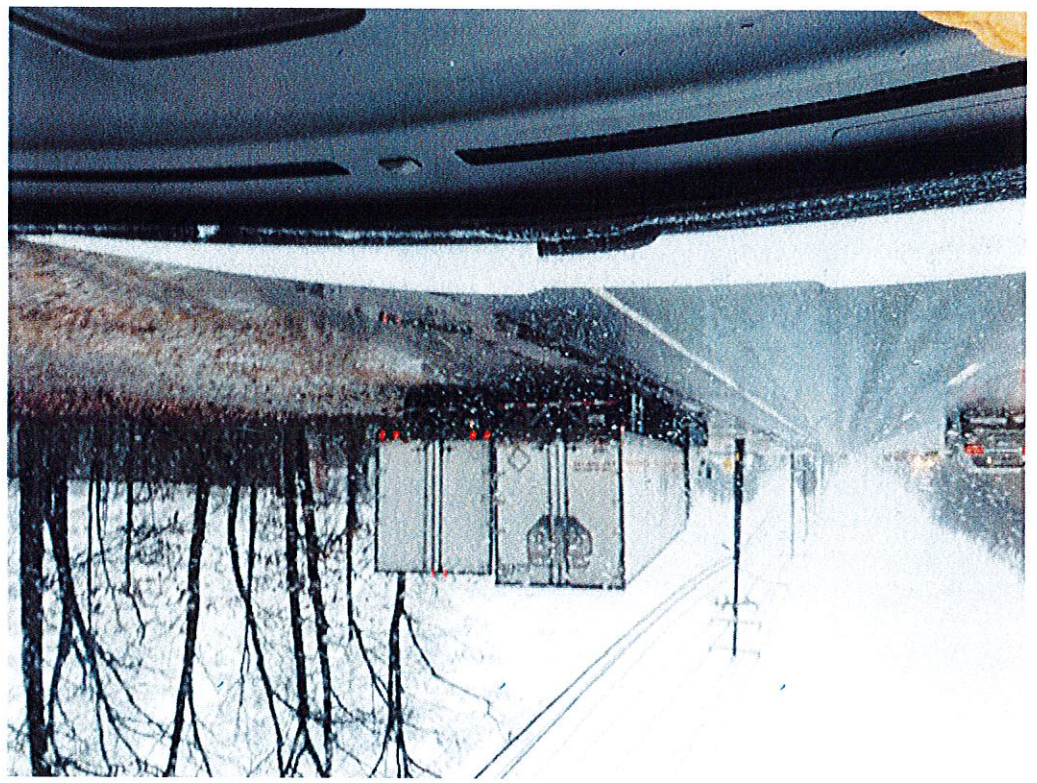
Mail body: Fwd: Stuck corner Governors and nutmeg

Mail body: Fwd: Staging Jan 20

Sent from my iPhone

Begun forwarded message:

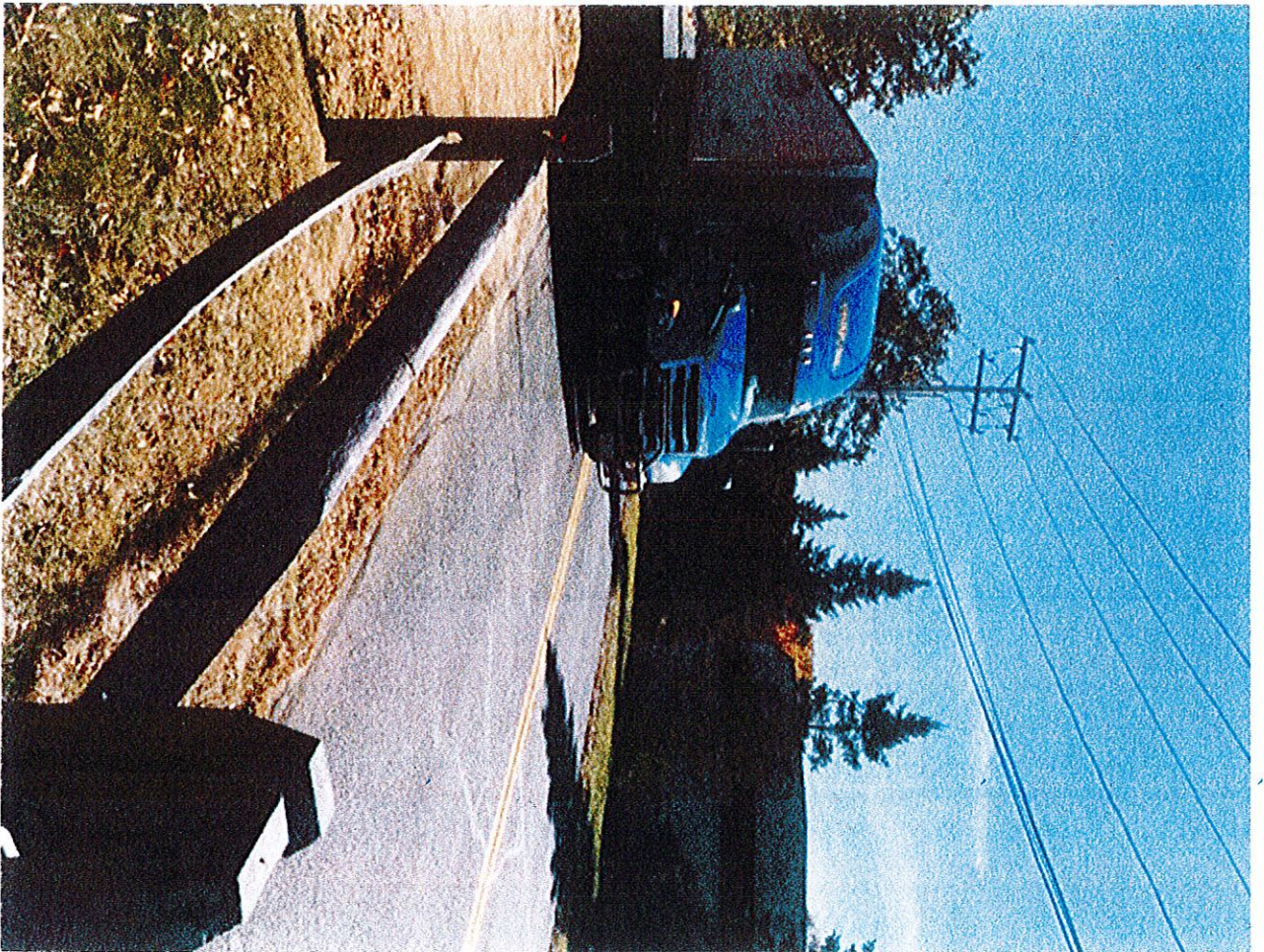
From: Carina Butler <[dbutler525@aol.com](mailto:dbutler525@aol.com)>  
Date: February 6, 2022 at 3:33:46 PM EST  
To: [dbutler525@aol.com](mailto:dbutler525@aol.com)  
Subject: Staging Jan 20



Sent from my iPhone

Truck Parking Rte 5 + Mascele Rd 1/20





West Bound  
Truck  
Traffic  
Governors  
Highway  
Sunday 10/21



Ex D

## Derrick Butler

596 Governors Highway • South Windsor, CT 06074  
(860) 291-9837

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### OBJECTIVE

### EXPERIENCE

- 2000 - Present      **Siracusa Moving & Storage Co., Inc.; New Britain, Connecticut**  
*Vice President – Special Products Division*
- Manage and control daily divisional operation including customer service, claims and collections.
  - Developed national vendor base to enhance growth and strategic initiatives.
- 1998 - 2000      **Siracusa Moving & Storage Co., Inc.; New Britain, Connecticut**  
*Manager – Commercial Services*
- Developed and maintained national account base.
  - Managed projects and acted as liaison between vendors and clients.
- 1996 - 1998      **Hartford Despatch Moving & Storage; East Hartford, Connecticut**  
*Vice President – Operations*
- Planned, organized and controlled the overall operation including local and short-hall moving teams and long-haul independent contractors.
  - Managed and oversaw all daily functions of the 200,000 square foot warehouse and records storage center, and facilities.
  - Organized and managed numerous large scale corporate relocations – over 3.4 million square feet moved.
  - Was responsible for compliance with O.S.H.A., D.O.T., I.R.P. regulations.
  - Managed garage and the upkeep of 100-unit fleet.
- 1995 - 1996      **Hartford Despatch Moving & Storage; East Hartford, Connecticut**  
*Assistant Vice President*
- Commercial moving and warehouse services.
  - Project manager responsible for many of the area's successful corporate facility moves, both office and industrial.
  - Developed and maintained warehouse space and distribution accounts.
  - Under my leadership, Hartford Despatch earned the Connecticut Motor Transport Association Division 3 Safe Fleet Award.
  - Fleet Safety Manager and primary liaison with Allied Van Lines Safety Department.
- 1987 - 1995      **Hartford Despatch Moving & Storage; East Hartford, Connecticut**  
*Commercial Move Coordinator*
- Responsible for development and maintenance of national account base.
  - Crew and Dock Supervisor.
- 1980 - 1987      **Hartford Despatch Moving & Storage; East Hartford, Connecticut**  
*Intrastate, Interstate Class I Driver and Crew Foreman*
- Serviced national accounts such as IBM, Aetna, Travelers, UTC, Union Carbide; Dock Supervisor.

### PROFESSIONAL DEVELOPMENT

- 1995      **National Moving and Storage Association**  
Young Executive, Development Program; Alexandria, Virginia
- 1993      **Connecticut Business and Industrial Association**  
O.S.H.A. reporting and compliance seminar; Hartford, Connecticut
- 1992      **Dale Carnegie Marketing and Sales Course; West Hartford, Connecticut**

### EDUCATION

- 1987      **University of Connecticut; Storrs, Connecticut**  
Bachelor of Science  
Management and Human Resources



Ex F.

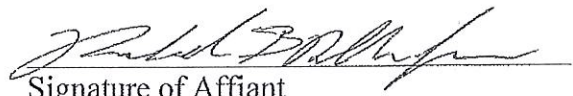
AFFIDAVIT OF RICHARD B. DELHAIE JR  
REGARDING SNAPPING TURTLE AND FROG ACTIVITY

STATE OF CONNECTICUT  
COUNTY OF HARTFORD

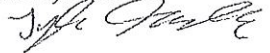
PERSONALLY came and appeared before me, the undersigned Notary, the within named RICHARD BRIAN DELHAIE JR, who is a resident of 95 CODY CIRCLE, Town of South Windsor, HARTFORD County, State of CONNECTICUT, and makes this his/her statement and Affidavit upon oath and affirmation of belief and personal knowledge that the following matters, facts and things set forth are true and correct to the best of his/her knowledge:

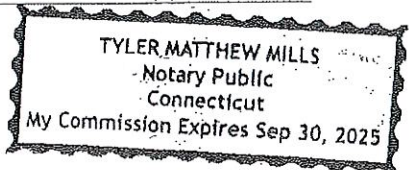
1. That on 12 June 2021, I encountered a live snapping turtle on the southwestern portion of the 95 Cody Circle property adjacent to Watercourse 1, while playing outside with my young daughter.
2. That I took pictures and videos (23 and 70 secs) of the snapping turtle with my phone and got a ruler from the house in order to convey the size of the snapping turtle as it was small.
3. That I and my daughter did not touch the snapping turtle at anytime before, during or after admiring and photographing it. I left it where it was found.
4. That on 29 August 2018, 6 August 2019, 11 September 2021; and 14 September 2021 I and my wife Susan Elizabeth Delhaie photographed frogs climbing on the west facing windows of my house at 95 Cody Circle.
5. That I also took a video (67 secs) of the 14 September 2021 frog sighting.
6. I attest to the accuracy of these statements, support them as my own, and endorse their introduction into the record of the Town of South Windsor, Inland-Wetland Committee and Conservation Commission for all matters pertaining to the area comprised of GIS Pin #'s: 88900005, 88900025, 36900475, & 36900551, constructively known as 25 Talbot Lane.
7. I hereby certify under penalty of perjury that the foregoing is accurate and complete to the best of my knowledge, information, and belief.

DATED this the 15th day of September, 2021.

  
Signature of Affiant

SWORN to and subscribed before me, this the 15th day of September, 2021.

NOTARY PUBLIC   
My Commission Expires: \_\_\_\_\_



EX E2

AFFIDAVIT OF SUSAN E. DELHAIE  
REGARDING SNAPPING TURTLE ACTIVITY

STATE OF CONNECTICUT  
COUNTY OF HARTFORD

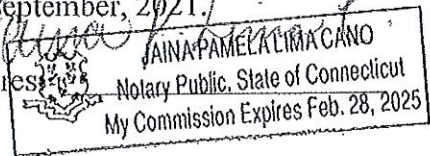
PERSONALLY came and appeared before me, the undersigned Notary, the within named SUSAN ELIZABETH DELHAIE, who is a resident of 95 CODY CIRCLE, Town of South Windsor, HARTFORD County, State of CONNECTICUT, and makes this his/her statement and Affidavit upon oath and affirmation of belief and personal knowledge that the following matters, facts and things set forth are true and correct to the best of his/her knowledge:

1. That on 16 September 2021, I encountered a live snapping turtle on driveway of the 95 Cody Circle property.
2. That I had just began getting my haircut by my hairdresser, Michelle DeLuco, in our open garage looking toward the driveway when I noticed the turtle.
3. That the snapping turtle was moving north from the direction of Watercourse 1.
4. That I took pictures of the snapping turtle with my phone.
5. That I or Michelle DeLuco did not touch the snapping turtle at anytime before, during or after photographing it.
6. I attest to the accuracy of these statements, support them as my own, and endorse their introduction into the record of the Town of South Windsor, Inland-Wetland Committee and Conservation Commission for all matters pertaining to the area comprised of GIS Pin #'s: 88900005, 88900025, 36900475, & 36900551, constructively known as 25 Talbot Lane.
7. I hereby certify under penalty of perjury that the foregoing is accurate and complete to the best of my knowledge, information, and belief.

DATED this the 16th day of September, 2021.

*Susan E Delhaie*  
Signature of Affiant

SWORN to and subscribed before me, this the 16th day of September, 2021.





Letter # 1

120 Hilton Drive  
S. Windsor, CT. 06074

2/3/2022

Planning and zoning commissioners  
Town of South Windsor,  
c/o Town Planning Office  
1540 Sullivan Ave.  
S. Windsor, CT. 06074

Dear Commissioners  
R.E. Opposition of 25 Talbot Warehouse  
Application  
Letter for Public Input

I strongly disapprove of this warehouse up for consideration to be built in a residential area. The building and trucks it will bring to this area is disproportionate to the road and width along with residential homes, it will impact. Pollution, noise, traffic will be unliveable for people on road and surrounding neighborhoods. Please vote 'NO' to this insane proposal!!! Deborah L. Beacham

Letter #2

Oneil, Caitlin

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 8:26 AM  
**To:** Oneil, Caitlin  
**Subject:** FW: [External]Form submission from: Minutes and Agendas Comment Form

**From:** Amy Costa via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Monday, February 7, 2022 7:49 PM  
**To:** Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Monday, February 7, 2022 - 7:48pm  
Submitted by anonymous user: 2600:8805:d086:8900:68aa:a041:319e:383c  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==

Your Name: Amy Costa

E-mail: [aportal31786@hotmail.com](mailto:aportal31786@hotmail.com)

Phone Number: 8605583515

==Address==

Street: 152 Edgewood Drive

City: South Windsor

State: Connecticut

Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

Re: 2/8/2022 P&Z public hearing agenda item #2: Appl 22-01P 25 Talbot Lane Site Plan

I am writing to expressed my continued opposition to the proposed development of the mega warehouse which is now somehow being resubmitted under a new application while the prior DENIED application is going through appeals. Per the town's own zoning regulation Section 4.5.1 the purpose of industrial zone usage is to be "compatible with abutting zones and uses". A proposed development of this magnitude which immediately abuts residential homes on 3 of 4 sides fails to meet this requirement and should continue to be denied for this reason, along with many others, which have been brought forth in the numerous meetings for the prior denied application. The citizens and even some of the town's own elected officials, have voiced their very valid concerns, and the P&Z commission should continue to assert their appropriate authority in denying this new application. Thank you.

Attachment:

The results of this submission may be viewed at:

<https://www.southwindsor-ct.gov/node/97133/submission/52886>



Utter # 3

Oneil, Caitlin

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 8:28 AM  
**To:** Oneil, Caitlin  
**Subject:** FW: [External]Form submission from: Minutes and Agendas Comment Form

**From:** JARED LEWIS via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Monday, February 7, 2022 10:20 PM  
**To:** Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Monday, February 7, 2022 - 10:19pm  
Submitted by anonymous user: 172.56.22.215  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==

Your Name: JARED LEWIS

E-mail: [kleeblattst@gmail.com](mailto:kleeblattst@gmail.com)

Phone Number: 8609679301

==Address==

Street: 170 LONG HILL ROAD

City: SOUTH WINDSOR

State: Connecticut

Zipcode: 06074-4202

Minutes or Agendas? Agendas

Comments:

Dear P&Z Commission,

We would like to express our continued concern regarding the application for building a freight terminal/warehouse at the Governors Highway and Talbot Lane properties. The size and scope of this project involving the need to combine multiple lots together that border residential areas seems inappropriate in its location. The foreseeable impacts of noise and air pollution too great. The impacts to roads and increased tractor trailer traffic likely significant.

Unfortunately we have seen that some of the models and promises made by other companies when it came their traffic impact have not been proven fully correct (drivers ignoring signs, blocked intersections for example).

For these reasons we would like to express our opposition to this new proposal.

Regards,  
Jared and Mindy Lewis

Letter #4

Subject: Town Council

==Please provide the following information==

Your Name: Keri Watson

E-mail: [keriwatson@hotmail.com](mailto:keriwatson@hotmail.com)

Phone Number: 18608089029

==Address==

Street: 31 Elizabeth St.

City: South Windsor

State: Connecticut

Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

Dear Planning and Zoning,

Please stop the freight terminal building from going forward. My small family and I moved to S. Windsor in 2006 for the small town, farming feel. This is all very different today especially since we moved from Eli Terry District to the PV District. I now find myself planning out when to do errands and critical appointments. It has become very dangerous to drive on Rte 5 during rush hour. There are tractor trailers everyone blocking traffic and taking breaks in unsafe areas causing some accidents. The noise levels early in the morning are outrageous with dumpsters and back up truck signals. This is all heightened in the warmer months when we have windows open.

