

Oneil, Caitlin

From: Stephen Wagner-SW <wagnersg-sw@outlook.com>
Sent: Thursday, February 10, 2022 2:50 PM
To: Lipe, Michele; Oneil, Caitlin
Subject: [External]FW: [Town of South Windsor CT] moratorium on building (Sent by john habif, berrybay3@cox.net)

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

Please circulate this to the Commission and make sure it gets in the stack of letters to be read.

Steve

From: Contact form at Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Thursday, February 10, 2022 2:02 PM
To: swagner <wagnersg-sw@outlook.com>
Subject: [Town of South Windsor CT] moratorium on building (Sent by john habif, berrybay3@cox.net)

Hello swagner,

john habif (berrybay3@cox.net) has sent you a message via your contact form (<https://www.southwindsor-ct.gov/user/651/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/651/edit>.

Message:

Hello Mr. Wagner! Could you pass my message which follows to other members of Planning and Zoning.

I ask that the moratorium on new building in town NOT include senior housing. The need for senior housing, and especially affordable senior housing, is increasing. Seniors have less income as retirees and a need to move into downsized space which is affordable and which provides good social contact and support. There are projects that are underway, and these should be allowed to continue. I reside at 1772 Main Street and have been there for 43 years, and am a senior. I also serve on the Senior Advisory Council associated with Human Services. Thank you!

Oneil, Caitlin

Letter #2

From: Lipe, Michele
Sent: Monday, February 14, 2022 1:22 PM
To: Oneil, Caitlin
Subject: FW: [External]Form submission from: Minutes and Agendas Comment Form

From: Peter and Daria Plummer via Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Monday, February 14, 2022 12:35 PM
To: Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>
Subject: [External]Form submission from: Minutes and Agendas Comment Form

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Submitted on Monday, February 14, 2022 - 12:34pm
Submitted by anonymous user: 70.172.193.241
Submitted values are:

Subject: Planning and Zoning Commission
==Please provide the following information==
Your Name: Peter and Daria Plummer
E-mail: dariap@aol.com
Phone Number: 860-432-8403
==Address==
Street: 235 Orchard Hill Drive
City: South Windsor
State: Connecticut
Zipcode: 06074

Minutes or Agendas? Agendas
Comments:

Dear Members of the Planning and Zoning Commission,

We are writing to you in opposition to your proposal of a moratorium on housing in South Windsor. Moratoriums are a huge deal and send a pointed negative message to developers and businesses, the outcome of which would curtail growth in our community. Moratoriums, quite frankly, lessen and weaken a town's revenue stream due to the loss of new taxes. And moratoriums transfer the increasing tax burden to homeowners and businesses to keep the town functioning as usual, let alone any improvements which could be or need to be made. We understand that costs rise due to contractual agreements, as well as there are rising costs of simply doing business as usual. Without increased revenue, taxes go up or services go down. It is one or the other, and neither is preferable. But both are avoidable without a moratorium.

Over the past several years we have seen our tax dollars being spent, and continue to be spent, on lawsuits involving Planning and Zoning, including the Geissler's Plaza redevelopment which has been in abeyance for far too long. Such lawsuits are seen negatively by developers. Developers back away and choose other towns, while unfortunately the Planning and Zoning Commission is labeled anti-progressive.

As seniors choosing to remain in South Windsor, we are watching closely the lack of progress being made for the proposed apartment housing at Geissler's Plaza, the senior and veteran housing intended at the former convalescent home on Main Street, as well as the additional housing at Evergreen Walk. We would like to remain in South Windsor, with tax choices and housing choices that fit our income.

We urge you to not pass a housing moratorium at this time. Thank you.

Attachment:

The results of this submission may be viewed at:

<https://www.southwindsor-ct.gov/node/97133/submission/53091>

Oneil, Caitlin

Letter #3

From: PlanningZoningComments
Sent: Monday, February 14, 2022 9:48 AM
To: Oneil, Caitlin
Subject: Fw: [External]Housing moratorium

From: anuj dhamija <dhamijaanuj@yahoo.com>
Sent: Thursday, February 10, 2022 12:04 AM
To: PlanningZoningComments
Subject: [External]Housing moratorium

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Hi

I am a resident of the town and I oppose housing moratorium in south Windsor. Town needs to come up with a better way to handle population/schooling issues vs. inhibiting growth & development.

Anuj Dhamija
23 Balsam Fir Road south Windsor
T: 203-893-1158

Oneil, Caitlin

Letter #4

From: Lipe, Michele
Sent: Monday, February 14, 2022 1:21 PM
To: Oneil, Caitlin
Subject: FW: [External][Town of South Windsor CT] Proposed Moratorium (Sent by Brian Faraci, bfscomics@cox.net)

From: Contact form at Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Monday, February 14, 2022 11:38 AM
To: Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>
Subject: [External][Town of South Windsor CT] Proposed Moratorium (Sent by Brian Faraci, bfscomics@cox.net)

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Hello mlpe,

Brian Faraci (bfscomics@cox.net) 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:

Dear Ms. Lipe. I would like to re-state my opposition to the proposed moratorium that is being considered by the Planning and Zoning Commission. I believe that South Windsor has reasonable zoning regulations and that the PZC has done a good job of shepherding proposals through the process. While I do believe that more affordable housing should be allowed in town, I don't believe that the PZC needs a moratorium to update the regulations. I think that a moratorium will do nothing more than delay applicants, and once the moratorium ends the town will be flooded with applications. This will only cause a backlog and multiple delays in projects that might benefit the town. I would encourage the PZC to continue to conduct business in a regular manner and work to update the regulations as part of that business.