I am passionate that adding another mega warehouse is not the right thing to do for our town. Please put a STOP to this madness ASAP so we can go back to having a safe and quiet life here. Safety is my number one concern and right now I do not feel safe. I especially worry about the impact all this noise, traffic and pollution will have on my teenage son.

Thank you,  
Keri Watson

Attachment:

The results of this submission may be viewed at:  
<https://www.southwindsor-ct.gov/node/97133/submission/52846>



Letter #5

Peter Andrews  
80 Cody Circle  
South Windsor, CT 06074  
860-983-0552

February 6, 2022

Planning and Zoning Dept  
Town of South Windsor  
South Windsor, Ct 06074

Dear Esteemed Commissioners,

Regarding: Appl. 22-01P, 25 Talbot Site Plan.

First, thank you for your time and dedication to serving our Community on the Planning and Zoning Committee.

At this time I would respectfully ask this Committee to summarily reject the new 25 Talbot Site Plan Application filed. A small modification in Truck cueing does not adequately address the legal regulatory principles by which the original application was rejected; particularly pertaining to, but not limited to Regulation 4.5.1 as below.

SW Regulation 4.5.1 Purpose: The purpose of the Industrial zone is to afford South Windsor areas reserved for Industrial uses, which constitute well-planned, functional, and aesthetically pleasing environments for prosperous industrial community; **and which, by design, are compatible with abutting zones and uses.**

This second part of this regulation, appears to be carefully worded with the purpose to give the commission the authority to deny an application which does not comply with this purpose.

**The design must be "compatible with the abutting zones and uses".**

The magnificent size and scope of the proposed Warehouse in conjunction with its Trucking uses are clearly incompatible by their very nature; to residential abutting zones. Specific detrimental risks include, but are not limited to:

1. Health and Cancer risks related to Diesel PM Carcinogenic air pollution from non enforceable idling truck ordinance violations
2. Increased traffic and road hazards on Governor's and all roads in the immediate vicinity

3. Contaminated soil and ground water from Tractor oil, antifreeze and other engine contaminants
4. Water course disruption and flooding risks
5. Non enforceable noise ordinance violations
6. Loss of property values
7. Loss of personal quality of life and the ability to live peacefully in the sanctity of one's own home

These are very real and valid realities that face the abutting and adjacent Community which surrounds this proposed Warehouse; and in no way are they acceptable or compatible to normal living standards by whatever definition of compatible one wishes to use.

This Warehouse will in fact impose obvious detrimental consequences on its abutting zones and the immediate surrounding community no matter how much window dressing the applicant applies.

The Applicant can try to use its endless resources to try to convince you; to try to convince the courts and even try to convince themselves that this project is not detrimental to our community. The Warehouse would forever change our Community and our neighborhoods substantially for the worse, if it is allowed to be built. This has happened recently in Town; as we have so heard the stories from many neighborhoods facing similar conditions on one or more projects in which the Applicants assurances and reports of minimal community impact are never as promised. I believe this sets a precedent and should hold a lot of weight.

According to Webster or Oxford -Compatibility implies a mutual relationship without conflict; or 2 things in harmony with each other. This Warehouse has caused only conflict and disharmony from our Residential Community involved with legitimate and lawful concerns.

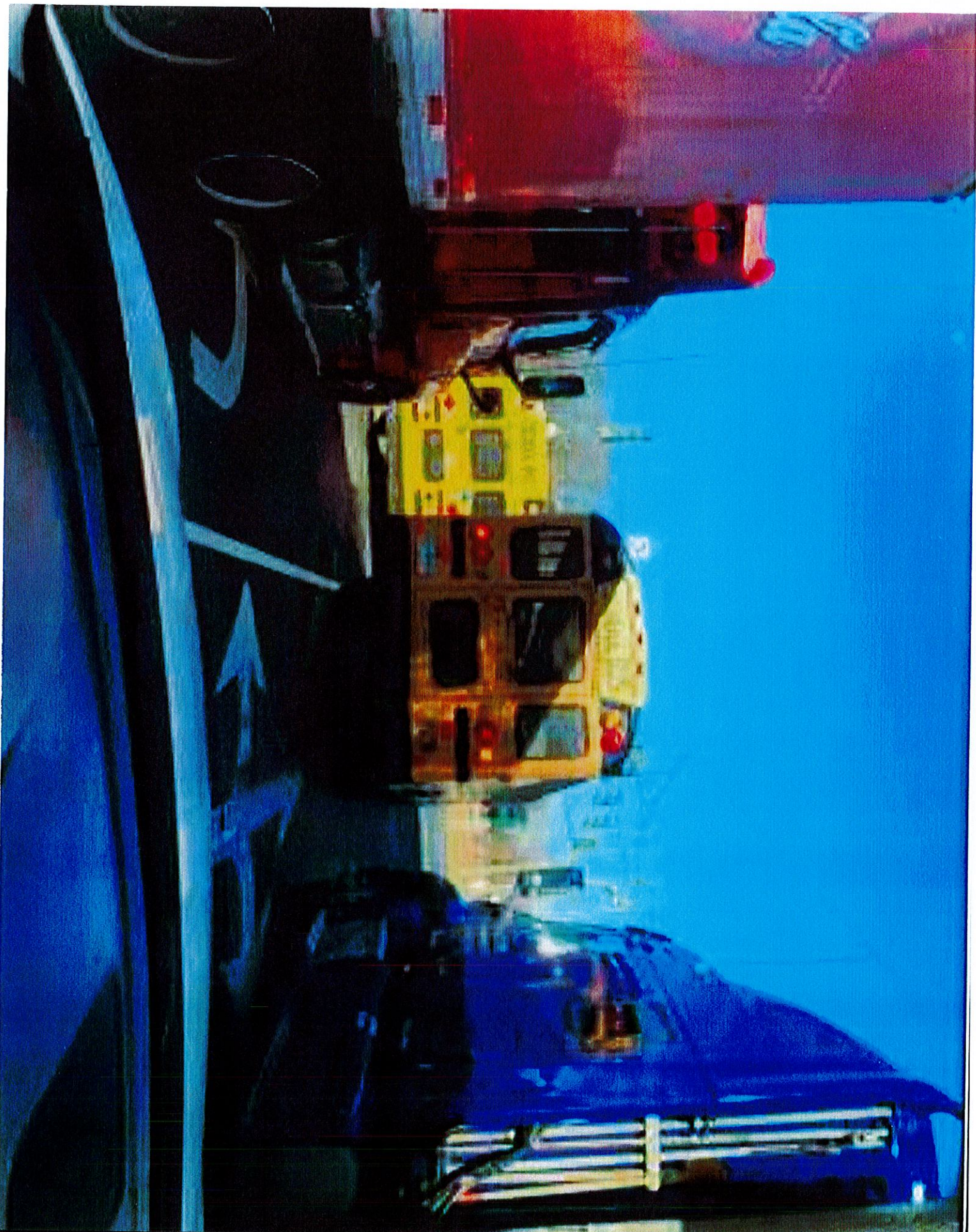
I ask you to take all of this into consideration in strong favor of the health, safety and preservation of a Community, as it relates to the regulatory guidelines.

Respectfully,



Pete Andrews







Fall 2021

Ellington Rd / Rt 5 intersection

Please Submit to Record RE: Appl 22-01 P, 25 T1151 Site

*[Signature]*

Plan

2/7/22



Letter #6

**Lipe, Michele**

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**From:** cmsmailer@civicplus.com on behalf of Contact form at Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Thursday, February 3, 2022 11:08 PM  
**To:** Lipe, Michele  
**Subject:** [External][Town of South Windsor CT] P&Z signage (Sent by Richard Delhaie, rbdjr1@gmail.com)  
**Attachments:** p\_and\_z\_sign\_location\_5\_25\_talbot\_-\_475\_551\_governors\_2.3.2022.docx

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Hello mlipe,

Richard Delhaie (rbdjr1@gmail.com) has sent you a message via your contact form (<https://www.southwindsor-ct.gov/user/426/contact>) at Town of South Windsor CT.

If you don't want to receive such e-mails, you can change your settings at <https://www.southwindsor-ct.gov/user/426/edit>.

Message:

Hello Commissioners and Director of Planning Lipe,

I am notifying the South Windsor Planning and Zoning Commission and Planning Department that the February 8, 2022 Planning and Zoning Commission meeting agenda has a public hearing scheduled for an application (Appl. 22-01P) which has not been properly promoted to the public by the applicant as required by Town of South Windsor Zoning Regulations. The regulations state:

8.1.B The applicant shall be responsible for displaying a sign on the property that states that an application is pending before the Commission. The sign shall be visible from a town street and shall be displayed for at least 10 days before the scheduled meeting.

There are four separate properties, which are currently bound in no legal manner, affected by this application. As of 6:00 PM February 3, 2022 two of the properties, 5 Talbot Ln (1.28 acres) and 551 Governors HW (23.54 acres), do not display a sign stating an application is pending before the Commission for that property. Two of the properties do display the required signage, 25 Talbot (2.29 acres) which displays one sign and 475 Governors HW (3.87 acres) which displays two. There is a total of three signs displayed for the four-property application (inherently insufficient) and their locations are denoted on the attached map by the three red dots. The signs have been displayed in these the locations since the applicant placed them.

The current signage in no way conveys to the public that there is an application pending before the commission on the properties of 5 Talbot Ln or the massive 23.54 acre 551 Governors HW, but in fact does the exact opposite and assures the public there isn't an application pending on those two properties.

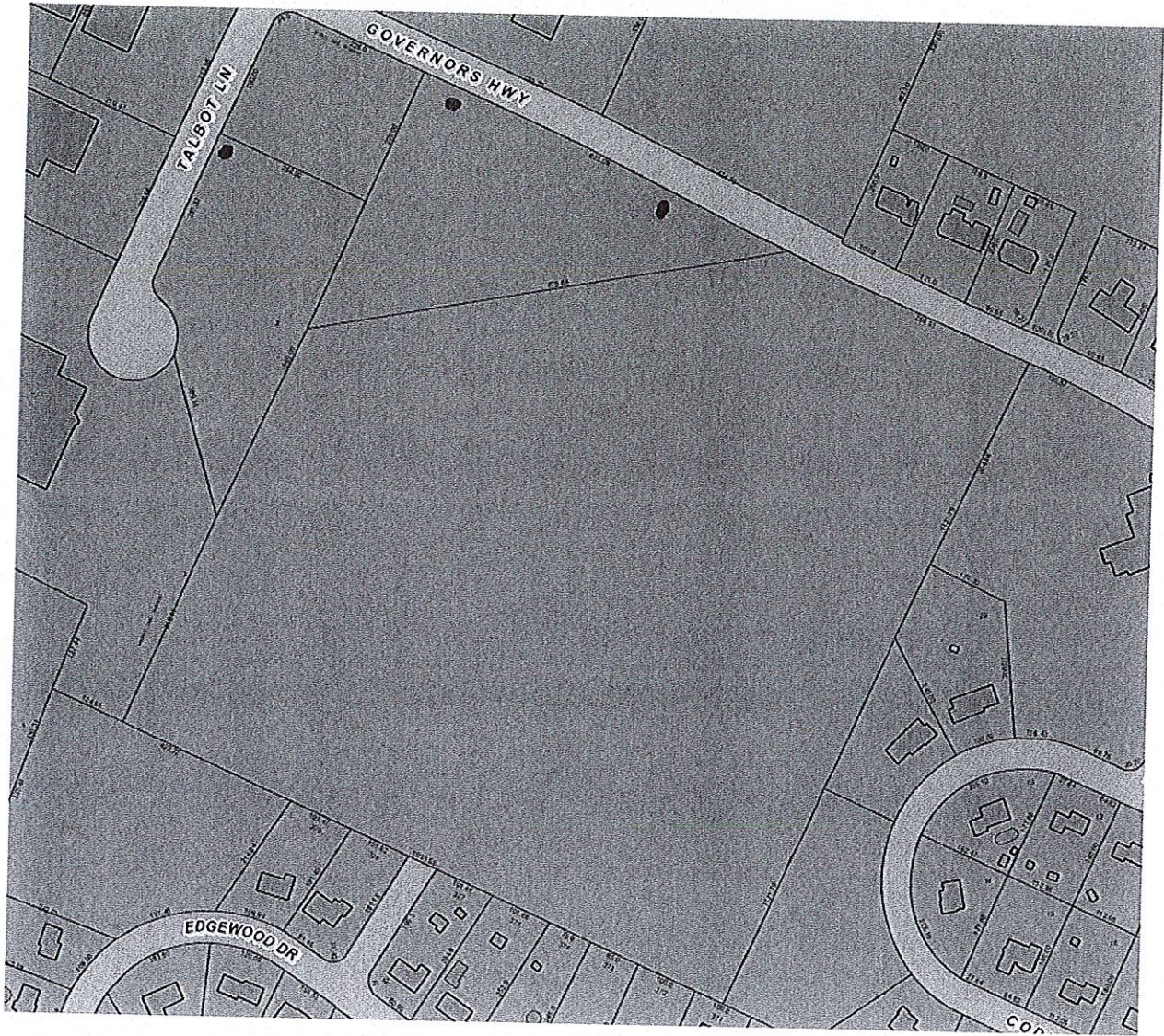
I have dated pictures and video to confirm the sign locations indicated on the attached map, which I make available to the Planning and Zoning Commission and Planning Department upon request, but I implore you to go and see for yourself. The public hearing should be removed from the February 8, 2022 Planning and Zoning meeting agenda and

only added to a subsequent meeting when the applicant meets the requirements set by the South Windsor Zoning Regulations.

Respectfully,  
Richard Delhaie  
95 Cody Circle



Planning and Zoning sign locations for 5 Talbot Ln, 25 Talbot Ln, 475 Governors Hw and 551 Governors Hw.





**Oneil, Caitlin**

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 9:49 AM  
**To:** Oneil, Caitlin  
**Subject:** FW: [External][Town of South Windsor CT] P&Z 2/8 25 Talbot Ln public hearing and meeting (Sent by Richard Delhaie, rbdjr1@gmail.com)  
**Attachments:** pleasant\_valley\_school\_demographics\_2021.pdf;  
pedestrian\_struck\_by\_car\_in\_south\_windsor\_south\_windsor\_journalinquirer.com\_.pdf;  
02-15-2022.pdf

-----Original Message-----

From: cmsmailer@civicplus.com <cmsmailer@civicplus.com>  
Sent: Tuesday, February 8, 2022 9:35 AM  
To: Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>  
Subject: [External][Town of South Windsor CT] P&Z 2/8 25 Talbot Ln public hearing and meeting (Sent by Richard Delhaie, rbdjr1@gmail.com)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Hello mlipe,

Richard Delhaie (rbdjr1@gmail.com) has sent you a message via your contact form (<https://www.southwindsor-ct.gov/user/426/contact>) at Town of South Windsor CT.

If you don't want to receive such e-mails, you can change your settings at <https://www.southwindsor-ct.gov/user/426/edit>.

Message:

Hello Michele,  
Please add the following attachments to tonight's meeting exhibits. Thanks.

Richard Delhaie  
95 Cody Circle



**TO BE PUBLISHED IN THE JOURNAL INQUIRER**  
**THURSDAY, FEBRUARY 3, 2022 and THURSDAY, FEBRUARY 10, 2022**  
**SOUTH WINDSOR PLANNING & ZONING COMMISSION**

Notice is hereby given that there will be a Public Hearing on Tuesday, February 15, 2022 at 8:00 PM by way of an Online WEBEX Conference Meeting to consider the following:

1. PZC Sponsored Text Amendment- Add Section 1.4 Residential Moratorium on Single Family Subdivision and Special Exception Permits for Housing- proposal for an immediate moratorium on all applications for, and approvals of, single family residential subdivision or resubdivision which creates three or more lots and any special exception permits for any single family, duplex or multi-family residential housing. The expiration date of this Moratorium shall not exceed 12 months from the effective date of adoption unless extended by the Planning & Zoning Commission. (Cont. from 1/25/22)
2. **Appl. 22-01P, 25 Talbot Lane Site Plan**- request by UW Vintage Lane II,LLC for site plan approval for a 359,640 sq ft distribution facility on 30.37 acres of property, on property located at 5, 25 Talbot Lane, 475 and 551 Governor's Highway (southerly side of Governor's Highway, easterly side of Talbot Lane), I zone (Cont. from 2/8/22)

**To view this meeting, please tune into Channel 16 (if your provider is Cox Cable) or go to: [gmedia.swagit.com/live](http://gmedia.swagit.com/live)**

**To call in with comments to this meeting, please call Webex Conference Call-In Number: (855) 925-2801 (Meeting Code Number to be provided on the agenda.)**

Copies of the application are on file in the office of the Town Clerk or/and Planning Department, and online at <https://www.southwindsor-ct.gov/planning-department/pages/planning-and-zoning-commission-applications>. At this hearing, interested persons may be heard by calling into the meeting, and written comments by the public will be received by mail or email to [planningzoningcomments@southwindsor-ct.gov](mailto:planningzoningcomments@southwindsor-ct.gov). Persons who may require an accommodation can contact staff Monday – Friday, 8:00 a.m. to 4:30 p.m. at (860) 644-2511, ext. 2329.

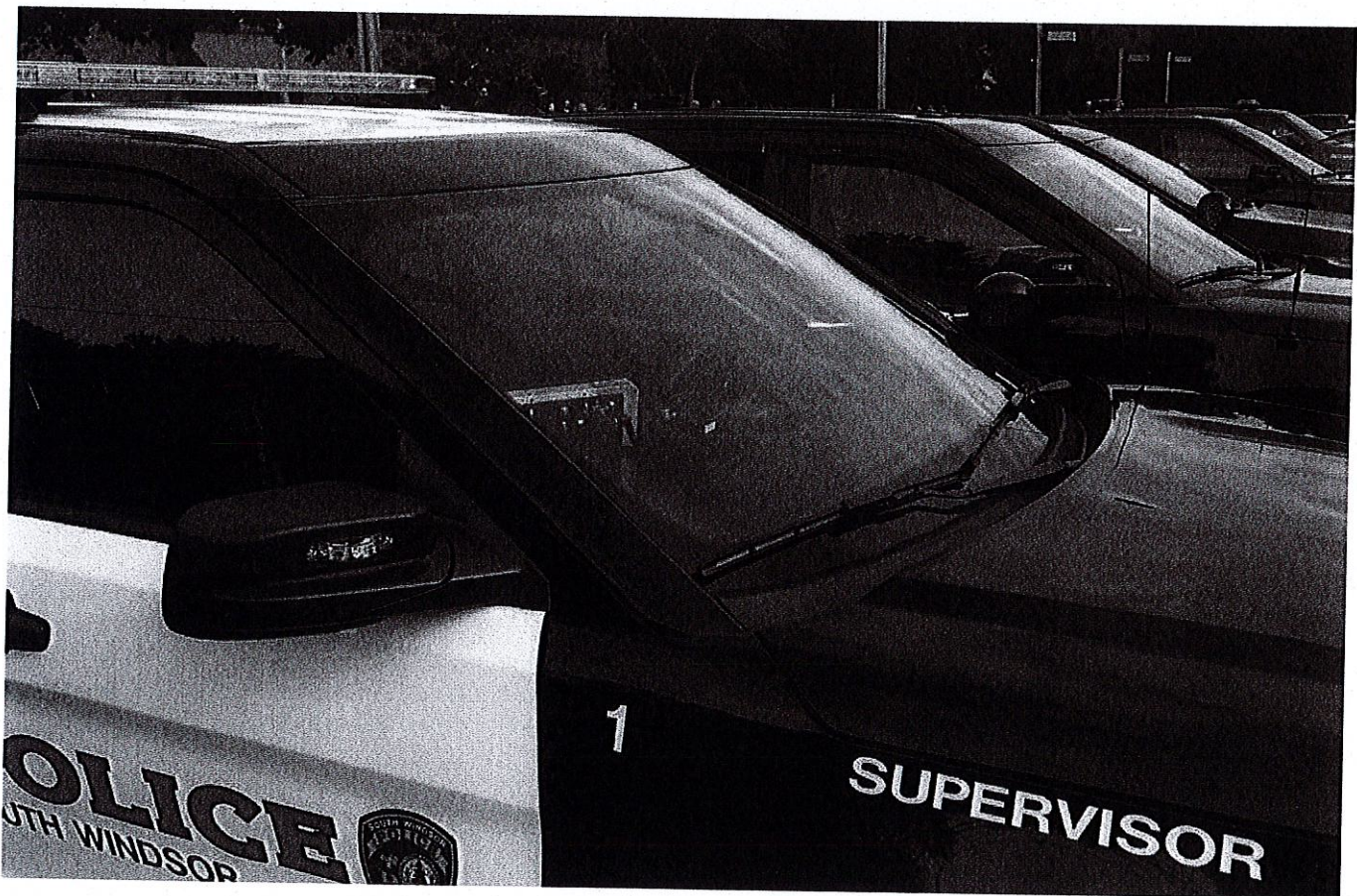
Bart Pacekonis, Chairman  
PLANNING & ZONING COMMISSION



[https://www.journalinquirer.com/towns/south\\_windsor/pedestrian-struck-by-car-in-south-windsor/article\\_c456ef5a-7302-11ec-9b3e-c78b00892189.html](https://www.journalinquirer.com/towns/south_windsor/pedestrian-struck-by-car-in-south-windsor/article_c456ef5a-7302-11ec-9b3e-c78b00892189.html)

# Pedestrian struck by car in South Windsor

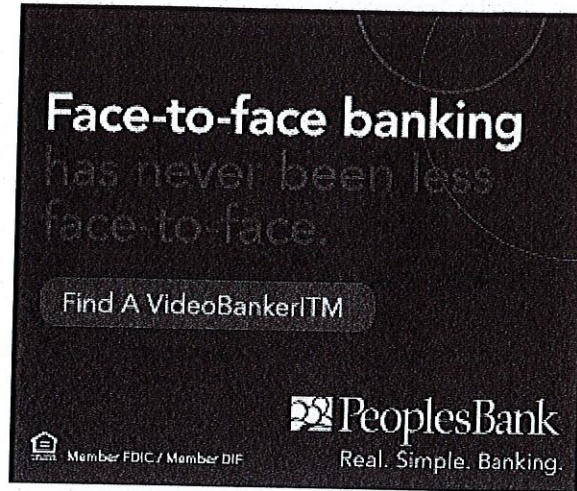
Joseph Villanova / Journal Inquirer  
Jan 11, 2022



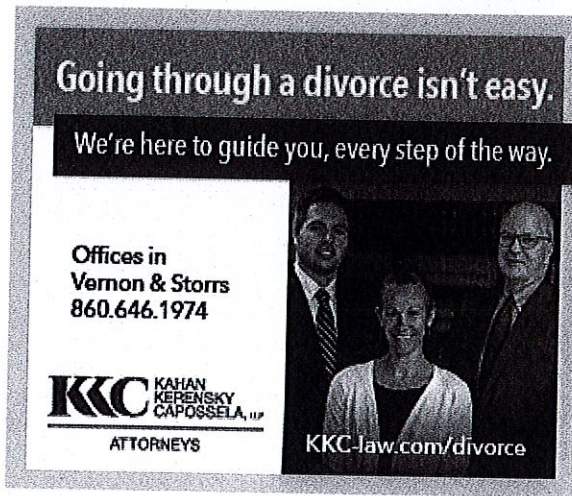
**SOUTH WINDSOR** – A pedestrian was struck by a car Monday night at Governors Highway and Route 5 while crossing the street, police say.

Sgt. Mark Cleverdon said at around 6 p.m., the man attempted to cross the road to retrieve something he left on a CT Transit bus. Another vehicle struck him, causing injuries that were not life-threatening, including a broken leg.





Cleverdon said the driver of the vehicle remained at the scene until police arrived. The case is active, and no charges have been filed, he said.



Joseph covers East Hartford and South Windsor. He joined the JI in July 2021. Joseph graduated from the University of Connecticut and he is an avid guitarist and coffee enthusiast.

## Joseph Villanova

Reporter

Joseph covers East Hartford and South Windsor. He joined the JI in July 2021. Joseph graduated from the University of Connecticut and he is an avid guitarist and coffee enthusiast.

**Search for Public Schools**

**CCD** Common Core of Data

NOTE: The inclusion or exclusion of a school in this locator does NOT constitute an endorsement of the school and should NOT be used in any way to infer the accreditation status of the school.

School Directory Information [Search Results](#) [Modify Search](#) [Data Notes/Grant IDs](#) [Help](#)  
(2020-2021 school year)

**School Name:**  
Pleasant Valley School

**NCES School ID:**  
090417000825

**State School ID:**  
CT-1320011-1320211

**District Name:**  
South Windsor School District  
[district information](#)

**NCES District ID:**  
0904170

**State District ID:**  
CT-1320011

**Mailing Address:**  
591 Ellington Rd.  
South Windsor, CT 06074-4118

**Physical Address:**  
591 Ellington Rd.  
South Windsor, CT 06074-4118

**Phone:**  
(860)610-0291

**Type:**  
Regular school

**Status:**  
Open

**Charter:**  
No

**Supervisory Union #:**  
N/A

**Grade Span: (grades PK - 5)**  
PKKG 1 2 3 4 5

**Website:**  
<http://pv.southwindsorschools.org/home>

SW Planning and Zoning Commission,

The neighborhoods whose children are most physically and emotionally damaged by this potential development are in the heart of the Pleasant Valley school district which is by far disproportionately minority (63% minority /37% white) compared to the rest of South Windsor schools. This disproportionate minority population is also true for direct and 500 ft abutters.

School Details (2020-2021 school year)

**Magnet:** No

**Title I School:** Yes

**Title I School-Wide Program:** No

**Total Students:** 590

**Classroom Teachers (FTE):** 44.40

**Student/Teacher Ratio:** 13.29

Enrollment Characteristics (2020-2021 school year)

**Enrollment by Grade:**

|          | PK | KG | 1  | 2   | 3   | 4   | 5  |
|----------|----|----|----|-----|-----|-----|----|
| Students | 1  | 81 | 96 | 108 | 105 | 102 | 97 |

**Enrollment by Race/Ethnicity:**

|          | American Indian/Alaska Native | Asian | Black | Hispanic | Native Hawaiian/Pacific Islander | White | Two or More Races |
|----------|-------------------------------|-------|-------|----------|----------------------------------|-------|-------------------|
| Students | 1                             | 258   | 30    | 50       | -                                | 216   | 35                |

**Enrollment by Gender:**

|          | Male | Female |
|----------|------|--------|
| Students | 301  | 289    |

**Free lunch eligible<sup>1</sup>:** 75      **Reduced-price lunch eligible<sup>1</sup>:** 20      **Directly certified<sup>2</sup>:** -

Note: Details may not add to totals.

NOTES

- The unduplicated number of students who are eligible to participate in the Free Lunch and Reduced-Price Lunch Programs under the National School Lunch Act of 1946.
  - The unduplicated number of students who are eligible for the National School Lunch Program (NSLP) through direct certification (e.g., children that are in households that receive Supplemental Nutrition Assistance (SNAP) or other assistance). Please see [this blog post](#) for more information regarding free or reduced-price lunch and direct certification eligibility counts in CCD.
- NOTE: SY 2020-21 geographical data are not available currently.
  - [ † ] indicates that the data are not applicable.
  - [ - ] indicates that the data are missing.
  - [ ‡ ] indicates that the data do not meet NCES data quality standards.

Source: CCD Public school data 2020-2021 school year

National Center for Education Statistics  
Office of Educational Research & Improvement, U.S. Dept. of Education  
1990 K Street, NW, Washington, DC 20006, USA, Phone: (202) 502-7300



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  - School Search
  - News
  - Kids' Zone
- NCSEER

- ED Data Inventory
- IES Diversity Statement
- NCES Statistical Standards
- Peer Review Process
- Privacy and Security Policies
- Public Access Policy

- ERIC
- Sitemap
- Organizational Chart

**Contact Us**

**U.S. Department of Education**

Letter #7

Oneil, Caitlin

**From:** Ben Stephens via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Saturday, February 5, 2022 8:58 AM  
**To:** Planning  
**Subject:** [External]Form submission from: Contact Us

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Saturday, February 5, 2022 - 8:58am  
Submitted by anonymous user: 68.14.128.7  
Submitted values are:

Subject: For the Planning / Zoning / Wetlands Departments

Message:

I urge you to reject the new 25 Talbot Street Warehouse application.

Concerns include SW zoning regulation 4.5.1, unenforceable noise ordinance, negative health outcomes as a result of regarding diesel engine emissions and truck idling, increased tractor trailer traffic throughout South Windsor, and increased road maintenance as a result of escalating truck use.

Whatever tax revenues are generated will be outstripped by the unnecessary health burdens to residents and increased safety, maintenance and administrative costs to the town budget.

I live in the vicinity of the Coke and Amazon warehouses and experience first hand the deteriorating quality of life these facilities cause to residents. Enough with the warehouse madness, please.

==Please provide the following information==

Your Name: Ben Stephens

Your E-mail Address: [bfs999@yahoo.com](mailto:bfs999@yahoo.com)

Organization:

Phone Number:

==Address==

Street: 84 Murielle Drive

City: South Windsor

State: Connecticut

Zipcode: 06074

The results of this submission may be viewed at:  
<https://www.southwindsor-ct.gov/node/2/submission/52831>



Letter #8

**Oneil, Caitlin**

---

**From:** jjdrenga@cox.net  
**Sent:** Tuesday, February 8, 2022 9:32 AM  
**To:** Oneil, Caitlin  
**Cc:** Lipe, Michele  
**Subject:** [External]Opposing application 22-01P 25 Talbot Site Plan  
**Importance:** High

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Hello Caitlin and Michele,

I am writing the following letter in opposition to 25 Talbot Site Plan that is scheduled to be on the Planning and Zoning meeting tonight.

Please confirm that you have received this e-mail in good order. Thanks John

John Drenga

144 Edgewood Dive

Opposing application 22-01P

I believe the proposed 25 Talbot Site Plan (Mega Warehouse) should be denied because it fails to meet the most basic requirement of Planning and Zoning. It miserably fails the public safety requirement. Therefore, it is not compatible with the abutting neighborhoods or the streets. I would particularly like to focus on the Diesel Emissions as that has the most scientifically proven damning health impacts on the residents that live within 1,000 feet of the proposed facility as well as those that live on Governors Highway and Ellington Road.

The scientific research is vast so I would like to highlight the following facts take from several articles (note I have included the source links if you wish to verify or read the entire article).

The International Agency for Research on Cancer which is part of the World Health Organization, classified diesel engine exhaust as carcinogenic to humans (**A Group 1 Carcinogen**).

"The majority of D[iesel] P[articulate] M[atter] is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface. Although particles the size of DPM can deposit throughout the lung, the largest fraction deposits in the deepest regions of the lungs where the lung is most susceptible to injury.

Because it is part of PM2.5, DPM also contributes to the same non-cancer health effects as PM2.5 exposure. These effects include premature death, hospitalizations, and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and **decreased lung function in children**.

Several studies suggest that exposure to DPM may also facilitate development of new allergies. Those most vulnerable to non-cancer health effects are **children whose lungs are still developing** and the **elderly** who often have chronic health problems."

<https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>

"Diesel PM has been identified by ARB as a toxic air contaminant and represents 70 percent of the known potential cancer risk from air toxics in California. Diesel PM is an important contributor to particulate matter air pollution. Particulate matter exposure is associated with **premature mortality** and health effects such as **asthma exacerbation** and **hospitalization** due to aggravating **heart and lung disease**. **Avoid siting new sensitive land uses within 1,000 feet of a distribution center** (that accommodates more than 100 trucks per day, more than 40 trucks with operating T[ruck] R[efrigeration] U[nit]s per day, or where TRU unit operations exceed 300 hours per week)."

<https://ww3.arb.ca.gov/ch/handbook.pdf>

"It's especially unhealthful to live near freeways and roads frequented by diesel trucks, which spew many times more harmful gases and particles than cars. Diesel particulate matter, carcinogen-laden soot that deposits deep in the lungs, is responsible for the bulk of the cancer risk from air pollution... Experts are most concerned about people living near ports; **Warehouse Distribution Centers** and other freight corridors. Asthma rates and cancer risk there can be so elevated that physicians have labeled it the '**Diesel Death Zone**.'

From: Freeway pollution travels farther than we thought. Here's how to protect yourself - Los Angeles Times (latimes.com)

"Exhaust from diesel engines brings a complex mixture of soot and gases to roadways, cities, farms, and other places. Health concerns about diesel exhaust relate not only to cancer, but also to other health problems such as lung and **heart diseases**."

<https://www.cancer.org/cancer/cancer-causes/diesel-exhaust-and-cancer.html>

I believe that the above details offer more than sufficient evidence that the proposed facility should not be approved at this location. Any facility that creates a "**Diesel Death Zone**" is clearly not compatible with abutting residential housing and streets.

Furthermore, until we know exactly who the tenant is we don't know if anything they have submitted is even accurate regarding projected truck traffic. How can they project the results when they don't know who is operating the business? Everything they have projected is subject to change. For example, how do they know if there will be TRU truck traffic or not? The answer to this one question significantly changes the risk calculations so we need those answers from an actual tenant before we should even consider approving such a site request.

Thank you for your service,

John



Letter # 9

**Oneil, Caitlin**

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 9:04 AM  
**To:** Oneil, Caitlin  
**Subject:** FW: [External]Form submission from: Minutes and Agendas Comment Form

**From:** Leigh Lovering via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Monday, February 7, 2022 10:46 PM  
**To:** Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Monday, February 7, 2022 - 10:45pm  
Submitted by anonymous user: 70.172.146.33  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==

Your Name: Leigh Lovering  
E-mail: [lhlovering@gmail.com](mailto:lhlovering@gmail.com)  
Phone Number: 860-680-4108

==Address==

Street: 20 Elizabeth Street  
City: South Windsor  
State: Connecticut  
Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

Comments in reference to 125 Talbot Lane

First of all, thank you for denying the first application on this project.

I see little change in the new application other than they are proposing moving the truck quaying closer to the berm bordering on the residential neighborhood.

You will still have the same air pollution, and probably greater noise pollution to the neighborhood as the trucks will be closer to the rear berm.

We will have the same one hundred plus trucks per day on Governors Highway which will be a nightmare for the neighborhood, school bus traffic, and daily traffic, and let's not forget serious flooding issues on Main St. They are still trying to put a single 300,000 plus square foot warehouse on three or four different plots that were zoned industrial, individually, by previous PNC Commission Members. Those Commissioners did that for a reason.

Furthermore, the cost to improve Governors Highway, which will have to be done if this application is approved, is going to be a financial nightmare to South Windsor Taxpayers. Not only initially, but in years to come. It will have to be constantly resurfaced at taxpayer's expense.

Take a drive over Governors Highway today. It is a washboard, with more axle busters than you can count. That is based on today's traffic volume.

Last but not least. trying to put a building of this size on the land they have proposed constructing it on is like trying to stuff a marshmallow into a piggy bank. It won't work ,and shouldn't work , and it's not practical  
Commissioners : Keep up the good work , "Stick to your guns" on this , and protect the citizens on Governors Highway, and Pleasant Valley Estates  
Respectfully Submitted  
Leigh Lovering

Attachment:

The results of this submission may be viewed at:  
<https://www.southwindsor-ct.gov/node/97133/submission/52901>



Letter #10

Oneil, Caitlin

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 8:27 AM  
**To:** Oneil, Caitlin  
**Subject:** FW: [External]Form submission from: Minutes and Agendas Comment Form

**From:** Rui Costa via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Monday, February 7, 2022 8:03 PM  
**To:** Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Monday, February 7, 2022 - 8:03pm  
Submitted by anonymous user: 2600:8805:d086:8900:198a:2f43:d5cc:8e1d  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==

Your Name: Rui Costa  
E-mail: [racc48@hotmail.com](mailto:racc48@hotmail.com)  
Phone Number: 8605584884  
==Address==

Street: 152 Edgewood Drive  
City: South Windsor  
State: Connecticut  
Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

2/8/2022 P&Z public hearing agenda item #2: Appl 22-01P 25 Talbot Lane Site Plan

Id like to start by thanking the commissioners for your service and for taking the time to read this letter.

I've been in the trucking and logistics industry for the last 18 years and I can tell you that the truck queuing proposed in this application doesn't make sense. Even in a world filled with rainbows and unicorns and perfect scenarios, this "updated queuing proposal" would never work. Truck drivers aren't magicians. There's a phrase used quite often in the trucking industry, "you're trying to fit 10 pounds of crap in a 5 pound bag". This application is doing just that, trying to fit too much into too little, and the neighbors and residents who live here will be the ones left holding that bag.

I can think of 100 reasons why this application should be denied, and after thinking long and hard over the last few months, I can't think of a single reason why it should EVER be approved!

I ask this commission to do the right thing for the second time and deny this monstrosity that has absolutely no place in our neighborhood!

Attachment:

The results of this submission may be viewed at:

<https://www.southwindsor-ct.gov/node/97133/submission/52891>



Letter # 11

Oneil, Caitlin

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**From:** PlanningZoningComments  
**Sent:** Friday, February 4, 2022 9:26 AM  
**To:** Oneil, Caitlin  
**Subject:** Fw: [External]25 Talbot Lane/Opposition to

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**From:** Steve Grech <stephenjgrech@gmail.com>  
**Sent:** Thursday, February 3, 2022 6:18 PM  
**To:** PlanningZoningComments  
**Subject:** [External]25 Talbot Lane/Opposition to

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

02/03/2022

Planning & Zoning Commission  
Town of South Windsor  
c/o Town Planning Office  
1540 Sullivan Ave,  
South Windsor CT 06074

Dear Commissioners,

This email is in opposition and in reference to the new application rendered by UW Vintage Lane II, LLC for a new site plan for the property known as 25 Talbot Lane, South Windsor CT. Said property consists of 4 actual parcels and has been combined to reflect 1 application. The reasoning for why this should not be approved has not changed:

1. Proximity to residential neighborhoods. The Town bylaws need to be changed to reflect the community that South Windsor CT is. The current zoning laws are in accordance with urban development zones and planning with a buffer of 5.
2. Adverse health risks that will occur, once facility as described is built
3. Increased traffic to the residential areas

- a. Resident safety
- b. Town liability
4. Environmental destruction
  - a. Current inhabiting species
  - b. Migrating species
  - c. Plant and foliage concerns
5. Parcel is in all actuality, 4 parcels and not 1
6. Town road that runs through the property, has not been deeded to anyone other than the town.
7. Residential neighbors to the proposed facility will see a decrease in property values
8. Traffic studies that were presented were less than accurate and do not include the 3 new warehouse/distribution centers that were built.
9. Maintenance for roads will be towns responsibility for period of tax abatement
10. Applicant has not provided end user occupants name, for Planning and Zoning Committee to exercise due diligence, in regards to, their responsibility to the town. A simple NDA (non-disclosure agreement) can provide the anonymity needed to protect the tenant's concern for media or competitor forth coming knowledge.

Best regards,

Stephen J. Grech  
155 Judy Lane  
South Windsor CT 06074



Letter #12

39 Cody Circle  
South Windsor, CT 06074  
February 8, 2022

Via Electronic Upload and Hand Delivered  
TOWN OF SOUTH WINDSOR  
PLANNING & ZONING COMMISSION  
C/O Town Planning Office  
540 Sullivan Avenue, South Windsor, CT 06074

REF: APPLICATION 22-01P, 25 TALBOT LANE SITE PLAN

Dear Commissioners,

The purpose of this letter is to outline all the areas in which this subject application appears to fail to meet the Zoning Regulations of the Town of South Windsor. The intent of this letter is to assemble all the supporting documents in one volume such that the Commissioners can easily review these items during their decision making process. Each item on the list is intended to be accompanied by verbal testimony of 3 to 5 minutes per item.

The Project name is "25 Talbot Lane" and the box checked is "Site Plan of Development".

#### **TOWN OF SOUTH WINDSOR ZONING REGULATION**

##### **2.1 Compliance with the Provisions of the Regulations**

No building, structure or premises shall be used or occupied, and no building or part thereof or other structure shall be erected, raised, moved, placed, reconstructed, extended, enlarged, or altered except in conformity with the regulations herein specified for the district as shown on the official map in which it is located.

**6.4.3 Minimum Number of Parking Spaces** In all districts, the minimum number of parking spaces shall be provided in accordance with the following schedule:

**ARTICLE 6 – SITE DEVELOPMENT REGULATIONS**

**Table 6.4.3B Minimum Required Parking Spaces – Commercial and Industrial Uses**

| Use                                     | Minimum Required Parking Spaces                     |
|---|---|
| Business Offices <50,000 sq. ft. of GFA | 4 ½ per 1000 sq. ft. of GFA                         |
| Warehouse                               | 1 space per 1,250 sq. ft. plus 1 space per employee |

Discussion: As can be seen from the above abridged table 6.4.3B (taken from latest SW Zoning regulations) for a warehouse the number of parking spaces is one per every 1250 square feet of warehouse space PLUS 1 space for every employee. While the applicant indicates that about 6000 square feet of the building is dedicated to office space, the vast majority of the 359,000 square foot building is warehouse space. The applicant, on Sheet C-0S1 of their site plan dated Dec. 27, 2021, indicates that 5961 square feet of office, divided by 1000 indicated in the table gives a requirement for 27 office parking spaces, then indicates that 353,679 sq. ft, divided by the 1250 square foot requirement, provides a requirement for 283 spaces, for a subtotal of 310 spaces. HOWEVER, the Applicant appears to completely ignore the portion of the table which indicates “plus 1 space per employee”. Within the Municipal Fiscal Impact Statement prepared for the Applicant for 25 Talbot by Goman and York, August 10, 2021 table on Page 3, they indicate 408 permanent employees. According to Table 6.4.3B the TOTAL parking spaces should be 718, while the Applicant is providing 418. The Applicant is grossly deficient in the number of parking spaces. Even if loading dock and tractor trailer parking spaces are counted, this application is hundreds of parking spaces short of Zoning regulations.

For reference, below is the table from page 3 of the Goman and York report for 25 Talbot

**Economic Impact**

**Job Creation – Construction and Trucking Jobs**

| Jobs   | Jobs       |
|--|------------|
| <i>Construction Jobs – Temporary During Construction</i> | <i>109</i> |
| Warehouse Jobs – Permanent                               | 300        |
| Truck Driving – Freight – Permanent                      | 108        |
| <b>Total Jobs – Permanent</b>                            | <b>408</b> |

**4.1.5 Traffic Requirements**

To provide for the orderly flow of inbound and outbound site generated traffic, and to minimize the inherent conflict between outbound left and inbound left maneuvers, applicants must demonstrate to the Commission’s satisfaction that the site generated traffic is able to enter and exit the site safely without disruption to the external traffic flow. On-site queuing provisions must be adequate to prevent site generated traffic from queuing on public streets. Site lines for the existing traffic from the site drive must be satisfactory for the prevailing speed of approaching traffic. The applicant must demonstrate that the design provides for safe and orderly vehicular and pedestrian flow and movement of traffic and minimizes vehicular and pedestrian conflicts. Delivery areas must be located so that normal operations are not impeded or compromised. An engineered traffic report must be provided with the application to demonstrate the adequacy of traffic flow and design.



## DISCUSSION: INDEPENDENT TRAFFIC CONSULTANT

Where the municipality is faced with a project that will generate large amounts of traffic, the agency always wants to review traffic impact, whether or not expressly required by its regulations. The applicant will usually have a traffic expert analyzing traffic congestion, traffic volume (both at the peak and off-peak hours), intersection design, and traffic control devices. In large projects with significant opposition, the opponents will often hire their own traffic expert (the neighbors and I have spoken with nearly every traffic engineer in the state, to no avail – the one traffic engineer who would regularly take on oppositional work has retired, another changed firms and is no longer allowed). While the agency, usually a zoning commission, may compare and rely upon the reports of the traffic consultants for the parties, it may hire its own traffic consultant to review or do an independent study of the proposal. In large projects analyzing the traffic impact is critical. Connecticut Land Use Law and Practice, Connecticut Practice Series, Robert A. Fuller, section 14:15

Discussion: The South Windsor Planning & Zoning Commission has retained an Independent Traffic Consultant in connection with previous Applications. State Office of Traffic Authority does NOT constitute an independent third party review. A cursory glance at the Langdon report submitted Friday Feb 4<sup>th</sup> shows they completely ignore effects on the Beldon/Governors and Baker Lane/Governors highway intersections. The poor sitelines looking left on Baker at Governors have been noted in prior Planning and Zoning minutes including the 2018 TBH daycare application.

### **6.4.4 Off-Street Parking – General Provisions**

I. Perimeter Circulation Road Any parking lot in excess of 200 spaces shall be designed with a perimeter access road. This road shall provide access around the entire parking lot and no parking shall be permitted on this road.

DISCUSSION: Below is an aerial view example of a parking lot with nominally 200 spaces and a perimeter road, located at Church of the Living God on Deming St. The Application 22-01P before you does not appear to contain such a feature. It seems a wide circulation road would be needed given the heavy tractor trailer usage.

From Collins Dictionary “The perimeter of an area of land is the whole of its outer edge or boundary.”

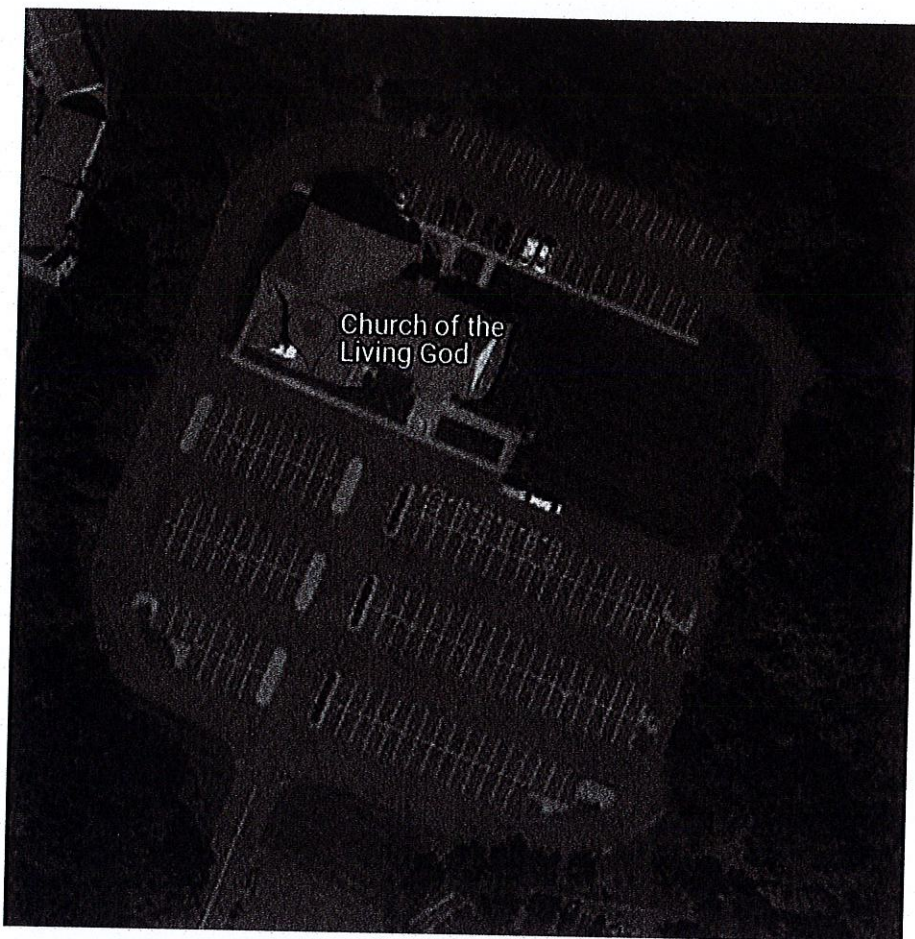
Source: <https://www.collinsdictionary.com/us/dictionary/english/perimeter>

The Virginia Asphalt Association provides this guidance for perimeter circulation roads: “Two-way traffic lanes have a minimum width of twenty-four feet (24’) and perimeter circulation road lanes should be thirty feet (30’).”,

<https://vaasphalt.org/pavement-guide/pavement-design-by-use/parking-lot-design/>

This guidance is consistent information contained in the book “How to Design a Parking Lot” which indicates “Two-way traffic lanes have a minimum width of 24 feet. Perimeter circulation road lanes are usually 30 feet wide and provide quick navigation around the lot.”

<https://www.usa-shade.com/resources/articles/how-to-design-a-commercial-parking-lot>



*Aerial View Church of the Living God on Deming Street*

**TOWN ORDINANCE SEC. 50-61 ET SEQ**

Sec. 50-65 Performance standard: In the Residential Receptor's Zone; 55 dBA Day and 45dBA Night are the noise limits. This property is abutted on 3 sides by a Residential Receptor Zone.

Expert: A person who, through education and/or experience, has developed skill or knowledge in a particular subject so that he or she may form and opinion that will assist the fact-finder. The Complete Illustrated Book of Development Definitions, Fourth Edition, Routledge Taylor & Francis Group, London and New York, Published 2017

I, John E. Holowczak am engineer by training and profession, and a resident. My prior engineering experience includes helping to develop noise suppression materials and structures for civilian supersonic aircraft engine exhausts. I have the following comments on the "Talbot Lane Development – Warehouse truck sound evaluation" letter report submitted with Application by Brooks Acoustics Associates dated Nov 23, 2022.



In the subject letter report the noise input (source) data utilized is from the U.S. Highway Federal Highway Administration (FHWA) Traffic Noise Modeler (TNM) Technical Manual, which is reasonable. However, it appears that the author fails to note that this TNM source data is "A-weighted" and then, in their analysis depicted in the Appendix, second page, entitled Design Calculations 1, A-weights the data a second time. In short, A-weighting is an established, standard curve that attempts to alter the sound pressure levels of recorded by a microphone measurement to more closely match the perception of the human ear. Doing this TWICE as indicated artificially reduces sound pressure levels. The author should correct this.

The author of the study uses a source height of 8 feet. While engine noise does emerge from this approximate height, the height of tractor trailer stacks is 13.5 feet (REF: Federal Motor Carrier Reg.), above the height of the proposed 12 foot tall sound fence. Any reasonable person would recognize that significant noise emanates from a tractors exhaust stacks. In the study the source is placed immediately adjacent to the sound fence: a truck noise source further away from the fence would transmit noise to a greater degree over the fence. Multiple tractors are not considered but would boost total noise.

In addition, the author of the study uses a receiver height (at 124 Edgewood Drive) of only 6 feet. The house at 124 Edgewood is two stories. It is reasonable to expect that the noise attenuation of the 6 foot berm would not be available at a second story window (roughly 9 to 12 feet above the ground). It appears these various "adjustments" are needed to provide for noise levels that meet the South Windsor noise ordinance. In short, the Planning and Zoning commissioners should have reasonable concerns that approval and construction of the project 22-01P would create an ongoing noise nuisance that would occupy the Health and Police departments on an ongoing basis.

The letter report is silent on impulse noise. In brief, Impulse noise is a short duration acoustic event characterized by a sudden rise or spike in sound pressure followed by a uniform or oscillatory decay lasting less than ½ second. Obvious impulse noises from this facility include the slamming of trailers into the loading dock, the clang of fork lift forks in transitioning from loading dock to trailer and back. The report is also silent on back up beepers, which are an OSHA requirement for fork lift trucks, and many over the road trucks are equipped with them.

**In summary**, application 22-01P appears grossly deficient in number of parking spaces, such that the Planning and Zoning Commission would be within their rights to Reject the application With Prejudice. The application appears deficient in the lack of a permitter road. The traffic study ignores side street and traffic collector roads that intersect Governors Highway, indicating the need for a true Independent Traffic Consultant to evaluate. The noise study presented appears to have at least one significant error, and other questionable issues, introducing the possibility that if this Application is approved it will become an ongoing source of noise complaints for the town.

Thank you for your service to the Town and apologies for the long read but wanted to gather this information in one location. Will keep discussion of each point brief, if permitted to speak.

John E. Holowczak

29 Year town resident

# Letter #13

Dear Planning and Zoning Commissioners

Thank you for volunteering your time to serve on this commission.

My name is Wayne Botha and I live at 720 Governors Highway. I am writing in strong opposition to 25 Talbot Lane, application 22-01P. This proposed development will negatively affect property values in the existing neighborhood, increase town road maintenance costs and cause congestion while destroying over 30 acres of forest.

This warehouse, freight terminal and distribution center is not compatible with our neighborhood.

Nobody in South Windsor supports this application. A four story high mega-development or the hundreds of tractor-trailers will not improve or enhance South Windsor in any way.

This 24 hour per day, 7 days a week operation that generates 1,458 Passenger Vehicles per day and 209 trucks per day on Governors Highway (per Langan engineering report dated January 2022) is too much for our small town road.

Referring to the Traffic Impact Study by Langan Engineering (Dated January 2022), I request the commission to thoroughly review the Traffic Impact Study and ask:

1. Section 5.2 states "A review of the ConnDOT data indicates that traffic volumes in Windsor have fluctuated over the last several years, with a growth of 0.46%." How is the traffic volume in Windsor relevant to this traffic study in our town, and why is it used as the basis for traffic projections?
2. Section 5.3 states that anticipated travel patterns of employees were obtained for the Town of South Windsor. Given that some employees are likely to use Beldon Road and the intersection with Ellington Road for their commute, why is Beldon Road traffic excluded from his study?

Referring to the document titled "Supplemental Traffic Information" on the PnZ website, from Langan Engineering addressed to Bradford H. Wainman dated November 3, 2021, I quote "The Office of the State Traffic Administration (OSTA) has reviewed and approved the traffic study ...".

I request that the PnZ commission be provided evidence of this OSTA approval, because as of 2/4/2022, the OSTA website ([www.ct.gov/dot/osta](http://www.ct.gov/dot/osta)) lists application AS-132-2108-02 as pending.

Given the discrepancies, and inadequacy of the Traffic Impact Study (dated January 2022), I request an independent traffic study regarding 25 Talbot Lane. As the Planning and Zoning commission you should not be asked to consider applications based on inadequate traffic reports.

Section 6.2.4. of the South Windsor Zoning Regulations defines regulations for Buffers. Section 6.2.4.B.2. confirms that a buffer is required wherever any non-residential use/zone abuts any residential zone. The purpose of these buffers is to make activity on the abutting lot not immediately apparent. In reviewing the applicant's plan of buffer zones and a wooden fence, I believe that the buffers are insufficient to



satisfy this purpose. Neighbors will be subjected to truck engine noise and pollution 7 days a week from the 24 hour a day operation. I request that the commission obtain independent 3<sup>rd</sup> party study on sound pollution and noise buffering that would make the operation not immediately apparent to abutters and meet Section 6.2.4 criteria.

In closing, I again thank you for your time and dedication to the Planning and Zoning commission. I am impressed by the fact that commissioners have visited the site in person, and acknowledge the daily traffic violations on Governors Highway.

I trust that you will deny this application. It is the wrong development for this location.

Sincerely,

Wayne Botha

\*\*\*\*\* For reference only. CT OSTA shows AD-132-2108-02 "Pending" on 2/4/2022 \*\*\*\*\*

**LANGAN**

Technical Excellence  
Practical Experience  
Client Responsiveness

3 November 2021

Bradford H. Wainman  
H-M Realty, LLC  
P.O. Box 504  
South Glastonbury, CT 06073

Re: **Traffic Information Supplement**  
**Proposed Warehouse**  
**25 Talbot Lane, South Windsor, CT**  
**Langan Project No.: 140236601**  
**Town Process No.: 21-36P**

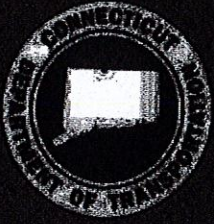
Dear Mr. Wainman:

Langan prepared this letter to address comments raised by Planning & Zoning Commission members and the public's mischaracterization of the traffic related facts of this application during the public hearing process.

**OSTA Review and Approval**

The Office of the State Traffic Administration (OSTA) has reviewed and approved the traffic study for the proposed development under Application No. AD-132-2108-02. Their review indicates that OSTA agrees with the methodology and assessment of the traffic study and determination that the existing roadway infrastructure is adequate to support the nominal increase in traffic volume generated by the proposed warehouse development.

\*\*\*\*\*



| Town               | REGULATION              | OSTA Number | LOCATION                                   |
|--------------------|-------------------------|-------------|--|
| <b>Avon</b>        |                         |             |  |
|                    | Major Traffic Generator | 004-1804-01 | Avon Village Center - Step 3               |
|                    | Major Traffic Generator | 004-2112-01 | The Homes at Avon Park - AD                |
| <b>Barkhamsted</b> |                         |             |  |
|                    | Speed Limit             | 005-1707-01 | West River Road                            |
| <b>Berlin</b>      |                         |             |  |
|                    | Major Traffic Generator | 007-2201-01 | Beach Hill Mixed Use Development - Step 1  |
| <b>Bethel</b>      |                         |             |  |
|                    | No Through Trucks       | 009-1511-01 | Mansfield Street btw Rte 53 & Fleetwood St |
| <b>Bloomfield</b>  |                         |             |  |
|                    | Major Traffic Generator | 011-1610-01 | Bloomfield Senior Housing - Step 2         |
|                    | Major Traffic Generator | 011-1810-01 | CREC- Ana Grace Academy of Arts            |
|                    | Major Traffic Generator | 011-2103-01 | Ryefield Village - AD                      |
| <b>Bozrah</b>      |                         |             |  |
|                    | Major Traffic Generator | 013-1710-01 | Senior Living Development                  |



| Town              | REGULATION              | OSTA Number | LOCATION  |
|-------------------|-------------------------|-------------|---|
| <b>Branford</b>   |                         |             |   |
|                   | Major Traffic Generator | 014-1809-01 | Retail Development-244-250 North Main Street-Step 2 |
|                   | Major Traffic Generator | 014-2111-01 | Branford Delivery Station - Step 1                  |
|                   | Major Traffic Generator | 014-2103-01 | Mariner's Landing - AD                              |
| <b>Bridgeport</b> |                         |             |   |
|                   | Major Traffic Generator | 015-1611-01 | Seaview Bridgeport Development Step 2               |
|                   | Major Traffic Generator | 015-1806-01 | Barnum Landing Ferry Terminal                       |
| <b>Bristol</b>    |                         |             |   |
|                   | Major Traffic Generator | 017-0908-01 | Elderly Apartments - AD                             |
|                   | Major Traffic Generator | 017-2201-01 | Bristol Corners - AD                                |
| <b>Brookfield</b> |                         |             |   |
|                   | Major Traffic Generator | 018-1508-01 | The Enclave at Brookfield Center - Step 3           |
|                   | Major Traffic Generator | 018-1802-01 | Green Acres - Step 3                                |
|                   | Major Traffic Generator | 018-2112-01 | Brookfield Village - Phase 3                        |
|                   | Major Traffic Generator | 018-1804-01 | 410 Federal Rd Shopping Center - Step 3             |
| <b>Burlington</b> |                         |             |   |
|                   | Passing Zone            | 020-1307-01 | Route 179 (near Trail Parking Area)                 |
| <b>Canton</b>     |                         |             |   |
|                   | Major Traffic Generator | 023-2102-01 | The Shops at Farmington Valley - Step 3             |
| <b>Cheshire</b>   |                         |             |   |
|                   | Major Traffic Generator | 025-2101-01 | North End Parcel - Step 3                           |
|                   | Major Traffic Generator | 025-1907-01 | Whole Foods Building Exp. - AD                      |
|                   | Major Traffic Generator | 025-1308-02 | Commerce Court Subdivision Expansion                |
| <b>Clinton</b>    |                         |             |   |
|                   | School Zone             | 027-1407-01 | Vicinity of (New) Morgan High School                |

| Town                 | REGULATION               | OSTA Number | LOCATION   |
|----------------------|--------------------------|-------------|--|
| <b>Colchester</b>    |                          |             |  |
|                      | Speed Limit              | 028-1702-01 | Waterhole Road #2  |
| <b>Cromwell</b>      |                          |             |  |
|                      | Major Traffic Generator  | 033-2111-01 | Project Highlands - Step 1   |
| <b>Danbury</b>       |                          |             |  |
|                      | Major Traffic Generator  | 034-1801-01 | The Reserve Phase 11-Land Use Change-Revision to Conditions of Certificate |
|                      | Major Traffic Generator  | 034-1204-01 | The Reserve - Revision to Conditions                                       |
|                      | Major Traffic Generator  | 034-1412-04 | Reserve Master Plan (Revision to Conditions)                               |
|                      | Major Traffic Generator  | 034-1512-01 | The Reserve Master Plan-Expanded Partial Opening Phase 8C                  |
|                      | Major Traffic Generator  | 034-1703-01 | Berkshire Shopping Center, LLC   |
| <b>Darien</b>        |                          |             |  |
|                      | Major Traffic Generator  | 035-2202-01 | Noroton Heights Shopping Center - AD                                       |
| <b>East Haddam</b>   |                          |             |  |
|                      | Speed Limit              | 040-1702-01 | 7 Town Roads - Bashan, Cherry Swamp, Mill, Stockburger, Trowbridge, Westw  |
| <b>East Hartford</b> |                          |             |  |
|                      | Major Traffic Generator  | 042-1201-01 | #359 Burnham St. LLC - Bus Storage Facility                                |
|                      | Major Traffic Generator  | 042-1508-01 | Outlet Shoppes at Rentschler Field - Step 3                                |
|                      | Major Traffic Generator  | 042-1601-01 | Veterans Terrace   |
|                      | Major Traffic Generator  | 042-1802-01 | CT River Academy Manufacturing Annex                                       |
|                      | Signal (Revision - Town) | 042-2108-01 | Town Signal - DCK  |
| <b>East Haven</b>    |                          |             |  |
|                      | No Through Trucks        | 043-2109-01 | Laurel Street  |
| <b>East Windsor</b>  |                          |             |  |
|                      | Major Traffic Generator  | 046-1805-01 | MMCT East Windsor Casino - Step 2  |



| Town               | REGULATION               | OSTA Number | LOCATION   |
|--------------------|--------------------------|-------------|--|
| <b>Ellington</b>   |                          |             |  |
|                    | Major Traffic Generator  | 047-2201-01 | The Barn Yard/Earthlight Technologies - AD                                   |
|                    | Major Traffic Generator  | 047-1710-02 | Ellington Retail Development   |
|                    | Speed Limit (Town)       | 047-2201-02 | 10 Various Town Roads (Settlers Way, Sugar Hill Road, Sunset Road .....Westl |
| <b>Enfield</b>     |                          |             |  |
|                    | Major Traffic Generator  | 048-1805-01 | Asnuntuck Comm. College  |
|                    | Major Traffic Generator  | 048-2111-01 | 35 Bacon Road Warehouse Facility - AD  |
|                    | No Through Trucks        | 048-1709-01 | North Street   |
|                    | School Zone              | 048-1708-01 | Route 5 (Enfield Street) from MI: 51.177 to 51.312                           |
| <b>Fairfield</b>   |                          |             |  |
|                    | Major Traffic Generator  | 050-1409-01 | Fairfield Ludlowe High School & Roger Ludlowe Middle School                  |
|                    | Major Traffic Generator  | 050-2007-01 | The Crossings at Fairfield - AD  |
| <b>Farmington</b>  |                          |             |  |
|                    | Major Traffic Generator  | 051-2201-01 | 402 Farmington Ave Apartments - AD   |
|                    | No Through Trucks        | 051-1402-01 | Chapel Rd and Coppermine Rd from Red Oak Hill Rd to New Britain Ave          |
| <b>Franklin</b>    |                          |             |  |
|                    | Signal (New-Town)        | 052-1906-01 | Railroad/Highway At-Grade Crossing at Murphy Road (DOT Crossing # 247249     |
| <b>Glastonbury</b> |                          |             |  |
|                    | Major Traffic Generator  | 053-1404-01 | The Shoppes at Avalon  |
| <b>Griswold</b>    |                          |             |  |
|                    | Major Traffic Generator  | 057-1706-01 | Heritage River Village - AD  |
| <b>Groton</b>      |                          |             |  |
|                    | Major Traffic Generator  | 058-2102-01 | Triton Square - AD   |
|                    | Signal (Revision - Town) | 058-2106-02 | Thames Street/Poquonock Road at Eastern Point Road/Smith Street              |
|                    | Signal (Revision - Town) | 058-2106-01 | Thames Street at School Street   |

| Town             | REGULATION               | OSTA Number | LOCATION  |
|------------------|--------------------------|-------------|---|
| <b>Haddam</b>    |                          |             |   |
|                  | No Through Trucks        | 060-1407-01 | Woods Road  |
|                  | Speed Limit (State)      | 060-1811-01 | Route 81 between Ivy Road and Hubbard Road                    |
| <b>Hamden</b>    |                          |             |   |
|                  | Major Traffic Generator  | 061-1712-01 | Harmony Kids Daycare -AD                                      |
|                  | Major Traffic Generator  | 061-2108-01 | Hamden Plaza Starbucks - AD                                   |
| <b>Hartford</b>  |                          |             |   |
|                  | Major Traffic Generator  | 063-1612-01 | CREC Arts Elementary and Middle Schools                       |
|                  | Major Traffic Generator  | 063-1510-01 | Bowles Park   |
|                  | Major Traffic Generator  | 063-1608-02 | 165 Capitol Avenue - Parking                                  |
|                  | School Zone              | 063-1203-01 | Niles Street/Greenfield St/Ridgefield St                      |
|                  | Signal (Revision - Town) | 063-2112-01 | Franklin Avenue @ Victoria Road                               |
|                  | Signal (Town)            | 063-1712-03 | Main Street @ Asylum Street                                   |
| <b>Hebron</b>    |                          |             |   |
|                  | Major Traffic Generator  | 066-1903-01 | Regional School District No. 8, RHAM Campus Improvements - AD |
| <b>Killingly</b> |                          |             |   |
|                  | Major Traffic Generator  | 068-1502-01 | Spirol International Corporation                              |
|                  | Major Traffic Generator  | 068-2111-01 | Frito Lay, Inc. - AD  |
|                  | Major Traffic Generator  | 068-1308-01 | Questar Fueling Company                                       |



| Town              | REGULATION               | OSTA Number | LOCATION   |
|-------------------|--------------------------|-------------|--|
| <b>Manchester</b> |                          |             |  |
|                   | Lane Use Control         | 076-1811-01 | Camp Meeting Road at Birch Mountain Road                     |
|                   | Major Traffic Generator  | 076-2101-02 | Silk City Green - AD   |
|                   | Signal (Revision - Town) | 076-2107-01 | Buckland Street at Pavilions Drive                           |
|                   | Signal (Revision - Town) | 076-2107-04 | Buckland Hills Drive at NW Mall Drive & Northern Hills Drive |
|                   | Signal (Revision - Town) | 076-2107-05 | Middle Turnpike West at Broad Street                         |
|                   | Signal (Revision - Town) | 076-2107-02 | Pleasant Valley Road at I-84 WB Exit 62                      |
|                   | Signal (Revision - Town) | 076-2107-03 | Pleasant Valley Road at JC Penney and Buckland Plaza         |
| <b>Mansfield</b>  |                          |             |  |
|                   | Major Traffic Generator  | 077-2007-01 | Residential Development - Step 1                             |
| <b>Mendon</b>     |                          |             |  |
|                   | Major Traffic Generator  | 079-1305-01 | Regency South  |
|                   | Signal (Revision - Town) | 079-2108-01 | Camp Street at Center Street                                 |
|                   | Signal (Revision - Town) | 079-2108-02 | Liberty Street at Center Street                              |
| <b>Middlebury</b> |                          |             |  |
|                   | Major Traffic Generator  | 080-2105-01 | Medical Office 1685 Straits Turnpike - Step 3                |
| <b>Middletown</b> |                          |             |  |
|                   | Major Traffic Generator  | 082-2201-01 | Wesleyan University Expansion                                |
|                   | No Through Trucks        | 082-1201-01 | Glenwood Terrace   |
|                   | Signal (New)             | 082-1807-01 | Aircraft Road @ P&W Road "A" and P&W Road "S"                |
| <b>Milford</b>    |                          |             |  |
|                   | Major Traffic Generator  | 083-2011-01 | Valley Tool and Manufacturing - AD                           |
|                   | Major Traffic Generator  | 083-2111-01 | Costco Wholesale - Step 1                                    |
|                   | Major Traffic Generator  | 083-1307-01 | Costco Wholesale - Proposed Cooler Addition                  |
|                   | Major Traffic Generator  | 083-2112-01 | Costco Wholesale - AD  |

| Town               | REGULATION                | OSTA Number | LOCATION   |
|--------------------|---------------------------|-------------|--|
| <b>Monroe</b>      |                           |             |  |
|                    | Major Traffic Generator   | 084-1806-01 | Proposed Mixed Use Development - Step 3                                      |
|                    | Major Traffic Generator   | 084-2003-01 | 205 Monroe Turnpike - AD   |
| <b>Montville</b>   |                           |             |  |
|                    | Major Traffic Generator   | 085-1312-01 | Mohegan Sun Casino   |
|                    | Major Traffic Generator   | 085-1612-01 | Montville Industrial Subdivision -Land Use Change-Exp(Indoor Soccer and Nask |
|                    | Major Traffic Generator   | 085-1305-01 | The Villages at Shantok Hill   |
| <b>New Britain</b> |                           |             |  |
|                    | Major Traffic Generator   | 088-2201-01 | 321 Ellis Street - AD  |
|                    | Major Traffic Generator   | 088-1802-01 | Polamer Precision  |
|                    | Signal (Town)             | 088-1804-01 | Main Street at Lafayette Street  |
| <b>New Canaan</b>  |                           |             |  |
|                    | No Through Trucks         | 099-1905-01 | Cemetery Road  |
|                    | Passing Zone              | 089-1412-01 | Route 123 in vic of #1258-1005   |
| <b>New Haven</b>   |                           |             |  |
|                    | Major Traffic Generator   | 092-1408-01 | State Street Lofts   |
|                    | Major Traffic Generator   | 092-2201-01 | Dixwell Plaza Redevelopment - AD   |
|                    | Major Traffic Generator   | 092-2201-02 | Ashmun & Canal Mixed Use Development - AD                                    |
|                    | Major Traffic Generator   | 092-1911-01 | 275 Orange Street - AD   |
|                    | Signal (New-Town)         | 092-2107-01 | Temple Street at Rev Dr. Martin Luther King Jr. Blvd.                        |
|                    | Signal (Revision - State) | 092-2112-01 | Orange Street at South Frontage Road, MLK BLVD, and Route 34                 |
| <b>New London</b>  |                           |             |  |
|                    | Major Traffic Generator   | 094-1805-01 | Shipway 221 - AD   |
|                    | Signal (Removal - Town)   | 094-2006-01 | Chester Street @ Jefferson Avenue  |



| Town               | REGULATION              | OSTA Number | LOCATION  |
|--------------------|-------------------------|-------------|---|
| <b>New Milford</b> |                         |             |   |
|                    | Major Traffic Generator | 095-2112-01 | The Bleachery - AD  |
|                    | No Through Trucks       | 095-2109-01 | Town Farm Road  |
| <b>Newington</b>   |                         |             |   |
|                    | Major Traffic Generator | 093-2112-01 | 690 Cedar Street Residential Development - AD                                 |
|                    | Major Traffic Generator | 093-2105-01 | 3333 Berlin Turnpike - Land Use Change - Step 2                               |
|                    | Major Traffic Generator | 093-1507-01 | Senior Housing Facility - Step 1 (frmly Amara Community Living at Newington - |
|                    | Major Traffic Generator | 093-2006-01 | Cedar Pointe - Step 2   |
| <b>Newtown</b>     |                         |             |   |
|                    | No Through Trucks       | 096-2104-01 | Taunton Hill Road   |
|                    | Speed Limit             | 096-1203-01 | SR 860 (Wasserman Way) between Trade Lane and Mile Hill Road                  |
| <b>North Haven</b> |                         |             |   |
|                    | Major Traffic Generator | 100-2107-01 | Proposed Multi-Use Development (404 & 412 Washington Avenue) - Step 2         |
|                    | Major Traffic Generator | 100-2108-01 | Medtronic - AD  |
|                    | Signal (Revision)       | 100-1812-01 | Sackett Point Road at Universal Drive North and Driveway                      |

| Town              | REGULATION               | OSTA Number | LOCATION   |
|-------------------|--------------------------|-------------|--|
| <b>Norwalk</b>    |                          |             |  |
|                   | Major Traffic Generator  | 102-2112-01 | Monroe Street Development - AD                                       |
|                   | Major Traffic Generator  | 102-1612-01 | The Village - Step 3   |
|                   | Major Traffic Generator  | 102-1707-02 | Waypointe Mixed Use Development                                      |
|                   | Major Traffic Generator  | 102-1805-02 | Certificate #1806-A (TIR 102-1601-01) Revision to Conditions         |
|                   | Major Traffic Generator  | 102-1902-01 | Extra Space Storage at 4 Meadow Street - AD                          |
|                   | Major Traffic Generator  | 102-2012-01 | Wall Street Place - AD   |
|                   | Major Traffic Generator  | 102-2201-01 | Norden Place Development - AD  |
|                   | School Zone              | 102-1507-02 | West Rocks Road  |
|                   | School Zone              | 102-2201-03 | Camp Street (Tracey Magnet School) When Flashing                     |
|                   | Signal (New-Town)        | 102-2112-02 | West Avenue at #20 West Avenue/ Baptist Church Driveway              |
|                   | Signal (Revision - Town) | 102-2010-01 | East Ave. at Fitch St. and Fort Point St./Metro North RR Drive       |
|                   | Signal (Revision - Town) | 102-2112-03 | East Avenue @ Sunset Hill Avenue                                     |
|                   | Speed Limit (Town)       | 102-2201-02 | Camp Street  |
| <b>Norwich</b>    |                          |             |  |
|                   | Passing Zone             | 103-1407-02 | Route 97 vicinity of mp 1.239-1.527/new condo driveway               |
| <b>Orange</b>     |                          |             |  |
|                   | Major Traffic Generator  | 106-2108-01 | Firelite Plaza Redevelopment - AD                                    |
|                   | Signal (New-State)       | 106-2002-01 | Route 34 (Derby Turnpike) and Baldwin Road, Intersection no. 106-238 |
| <b>Oxford</b>     |                          |             |  |
|                   | Major Traffic Generator  | 107-2109-01 | Woodruff Hill Industrial Park - AD                                   |
| <b>Plainfield</b> |                          |             |  |
|                   | Major Traffic Generator  | 108-1409-01 | Brookwood Laminating, Inc.   |
|                   | Major Traffic Generator  | 108-1802-01 | Industrial Facility - AD   |
| <b>Preston</b>    |                          |             |  |
|                   | Major Traffic Generator  | 113-2201-01 | Bluewater Recreational Campground Resort at Avery Pond - Step 1      |



| Town                 | REGULATION              | OSTA Number | LOCATION   |
|----------------------|-------------------------|-------------|--|
| <b>Ridgefield</b>    |                         |             |  |
|                      | No Through Trucks       | 117-2109-01 | Olmstead Lane  |
|                      | Speed Limit (State)     | 117-2112-02 | Route 102 (Branchville Road)   |
|                      | Speed Limit (State)     | 117-2112-01 | Route 35   |
| <b>Salisbury</b>     |                         |             |  |
|                      | School Zone             | 121-1405-01 | Route 44 vic 251 Canaan Rd Salisbury School                                  |
|                      | Speed Limit             | 121-1210-01 | Route 41 vic Mars Athletic Center  |
| <b>Shelton</b>       |                         |             |  |
|                      | Major Traffic Generator | 126-1711-01 | Mixed Use Development - Step 3   |
|                      | Major Traffic Generator | 126-1610-01 | Big Y - Shelton Retail Center - Partial Opening                              |
|                      | Major Traffic Generator | 126-1409-01 | Reservoir Corporate Center   |
| <b>Simsbury</b>      |                         |             |  |
|                      | Major Traffic Generator | 128-1812-01 | The Ridge at Talcott Mountain - Partial Opening                              |
| <b>South Windsor</b> |                         |             |  |
|                      | Major Traffic Generator | 132-2106-01 | New Pleasant Valley School - AD (flipped from Cert 06/25/21 to AD rec'd 01/0 |
|                      | Major Traffic Generator | 132-2201-01 | Evergreen Walk - 601 Evergreen Way - AD                                      |
|                      | Major Traffic Generator | 132-2108-02 | 25 Talbot Lane Industrial Warehouse - AD                                     |
|                      | Speed Limit             | 132-1610-01 | Variuos Roads (8 locations)  |
| <b>Southington</b>   |                         |             |  |
|                      | Major Traffic Generator | 131-1204-01 | BJ's Wholesale Club-Operate w/o full compliance with Cert No. 1824           |
|                      | Speed Limit             | 131-1601-01 | Oakmont Way and Whistling Straights  |
| <b>Sprague</b>       |                         |             |  |
|                      | Regulatory Signs        | 133-1911-01 | Removal fo STOP signs. Route 138 RR grade crossing near intersection with Pa |
| <b>Stafford</b>      |                         |             |  |
|                      | School Zone             | 134-1604-02 | Route 190 (West Stafford Road) vicinity of West Stafford School              |

| Town              | REGULATION               | OSTA Number | LOCATION  |
|-------------------|--------------------------|-------------|---|
| <b>Stamford</b>   |                          |             |   |
|                   | Major Traffic Generator  | 135-2111-01 | 419 & 650 West Avenue - AD                                |
|                   | Major Traffic Generator  | 135-2104-01 | Atlantic Station Mixed-Use - Partial Opening              |
|                   | Major Traffic Generator  | 135-1409-02 | The Italian Center  |
|                   | Major Traffic Generator  | 135-1501-01 | Metro Green - Revision to Conditions                      |
|                   | No Turn On Red           | 135-1905-02 | Myrtle Avenue (NB) approach to U.S. Route 1               |
|                   | Signal (Revision - Town) | 135-2005-01 | Route 137 at Route 15 SB Ramps (Int. # 135-245)           |
|                   | Signal (Revision - Town) | 135-2103-01 | Shippan Avenue @ Cummings Park Road                       |
|                   | Signal (Revision - Town) | 135-2009-01 | Strawberry Hill Avenue at Fifth Street                    |
|                   | Signal (Revision - Town) | 135-2109-02 | Washington Boulevard at Pulaski Street                    |
|                   | Signal (Revision)        | 135-1805-02 | Atlantic Street at Federal Street                         |
|                   | Speed Limit (Town)       | 135-2102-02 | Hope Street   |
| <b>Stratford</b>  |                          |             |   |
|                   | Major Traffic Generator  | 138-1305-01 | Stratford Railroad Station Parking Lot Expansion - Step 3 |
|                   | Major Traffic Generator  | 138-1612-01 | The Dock Shopping Center (Boat Showroom)                  |
|                   | Major Traffic Generator  | 138-2010-01 | The Dock Shopping Center - AD                             |
|                   | Major Traffic Generator  | 138-2105-01 | Bar Harbour Mixed-Use Development 946 Ferry Blvd. - AD    |
| <b>Suffield</b>   |                          |             |   |
|                   | Major Traffic Generator  | 139-1307-01 | Brushwood Estates   |
| <b>Thompson</b>   |                          |             |   |
|                   | School Zone              | 141-2105-01 | Route 12 (Riverside Drive) - The Thompson Public Schools  |
| <b>Tolland</b>    |                          |             |   |
|                   | Major Traffic Generator  | 142-1810-01 | 58 Gerber Drive - AD                                      |
| <b>Torrington</b> |                          |             |   |
|                   | Major Traffic Generator  | 143-2106-01 | Torrington Fair Shopping Plaza - AD                       |



| Town                      | REGULATION                | OSTA Number | LOCATION   |
|---------------------------|---------------------------|-------------|--|
| <b>Various District 2</b> |                           |             |  |
|                           | No Through Trucks         | 172-1306-01 | Card Street  |
| <b>Various District 3</b> |                           |             |  |
|                           | Major Traffic Generator   | 174-2103-01 | Waterbury-Oxford Airport AD  |
|                           | No Through Trucks         | 174-1909-01 | Carter Road in Plymouth and Thomaston                                      |
| <b>Various Statewide</b>  |                           |             |  |
|                           | Major Traffic Generator   | 170-1703-01 | Bradley Air National Guard Base - Step 2                                   |
|                           | Major Traffic Generator   | 170-1810-01 | New England Tradeport AD   |
|                           | Regulatory Signs          | 170-1607-02 | Do Not Block Intersection  |
|                           | Regulatory Signs          | 170-1607-01 | Do Not Block Crossing  |
|                           | Regulatory Signs          | 170-1311-01 | In-Street Pedestrian Crossing Signs  |
|                           | Regulatory Signs          | 170-1211-01 | No Parking Electric Vehicle Charging Only                                  |
| <b>Vernon</b>             |                           |             |  |
|                           | Signal (New-Town)         | 146-2003-01 | Route 83 at Trail Run Driveway/Allan Drive                                 |
| <b>Wallingford</b>        |                           |             |  |
|                           | Major Traffic Generator   | 148-2106-01 | Delivery Station - Step 2  |
|                           | Signal (Revision - State) | 148-2105-02 | RT 15 SB ramps at South Turnpike Road / Quinnipiac Street and Masonic Aven |
|                           | Signal (Revision - State) | 148-2105-01 | RT 15 NB off-ramp @ Quinnipiac Street and River Road                       |
|                           | Signal (Revision - Town)  | 148-2105-03 | Cook Hill Road at South Turnpike Road                                      |
|                           | Signal (Revision - Town)  | 148-2105-04 | South Turnpike Road at Cheshire Road                                       |
| <b>Washington</b>         |                           |             |  |
|                           | Major Traffic Generator   | 150-2202-01 | The Frederick Gunn School - Center for Innovation and Active Citizenship   |
|                           | Speed Limit (State)       | 150-2106-01 | Route 202 (New Milford Turnpike)   |

| Town                 | REGULATION               | OSTA Number | LOCATION   |
|----------------------|--------------------------|-------------|--|
| <b>Waterbury</b>     |                          |             |  |
|                      | Major Traffic Generator  | 151-2110-01 | Parking Facility - 3801 East Main Street - AD                                |
|                      | Major Traffic Generator  | 151-2110-02 | Delivery Station - 3580-3880 East Main Street - AD                           |
|                      | Major Traffic Generator  | 151-2109-01 | Seidel, Inc. - AD  |
| <b>Watertown</b>     |                          |             |  |
|                      | Major Traffic Generator  | 153-1206-01 | Mount Fair Village   |
| <b>West Hartford</b> |                          |             |  |
|                      | Signal (Revision - Town) | 155-2109-01 | Farmington Avenue at Tout Brook Drive  |
|                      | Signal (Revision - Town) | 155-2109-02 | Asylum Avenue at Tout Brook Drive  |
| <b>West Haven</b>    |                          |             |  |
|                      | Major Traffic Generator  | 156-2110-01 | Mixed-Use Development - 291 Campbell Avenue - AD                             |
|                      | Major Traffic Generator  | 156-1801-01 | Reinstatement and Revision to Conditions of Certiate 541-A(Acorn Technolog   |
|                      | Major Traffic Generator  | 156-2005-01 | University of New Haven-Driveway Realignment and Traffic Signalization - Ste |
| <b>Westport</b>      |                          |             |  |
|                      | Major Traffic Generator  | 158-2011-01 | Westport Medical Office (Formerly Greens Farms Plaza) - AD                   |
| <b>Wethersfield</b>  |                          |             |  |
|                      | Major Traffic Generator  | 159-1803-01 | Proposed Daycare Center - AD   |
|                      | Major Traffic Generator  | 159-2112-01 | Putnam Park - AD   |
| <b>Winchester</b>    |                          |             |  |
|                      | Passing Zone             | 162-1311-01 | Route 8 - Price Road to Colebrook T.L. (Berkshire Stone)                     |
| <b>Windsor</b>       |                          |             |  |
|                      | Major Traffic Generator  | 164-2107-01 | Great Pond Village - AD  |
|                      | Major Traffic Generator  | 164-1805-02 | North Central Square   |



| Town                 | REGULATION              | OSTA Number | LOCATION                       |
|----------------------|-------------------------|-------------|--------------------------------|
| <b>Windsor Locks</b> |                         |             |                                |
|                      | Major Traffic Generator | 165-2009-01 | All Sports Village - AD        |
|                      | Major Traffic Generator | 165-1611-01 | Montgomery Mill - Step 3       |
|                      | Major Traffic Generator | 165-1910-01 | Governors Station - Step 1     |
|                      | No Through Trucks       | 165-1111-01 | South Center and Center Street |
| <b>Wolcott</b>       |                         |             |                                |
|                      | Major Traffic Generator | 166-2005-01 | 1261 Meriden Road - AD         |
| <b>Woodbury</b>      |                         |             |                                |
|                      | Major Traffic Generator | 168-1708-01 | Nonnewaug High School          |

3 November 2021

Bradford H. Wainman  
H-M Realty, LLC  
P.O. Box 504  
South Glastonbury, CT 06073

**Re: Traffic Information Supplement  
Proposed Warehouse  
25 Talbot Lane, South Windsor, CT  
Langan Project No.: 140236601  
Town Process No.: 21-36P**

Dear Mr. Wainman:

Langan prepared this letter to address comments raised by Planning & Zoning Commission members and the public's mischaracterization of the traffic related facts of this application during the public hearing process.

### **OSTA Review and Approval**

The Office of the State Traffic Administration (OSTA) has reviewed and approved the traffic study for the proposed development under Application No. AD-132-2108-02. Their review indicates that OSTA agrees with the methodology and assessment of the traffic study and determination that the existing roadway infrastructure is adequate to support the nominal increase in traffic volume generated by the proposed warehouse development.

### **Governors Highway**

- Functional Classification: Governors Highway is classified as a major collector roadway and it connects two state roadways, Route 5 (John Fitch Boulevard) and Route 30 (Ellington Road), both classified as principal arterials.
- Roadway Improvements: We reviewed the Town's pavement restoration program and found that Governors Highway from Route 5 to just west of Talbot Lane was resurfaced in 2019 to support the industrial developments within this area.
- Signal Timing: Current signal timing at the Governors Highway approach is 31 seconds (25.1 seconds of green and clearance of 5.9 seconds). Optimization can be conducted at the intersection to increase the approach signal timing to 34 seconds without impacting the traffic along Route 5.

### **Trip Generation**

Based on the Institute of Traffic Engineers Trip Generation Manual Land Use Code 156, it is anticipated that the development will have 105 trucks entering the site and 104 trucks exiting the site during the entire day. The table below illustrates the passenger vehicle and truck trip generation, for both the average day and the roadway peak hours, anticipated for the development.



| TABLE 1 - ANTICIPATED TRIP GENERATION – 25 TALBOT LANE WAREHOUSE |     |              |              |            |            |            |            |           |            |
|--|-----|--------------|--------------|------------|------------|------------|------------|-----------|------------|
| High-Cube Parcel Hub Warehouse (360,000 SF)                      | 156 | PV           | 1,458        | 122        | 121        | 243        | 157        | 74        | 231        |
|  |     | Trucks       | 209          | 16         | 16         | 32         | 15         | 7         | 22         |
|  |     | <b>Total</b> | <b>1,667</b> | <b>138</b> | <b>137</b> | <b>275</b> | <b>172</b> | <b>81</b> | <b>253</b> |

<sup>1</sup> Land Use Codes and Volumes based on ITE Trip Generation Manual 10th Edition. LUC 156: High-Cube Parcel Hub Warehouse.

**School Bus Routes**

Based on the available bus routes/stops obtained from the Town, it appears that based on the obtained routes, five (5) buses travel through Governor’s Highway to pick-up/drop-off students but only one of the buses travels along the project’s site while picking up and dropping off students.

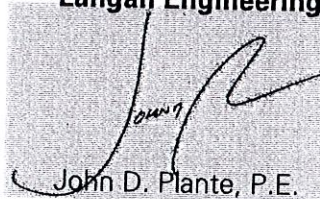
**Crash Data**

We reviewed UCONN crash repository and due to the input formatting it was found that there were nine accidents during the three year period between January 2018 and December 2020, for the Route 5/Governors Highway intersection. The South Windsor police made us aware of a fatality over the last year at this location, however this accident was related to a DUI.


If you have any questions please do not hesitate to contact us directly at 954-320-2155.

Sincerely,

**Langan Engineering and Environmental Services, Inc.**



John D. Plante, P.E.  
 Managing Principal



Maximo Polanco, P.E.  
 Project Engineer

MGP:mgp

Oneil, Caitlin

Letter #14

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 10:51 AM  
**To:** Oneil, Caitlin  
**Subject:** FW: [External][Town of South Windsor CT] 25 Talbot lane warehouse (Sent by christopher edlund, amtual@hotmail.com)

**From:** Contact form at Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Tuesday, February 8, 2022 10:50 AM  
**To:** Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External][Town of South Windsor CT] 25 Talbot lane warehouse (Sent by christopher edlund, amtual@hotmail.com)

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Hello mlipe,

christopher edlund ([amtual@hotmail.com](mailto:amtual@hotmail.com)) has sent you a message via your contact form (<https://www.southwindsor-ct.gov/user/426/contact>) at Town of South Windsor CT.

If you don't want to receive such e-mails, you can change your settings at <https://www.southwindsor-ct.gov/user/426/edit>.

Message:

I request my concern is read aloud and submitted to record at tonight's planning and zoning meeting regarding 25 Talbot Lane. On June 2 1986 town council meeting , record locator 007787 and 007788, Mayor Mitchell stated that "the residents must be protected" regarding the towns plan to pave governs highway from the last residential home { that was owned by , and is still owned by Marty Rolnick } west to RT5. M & G corporation 301 governors highway distribution trucking warehouse had just been built at the intersection of rt5 and governs highway. The residents of governs highway and Beldon road attended the town council meetings at this period demanding that governs highway would not be paved because they knew that the tractor trailer trucks from the just constructed distribution warehouse would travel through their residential neighbor hood on roads with very little shoulder for children walking to the school bus stops. The town made a AGREEMENT and a PROMISE not to allow tractor trailer trucks through their residential neighborhood on these two heavily populated areas if the residents would drop their protest of governs highway being paved to rt5. Don Chapman from governs highway spear headed this group of concerned town residents for the safety of their residential area. The town imposed a no tractor trailer truck ordinance in these two areas and posted big signs warning the tractor trailer trucks . The town recently read at a town meeting a statement from the SW police department that they can not enforce the signed town ordinance of no tractor trailer trucks on governs highway and Beldon road residential area. The entrance and exit for 25 Talbot lane will be onto the exact section of governs highway that the residents fought not to have paved because of tractor trailer trucks passing through their residential area. Based on the statement from the SW police department, if the town approves 25 Talbot lane , the town will have violated their AGREEMENT and PROMISE to the residents of these two residential areas. The hazard is as real today as it was when the residence fought to stop tractor trailer trucks through their residential streets before governors highway was paved to RT5 . If 25 Talbot lane is approved it will result in a broken AGREEMENT



and PROMISE by the town council of 1986 and Mayor Mitchell. I ask that the town upholds its agreement and promise to the residents of governors highway and Beldon road and not approve 25 Talbot lane.

Letter #15

Oneil, Caitlin

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 11:09 AM  
**To:** Oneil, Caitlin  
**Subject:** FW: [External][Town of South Windsor CT] 25 Talbot lane (Sent by christopher edlund, amtual@hotmail.com)

**From:** Contact form at Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Tuesday, February 8, 2022 11:08 AM  
**To:** Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External][Town of South Windsor CT] 25 Talbot lane (Sent by christopher edlund, amtual@hotmail.com)

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Hello mlpe,

christopher edlund ([amtual@hotmail.com](mailto:amtual@hotmail.com)) has sent you a message via your contact form (<https://www.southwindsor-ct.gov/user/426/contact>) at Town of South Windsor CT.

If you don't want to receive such e-mails, you can change your settings at <https://www.southwindsor-ct.gov/user/426/edit>.

Message:

I ask that this be read aloud and recorded into record at tonight planning and zoning commission meeting. The town council on june 2 1986 granted MDC a water line easement along Newberry Road across the area of the proposed 25 Talbot lane warehouse. This is recorded in town records 007787 and 007788 locator. A warehouse can not be built over a water line easement. MDC was concerned that the town was going to close newberry road in 1986 to the public and that they would loose the ability to run water lines in this area. That is why the water line easement was granted when the town owned newberry road . Allen King ,MDC real estate administer 555 main street hartford CT 06103 860-278-7850 ext 3430 stated that MDC wants to protect their easements that allow them to provide their service.



**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 10:57 AM  
**To:** Oneil, Caitlin  
**Subject:** FW: [External]Form submission from: Minutes and Agendas Comment Form

**From:** Joan Russak via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Sent:** Tuesday, February 8, 2022 10:56 AM  
**To:** Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form

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Submitted on Tuesday, February 8, 2022 - 10:56am  
Submitted by anonymous user: 2600:8805:d080:70:ad9c:e2e6:1c36:3886  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==

Your Name: Joan Russak

E-mail: [jrussak@cox.net](mailto:jrussak@cox.net)

Phone Number: 8605284490

==Address==

Street: 677 Governor's Highway

City: South Windsor

State: Connecticut

Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

Governor's Highway is a small road.

If you have ever waited for the traffic light to change while ready to drive onto Ellington Road from Governor's - it is frightening to see a trailer-truck coming at you as it turns onto Governor's Highway.

Urso's sound Expert stated that the noise from the trucks is not so bad...- that is not true. I have bird-feeders in front of my house. The birds fly away when they hear a big truck approaching. Birds are the real experts.

Aside from the very loud noise that I hear from the trucks going past my house there are some people driving to work in the early hours 3 - 6 a.m. with loud mufflers and radios blasting. This is only what we have now. I cannot imagine how much worse it will be if this horrible plan goes forward.

We in South Windsor will look like fools for allowing a four-story structure to be built in a residential area. Are people so greedy that no one cares at all about our families? All of the other distribution facilities in town are in areas where they do not intrude on the people and their families. They are mostly located on state roads and away from homes. Every family on Cody Circle and in the Edgewood area will hear back up noise all day and

night. The lighting, the noise - they will never be able to enjoy a backyard barbecue again. Beep, beep, beep ...all day, all night.

We were told that it will not affect our property values. Of course it won't because our property will have No value. Would You buy a home with this ugly building looming overhead and trailer trucks and more traffic on the street?

For several years there were no young children in the neighborhood. Now, there are new kids popping up all along the streets. Which kid is going to be killed by someone rushing to work or a big truck hitting one of them? Certainly not the child of the person who will be making money off this project. It will happen and it will be one of ours.

This one, dirty business. Please stop it.

Attachment:

The results of this submission may be viewed at:

<https://www.southwindsor-ct.gov/node/97133/submission/52926>



Letter # 17

Oneil, Caitlin

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 12:18 PM  
**To:** Oneil, Caitlin  
**Subject:** Fwd: [External]Form submission from: Minutes and Agendas Comment Form

Sent from my iPhone

Begin forwarded message:

**From:** Sathishkumar Gandhi via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Date:** February 8, 2022 at 12:13:22 PM EST  
**To:** "Lipe, Michele" <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form  
**Reply-To:** Sathishkumar Gandhi <sathish018@gmail.com>

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Tuesday, February 8, 2022 - 12:13pm  
Submitted by anonymous user: 68.9.242.92  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==  
Your Name: Sathishkumar Gandhi  
E-mail: [sathish018@gmail.com](mailto:sathish018@gmail.com)  
Phone Number: 8608302263  
==Address==  
Street:  
City:  
State: Connecticut  
Zipcode:

Minutes or Agendas? Agendas

Comments: Please do not approve the Freight terminal at the governor's way. We all deserve a better living space. If the town goes in this pace of industrialization our next generation will not be able to live here.

Attachment:

The results of this submission may be viewed at:  
<https://www.southwindsor-ct.gov/node/97133/submission/52936>

Letter #18

Richard Delhaie  
95 Cody Circle  
South Windsor, CT 06074  
February 7, 2022

Mr. Bart Pacekonis, Chairman  
Planning & Zoning Commission  
1540 Sullivan Avenue  
South Windsor, CT 06074

Re: Appl. 22-01P 25 Talbot Ln

Dear Commissioners,

The families of South Windsor cannot thank you enough for your recent display of humanity and professional thoroughness in defense of our health, safety and quality of life. The abundance of flaws of any 25 Talbot Lane mega warehouse proposal is well documented and unchanged by the applicant's laughable removal of paint stripes and renaming efforts to a previously unanimously denied application. Immediate resubmission of a virtually unchanged application is insulting to the community and disrespectful to the Commission and Planning Department's substantial workload.

However, this second look has exposed the proposed development's most egregious fault and delivers the commission yet another bulletproof ground for immediate denial.

The minimum required parking spaces for any proposed industrial development is dictated by the South Windsor Zoning Regulation Table 6.4.3B (page 6-10). Each of the 27 uses listed in the table have a specific associated calculation to determine the minimum required parking spaces. Though displaying characteristics of a freight terminal, the applicant claims the proposed is a warehouse and should be evaluated as such. Table 6.4.3B's second line from the bottom contains "warehouse", and provides the corresponding minimum required parking space calculation, which is "1 space per 1250 sq ft plus 1 space per employee".

**If we apply the applicant's own Financial Impact Analysis Study's estimate of 408 permanent employees and incorporate the 359,640 sf proposed building the minimum required parking spaces is 695 (408 employees + 287 for building).**

Tonight's hearing is the initial public hearing for Appl. 22-01P - 25 Talbot Ln, and attached to tonight's agenda is Director of Planning Lipe's Planning Report, which states "the parking requirement for this building is 318 spaces". Which use and corresponding equation from Table 6.4.3B did Director Lipe use to arrive at 318 required parking spaces, such a drastic deviation from the regulation required 695 spaces?

Any modification of the minimum required parking spaces directed by Table 6.4.3B, in this case 695, can only be done through consideration of the Planning & Zoning Commission per section 6.4.9, which requires the Commissioners analysis of the building, business, and potential future owners and occupants. Since this is the initial meeting, this has not been done and 695 should be reported to the commission.



Regardless, a massive 54% reduction from the regulations explicit minimum required spaces, which would 318 represents, is too large for any proposal, but especially when we are forced to speculate to any unknown future owners or occupants parking requirements given the countless uses Industrial zoning provides. Just for an obvious example, to modify a minimum parking space requirement to less than a total employee count prohibits a business, let alone any unknown future business, from having an "all hands" safety stand down without chaos. Furthermore, no proposed mega warehouse should have their required minimal parking space modified by even one single space without identifying the tenant as it would be impossible for the Commission to adequately analyze requirements to a required confidence without more specific knowledge.

Lastly, any modification in required parking space is solely at the discretion of the commission and there is no "as-of-right" for a reduction of a single space. The applicant is asking the commission for a favor to modify the regulation's explicit minimum requires spaces, the same applicant which is suing the town and resubmitted a materially unchanged application from one which was denied.

Richard B. Delhaie Jr.

95 Cody Circle

**Oneil, Caitlin**

---

**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 6:30 PM  
**To:** Oneil, Caitlin  
**Subject:** Fwd: [External]Form submission from: Minutes and Agendas Comment Form

Sent from my iPhone

Begin forwarded message:

**From:** Balakrishnan Chenthamarakshan via Town of South Windsor CT  
<cmsmailer@civicplus.com>  
**Date:** February 8, 2022 at 3:26:37 PM EST  
**To:** "Lipe, Michele" <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form  
**Reply-To:** Balakrishnan Chenthamarakshan <balakrishnan\_c7@yahoo.com>

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Submitted on Tuesday, February 8, 2022 - 3:26pm  
Submitted by anonymous user: 2600:8805:d080:4600:7411:a647:b7ff:cb84  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==  
Your Name: Balakrishnan Chenthamarakshan  
E-mail: [balakrishnan\\_c7@yahoo.com](mailto:balakrishnan_c7@yahoo.com)  
Phone Number: 8608051353  
==Address==  
Street: 59 Chaponis Way  
City: South Windsor  
State: Connecticut  
Zipcode: 06074

Minutes or Agendas? Agendas

Comments: Please register my sincere opinion not in favor of granting approval for the new freight warehouse proposed in South Windsor. With multiple other warehouses there has been significant rise in risk of traffic incidents with trucks in a community with growing children (kids and teenagers).

Attachment:

The results of this submission may be viewed at:  
<https://www.southwindsor-ct.gov/node/97133/submission/52971>



## Oneil, Caitlin

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**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 6:30 PM  
**To:** Oneil, Caitlin  
**Subject:** Fwd: [External]Form submission from: Minutes and Agendas Comment Form

Sent from my iPhone

Begin forwarded message:

**From:** Louise Gagnon via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Date:** February 8, 2022 at 3:43:53 PM EST  
**To:** "Lipe, Michele" <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form  
**Reply-To:** Louise Gagnon <jrussak@cox.net>

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Submitted on Tuesday, February 8, 2022 - 3:43pm  
Submitted by anonymous user: 2600:8805:d080:70:11be:3fa0:513c:bdc8  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==  
Your Name: Louise Gagnon  
E-mail: [jrussak@cox.net](mailto:jrussak@cox.net)  
Phone Number: 860 289 3116  
==Address==  
Street: 9 Main Street  
City: South Windsor  
State: Connecticut  
Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

RE: Talbot/Governor's Dear Mr Pacekonis....I am opposed to application number 22-01P 25 Talbot Lane

I oppose the construction of a huge warehouse/distribution center on Governor's Highway. I would look unsightly and create chaos and havoc on this street and the roads, too much traffic in a residential neighborhood. The exhaust fumes will make it difficult to breath fresh air. I am concerned about the safety of small children getting on and off the buses on a daily basis, this is an accident waiting to happen. We as a society have a responsibility to keep our children safe near and around their homes. In light of all my concerns and those of my neighbors, please reconsider the seriousness of allowing a warehouse to be constructed in a residential area. The

impact on our lives will be tremendous for many years to come. Thank you.  
Attachment:

The results of this submission may be viewed at:  
<https://www.southwindsor-ct.gov/node/97133/submission/52976>



**Oneil, Caitlin**

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**From:** Lipe, Michele  
**Sent:** Tuesday, February 8, 2022 6:30 PM  
**To:** Oneil, Caitlin  
**Subject:** Fwd: [External]Form submission from: Minutes and Agendas Comment Form

Sent from my iPhone

Begin forwarded message:

**From:** Charline Daigle via Town of South Windsor CT <cmsmailer@civicplus.com>  
**Date:** February 8, 2022 at 3:55:58 PM EST  
**To:** "Lipe, Michele" <Michele.Lipe@southwindsor-ct.gov>  
**Subject:** [External]Form submission from: Minutes and Agendas Comment Form  
**Reply-To:** Charline Daigle <charandmiya@gmail.com>

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Submitted on Tuesday, February 8, 2022 - 3:55pm  
Submitted by anonymous user: 2600:8805:d080:70:11be:3fa0:513c:bdc8  
Submitted values are:

Subject: Planning and Zoning Commission  
==Please provide the following information==  
Your Name: Charline Daigle  
E-mail: [charandmiya@gmail.com](mailto:charandmiya@gmail.com)  
Phone Number: 860 644 6083  
==Address==  
Street: 106 Pierce Road  
City: South Windsor  
State: Connecticut  
Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

I would like to express my opposition against the proposed Mega warehouse on Governor's Highway. I feel that the harmful effects of noise pollution would not only disrupt the peace and tranquility of the neighborhood but also affect the health and well-being of the residents. It will also decrease property values and the resulting traffic will cause safety concerns.

Attachment:

The results of this submission may be viewed at:  
<https://www.southwindsor-ct.gov/node/97133/submission/52981>

Reply all | Delete Junk | ...



## Fw: [External]Talbot Lane Development



PlanningZoningComments

Today, 6:36 PM

Lipe, Michele

Reply all |

Sent Items

---

**From:** Craig Zimmerman <craig\_zimmerman@msn.com>**Sent:** Tuesday, February 8, 2022 2:52 PM**To:** PlanningZoningComments**Subject:** [External]Talbot Lane Development

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Comment on Redesigned 25 Talbot Lane Warehouse Project:

Please understand that I am making my comments tonight as a resident and tax payer, and not as a member of the Board of Education.

Thank you for the opportunity to offer my opinion on the proposed redesigned 25 Talbot Lane Warehouse Project.

While I am not qualified to comment on any particular Planning & Zoning Regulations, one thing is clear – **this is obviously not the right location for this type of business.** Hopefully the owner of the property will find a more appropriate use of this land or sell it to the town. A protracted legal fight doesn't benefit anyone.

Special thanks to the Planning & Zoning Commission for taking their responsibilities with this project so seriously. Good luck with the rest of your meeting.

Craig Zimmerman

5A Amato Drive



## Lipe, Michele

---

**From:** David K. Mills <davidkentmills@pm.me>  
**Sent:** Tuesday, February 8, 2022 3:07 PM  
**To:** Lipe, Michele  
**Cc:** Oneil, Caitlin  
**Subject:** [External]RE: [External]Intervenor Exhibits (4) - (22-01P)

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Understood Michele. They are requesting that the Minutes and Exhibits from the Planning & Zoning Meetings from the below dates be placed on the record for Application 22-01P.

P&Z Minutes & Exhibits:

12 October 2021  
26 October 2021  
9 November 2021

Thank you.

Respectfully,

David K. Mills  
57 Edgewood Drive  
South Windsor, CT 06074  
(860)-948-9967 (Home)  
(860)-327-2060 (Mobile)  
(860)-565-0773 (Office)  
[davidkentmills@protonmail.com](mailto:davidkentmills@protonmail.com)

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Sent with [ProtonMail](#) Secure Email.

----- Original Message -----

On Tuesday, February 8th, 2022 at 2:59 PM, Lipe, Michele <Michele.Lipe@southwindsor-ct.gov> wrote:

David,

Your email have overloaded my system with the files you have sent and I cannot process your requests.

Please provide an email with just dates you are requesting be submitted – the PZC will be able to access them from the town website.

Michele

Michele M. Lipe, AICP

Director of Planning

Town of South Windsor

1540 Sullivan Ave.

South Windsor, CT 06074

(860) 644-2511, ext. 2252

**From:** David K. Mills <davidkentmills@pm.me>

**Sent:** Tuesday, February 8, 2022 2:52 PM

**To:** Oneil, Caitlin <Caitlin.Oneil@southwindsor-ct.gov>

**Cc:** Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>; Richard Delhaie <rbdjr1@gmail.com>; 'Gerald Jeyaraj' <geraldj@gmail.com>; Carina Butler <dbutler525@aol.com>

**Subject:** [External]Intervenor Exhibits (4) - (22-01P)

**CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.**

Respectfully,

David K. Mills



To: Planning & Zoning Commission  
From: David Mills; Edgewood Drive, South Windsor, CT 06074

Subj: Historical Preservation Site – Second World War Army Encampment; Anti-Aircraft Emplacement Site; and Un-Exploded Ordinance (UXO)

To Whom It May Concern;

My name is David Mills, I am a resident of the Town of South Windsor. I'm a former Gunnery Sergeant and veteran of the United States Marine Corps. While in service, I completed six overseas deployments, five of which were to Iraq and Afghanistan, the most recent of which occurred in 2011. I am a subject matter expert in infantry small arms, ordnance, and crew-served weapons systems to include the M67 Hand Fragmentation Grenade, 40mm Grenade Projectile, M72 Light Anti-Tank Weapon (LAW) 66mm Rocket Launcher; M136 AT-4 84mm Anti-Tank Rocket Launcher; the M2 50. caliber and MK-19 40mm heavy machine-guns, and the M224 60mm mortar system, to name a few. I have participated in and led hundreds of combat patrols, and served as the Range Safety Officer (RSO) and Range Officer in Charge (OIC) for hundreds of live-fire ranges, and have operated these weapons systems in the combat theater of operations.

In addition to the many other examples of why the development of this site is undesirable to local residents health and livelihood, as well as the detrimental impact to the environment and wildlife. The Applicant's property represents a great historical resource which must be protected and preserved.

#### A. Background:

During my research of the area, it has come to light that the Applicant's property was once an Army encampment for the anti-aircraft defense of the Hartford Industrial Zone during the Second World War. Eyewitness testimony from the period which can be located in collections at the Wood Memorial Library & Museum here in South Windsor.

Mr. Terry Files<sup>1</sup> and Ms. Sally Edlund<sup>2</sup> lived here during the period and described life in the Town during the Second World War. Mr. Files and Ms. Edlund describe the locations of several anti-aircraft sites with vivid accuracy, down to the barn and road(s) where the anti-aircraft installations were located, to include the Applicant's property.

Ms. Edlund states:

“...everybody that could went to school to learn the look of the war planes that were being used in that war, because we were very afraid that we would probably be bombed since we had important defense industries near us. So we had blackouts at night where you had to have black shades that you pulled down so no crack of light could be seen

---

<sup>1</sup> Interview of Mr. Terry Files of South Windsor, CT. Discussing history of the Town of South Windsor, including subjects such as life during the Second World War. [https://woodmemoriallibrary.org/wpcontent/uploads/2021/08/Files\\_Terry\\_edited.pdf](https://woodmemoriallibrary.org/wpcontent/uploads/2021/08/Files_Terry_edited.pdf)

<sup>2</sup> Interview of Ms. Sally Edlund of South Windsor, CT. Discussing history of the Town of South Windsor, including subjects such as life during the Second World War. [https://woodmemoriallibrary.org/wp-content/uploads/2021/08/Sally\\_Edlund.pdf](https://woodmemoriallibrary.org/wp-content/uploads/2021/08/Sally_Edlund.pdf)

from outdoors. And your car headlights were painted black on top so just the light could come out the bottom. And Air Raid Wardens came around and visited your neighborhood to make sure that they could not see any light that could be spotted by airplanes overhead. And when we went to the school, we studied hard—you had to see what the plane looked like from the side and from underneath the silhouette, and then we had tests on it. Then we all volunteered like 4 hours at a time at the Air Station which was up on the corner of Ayers Road and Graham Road.” **Wood Memorial Library & Museum – “Sally Edlund Oral History Interview”, 04/18/2011 pp. 17**

“...we always felt the safety of the country was in our hands.” *Id.*

“I remember when Pearl Harbor was bombed which was very frightening to us, because we figured if they could come and fly planes way across the ocean and attack Pearl Harbor, that they probably would attack us on the Mainland.” *Id.*, at 18.

Mr. Files describes anti-aircraft defense sites in the vicinity of Buckland Road and Deming Street on the hill.

“On Deming Street there was an Army camp during the Second World War. It was actually on Buckland’s property. If you went up Buckland Road, and past Buckland’s house on the hill, and took a right, and went down 300 feet, there was a barracks there. And they had an anti-aircraft gun. And they had a group of soldiers there.” **Wood Memorial Library & Museum – “Terry Files Oral History Interview”, 04/07/2015 pp. 22**

Another such site was located on what is now the Applicant’s property. Mr. Files describes the site location in detail.

“**1:11:05.6** - But there were two other army barracks. There were two of them over on Governor’s Highway too, between Route 5 and Ellington Road. But that road is—they discontinued it. Now it goes straight. But if you’re going down Ellington Road and you turn to go on Governor’s Highway, just past where the Jewish church is, there was a road kind of to the left that angled off. And right there amongst the tobacco sheds—there were tobacco sheds there—there were two barracks.” *Id.*, at 24

“There was an army base there too. I don’t remember whether they had—I can remember the gun they had there. You could see it. But I never—I don’t know if you could go by there when they had it. But there was one there too.” *Id.*, at 25

As you can see from the accompanying imagery I have provided, you can clearly see the Road and series of clearings that the Army created in order to put the Anti-Aircraft Emplacement about a quarter mile into the forest, obscured from view on the ground and largely from the air. There are (2) Military outbuildings located there as well. The roadway itself leading to the gun emplacement and outbuildings is clearly visible on the Lidar Imagery (Pages 11 & 12) and is consistent with the gaps in the wetland maps, where the army had raised the road with additional earth and gravel. The concrete foundations for the outbuildings are still present to this day.



Likely what was located here, were 2 or 3 M1/M2 90mm Anti-Aircraft Artillery (AAA) pieces which was the standard anti-aircraft artillery piece of the time for the US Army. Each gun had a 7-man crew, and the effective range for these weapons would have been approximately 34,000 ft in either a conventional projectile warhead, or with a proximity fuse. Coordination of these Batteries would have been done via radio, aided in target identification by large spotlights, which several local residents still recall to this day streaking across the skyline at night.

Many of these legacy sites later became Nike Missile sites, such as the ones in nearby East Windsor and Manchester fulfilling the exact same purpose and role as their "low-tech" predecessors, guarding the Hartford Industrial Zone for the protection of critical defense infrastructure such as Colt Firearms, Pratt & Whitney, and Hamilton Standard, among others. Many such Nike Missile sites protected these critical wartime & defense industry areas.<sup>3</sup>

#### **B. Additional Considerations: UXO Clearance & Removal**

During the Second World War, this site would have been occupied by 2 or 3 M1/M2 90mm Anti-Aircraft Artillery pieces. There would have been a "Dud Pit" nearby to safely contain a damaged or defective round or fuse from these Crew-Served Weapons until the ordinance could be safely removed or destroyed by Engineers. There also would have been a Field Ammunition Supply Point (FASP) which would have kept feeding the guns their 25 rounds per minute rate of fire. The outbuildings on the property likely served such a purpose for containing fuses and projectiles.

Prior to allowing the use of heavy equipment around these clearings, the Applicant should commission a detailed sweep from a certified professional in the field of Explosive Ordinance Disposal (EOD) to ensure the absence of any Un-Exploded Ordinance (UXO), which may endanger the work crews, town staff, or local residents. I can provide a list of several companies that regularly perform this work upon request.

#### **C. Conclusion:**

This site should be primarily cleared of any potential UXO that may be lying dormant on-site, as it has been my experience that UXO does not get better with time. This is necessary for the safety of anyone going around those areas of interest which I have highlighted above and in the attached imagery. Not only for the Applicant, but any of the work crews that will be operating on site disturbing large amount of earth, as well as the local residents that abut the property.

Secondly, this area should be preserved as one of the last remaining snapshots of World War II life in this area, and as part of South Windsor's cultural heritage in supporting the war effort. I hope the Commission will consider what a loss this will be to not only the Town of South Windsor, but the State of Connecticut.

Thank you for your time and attention regarding this matter.

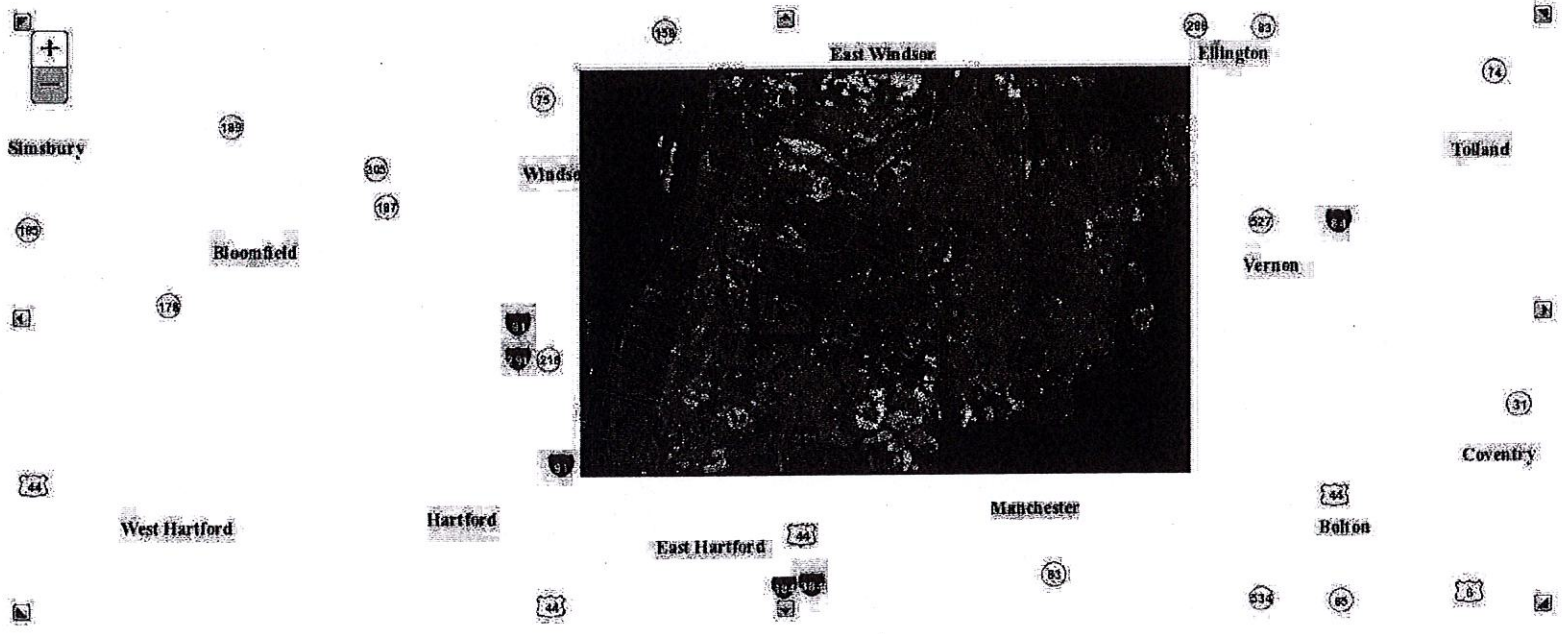
---

<sup>3</sup> You can find out more about the dozens of Nike Missile Sites located throughout the State of Connecticut here: [https://coldwar-ct.com/Nike\\_Sites.html](https://coldwar-ct.com/Nike_Sites.html)

Respectfully,  
David Mills Edgewood Drive South Windsor, CT 06074



SOUTH WINDSOR, CT



# Target: America: Hitler's Plan To Attack The United States

By James Duffy

## THE PLAN TO BOMB AMERICA

**TABLE I**  
**POTENTIAL TARGETS IN THE UNITED STATES**

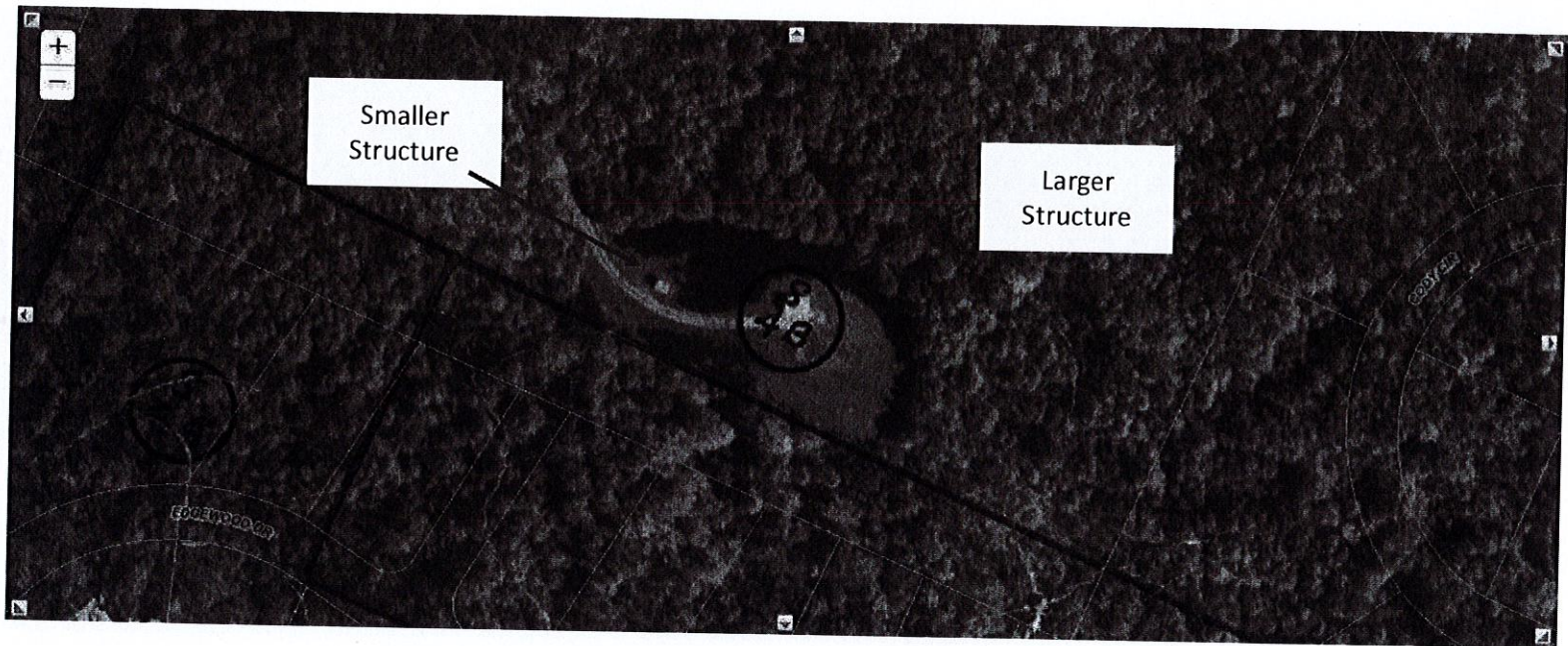
| Company                  | Product             | City         | State | Target # |
|--------------------------|---------------------|--------------|-------|----------|
| Aluminum Corp of America | Aluminum            | Alcoa        | TN    | 201      |
| Aluminum Corp of America | Aluminum            | Mansfield    | NY    | 202      |
| Aluminum Corp of America | Aluminum            | Bella        | NC    | 204      |
| Wright Aeronautical Corp | Aircraft Engines    | Paterson     | NJ    | 208      |
| Deat & Whitney Aircraft  | Aircraft Engines    | E. Hartford  | CT    | 206      |
| Allison Div of G.M.      | Aircraft Engines    | Indianapolis | IN    | 207      |
| Wright Aeronautical Corp | Aircraft Engines    | Chickadee    | OH    | 209      |
| Hamilton Standard Corp   | Aircraft Propellers | E. Hartford  | CT    | 209      |
| Hamilton Standard Corp   | Aircraft Propellers | Farmington   | CT    | 210      |
| Curtis Wright Corp       | Aircraft Propellers | Beaver       | PA    | 211      |
| Curtis Wright Corp       | Aircraft Propellers | Caldwell     | NJ    | 212      |
| Sperry Gyroscope Co.     | Instruments         | Brooklyn     | NY    | 213      |
| Cryolite Refinery        | Cryolite Processing | Pittsburgh   | PA    | 215      |
| American Car & Foundry   | Tanks               | Berwick      | PA    | 214      |
| Cole Manufacturing       | Artillery & Guns    | Hartford     | CT    | 217      |
| Chevrolet Corp           | Tanks               | Detroit      | MI    | 218      |
| Albi Chalmers            | Anti-Aircraft Guns  | La Porte     | IN    | 219      |
| Corning Glass Works      | Various Lenses      | Corning      | NY    | 220      |
| Bausch & Lomb            | Various Lenses      | Rochester    | NY    | 221      |

It should especially be mentioned that the refining and output of natural cryolite comes exclusively from Greenland and is used in the production of aluminum.

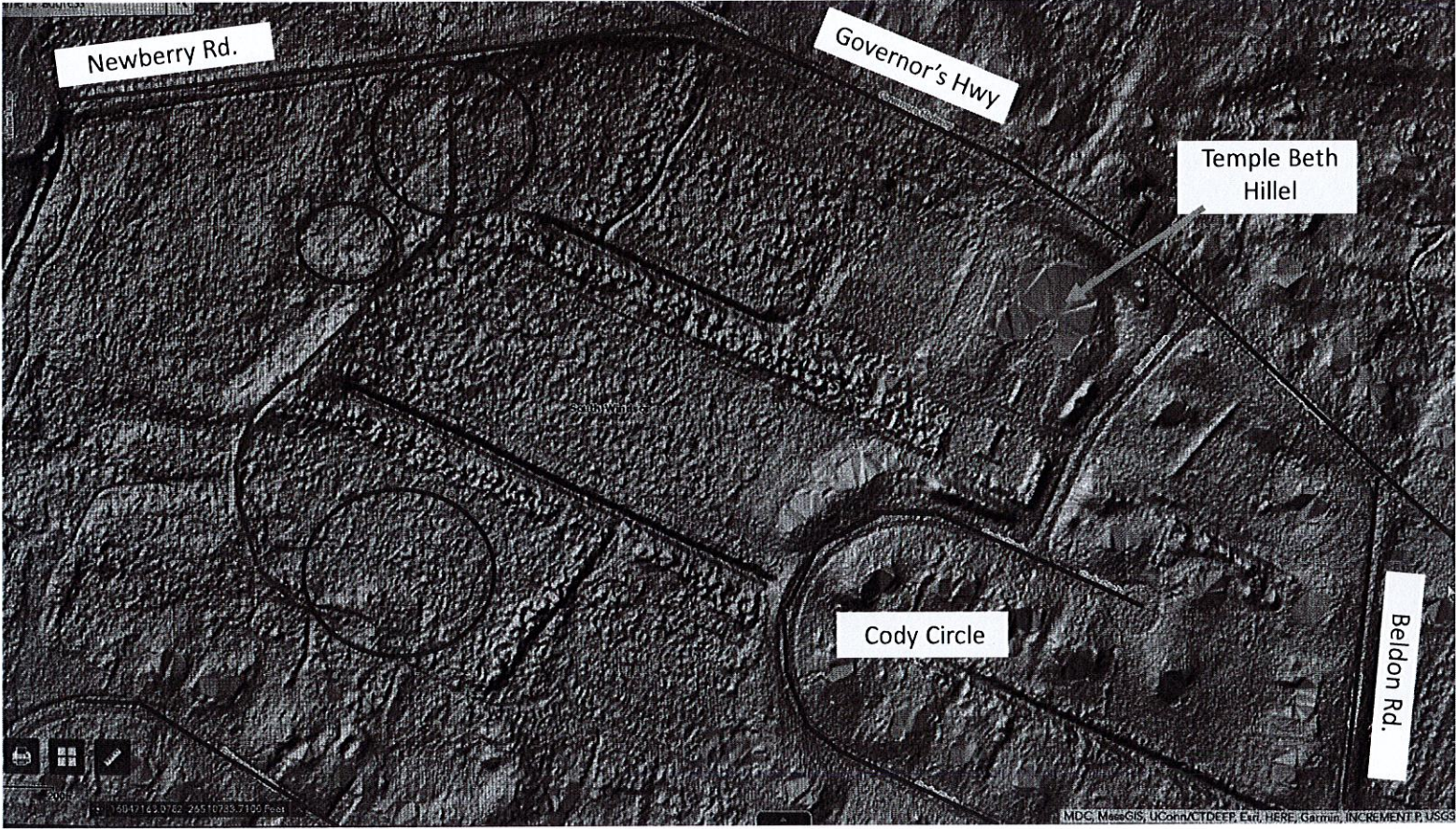
Regarding the condition of power plants, it is concluded that

1. In the USA the completion of power plants since 1933 has been strongly promoted by the government.
2. Each power plant is connected to another by an extensive relay system.
3. The loss of 4 or 5 of the larger power plants (to a bombing campaign) will have little or no effect on armaments production since the energy use for civilian goods production exceeds the potential for meaningful cutbacks if necessary.<sup>16</sup>









Newberry Rd.

Governor's Hwy

Temple Beth Hillel

Cody Circle

Beldon Rd.

16047142.0762 25510753.7100 Feet

MDC, MassGIS, UConn/CTDEEP, Esri, HERE, Garmin, INCREMENT P, USGS