Thank you,

Brian Faraci
South Windsor

Letter #5

Good Evening Planning and Zoning Commissioners,

My name is Madison Gonzalez, I live on Ellington Road, and I am writing tonight as a private citizen against the proposed housing moratorium. By discouraging housing developers from constructing homes in our town, we are also discouraging retail development. I don't believe our town will truly progress by imposing a moratorium on housing. It will discourage families from moving into our town, which negates our values of South Windsor being a great place to live, work, learn, and play.

I understand the common belief is that slowing housing construction will help realign South Windsor's zoning priorities. While a moratorium might be necessary, I'm not sure it should apply to single family homes. I would much rather see a moratorium on warehouses and distribution centers that are highly contentious when built in our town.

Thank you for your time, and any consideration,

Madison Gonzalez

Letter#6

Oneil, Caitlin

From: PlanningZoningComments
Sent: Tuesday, February 15, 2022 9:45 AM
To: Oneil, Caitlin
Subject: Fw: [External]Housing moratorium

From: Melinda Pafundi <melinda_pafundi@yahoo.com>
Sent: Tuesday, February 15, 2022 8:54 AM
To: PlanningZoningComments
Subject: [External]Housing moratorium

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Good Morning,

We live at 46 Elizabeth st.

I moved to South Windsor 10 years ago. Corn fields, trees, ease of getting to the grocery store, access to the bus line if needed, a mixture of housing types and great schools were a few of the reasons we moved here.

I have watched the corn fields become Home Depot, Amazon and CocaCola in just the past year. I have heard about the new apartments to go in at evergreen walk, as well as watched Cosco pop up. I have seen countless banks and elderly housing continue to be built. The fields are being paved, the wildlife run out, the noise pollution and light pollution have begun to really hit this community.

I have watch McMansion developments go in all around the town. Our schools are bursting at the seams, all you have to do is see the trailers at PV to see this is true. We built a new Orchard Hill, it housed a fantastic special education hallway for one summer, until I was told it no longer fit, as they now needed the classrooms for the growing population, I am unsure of where it went. We left town schools and joined the magnet school system and took our tax dollars with us.

Slow and steady growth may be a goal. Fair housing is a great idea and one I support in our community. However, expansion at too fast a rate will tax our system, our teachers and our community. What do we have in place to accommodate the growth and needs of the people will be welcoming? Old, young, financially strapped, they all need the support of the system to grow and reach their potential. Welcoming in those that are financially unable to make it in our community and not offering them a way to achieve more, is setting them up to fail. We need programs in place, we need a system ready to do the most we can for all those we open our doors to. Otherwise, it is nothing more than a money grab and quite frankly, you become the slum lord that is after the cash (tax

money).

Our regulations in the town need to be reviewed, and adjusted. The regulations need to protect the assets of this town, those here now and those moving into newly built (in the future) homes. As of now, the regulations don't seem to protect my largest asset, my family and my home. When a huge warehouse can be built by combining several lots of land, within a football field length of someones kitchen we have a problem. When diesel exhaust becomes a concern while your kids play on their trampoline in their back yard, we are in need of a moment while the regulations are reassessed to protect our citizens. When increased tax dollars become more important than the people the income will be used to support, we need to adjust.

We need a moratorium so that you, our elected officials, will have a moment to properly protect the people you are here to represent, so our police force, fire department, schools and community outreach can all be prepared to properly support the people that all want to join this great town.

Mindy Pafundi

Oneil, Caitlin

From: Lipe, Michele
Sent: Tuesday, February 15, 2022 1:40 PM
To: Oneil, Caitlin
Subject: FW: [External]Form submission from: Minutes and Agendas Comment Form

From: Sandra Jeski via Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Tuesday, February 15, 2022 1:33 PM
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 15, 2022 - 1:32pm
Submitted by anonymous user: 2600:8805:d083:6600:bdbb:3079:728e:13d1
Submitted values are:

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

Your Name: Sandra Jeski
E-mail: scjpp@cox.net
Phone Number: 8604365914
==Address==

Street: 32 Davewell Road
City: SOUTH WINDSOR
State: Connecticut
Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

Good Evening,

I am a life resident of South Windsor and am OPPOSED to the single family housing moratorium.

Respectfully.

Sandra C. Jeski

Attachment:

The results of this submission may be viewed at:
<https://www.southwindsor-ct.gov/node/97133/submission/53116>

Oneil, Caitlin

From: PlanningZoningComments
Sent: Tuesday, February 15, 2022 12:59 PM
To: Oneil, Caitlin
Subject: Fw: [External]Remarks for Feb. 15th Planning and Zoning Commission Meeting

From: erm999@aol.com <erm999@aol.com>
Sent: Tuesday, February 15, 2022 11:22 AM
To: PlanningZoningComments
Subject: [External]Remarks for Feb. 15th Planning and Zoning Commission Meeting

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

To be read into the record at the Feb. 15, 2022
Planning and Zoning Commission Meeting
Submitted by Elizabeth McGuire
89 Heritage Drive, South Windsor

As a former *alternate* member of the Planning and Zoning Commission, I know that Commissioners work very hard to keep up with the many applications they receive. I appreciate their diligence and service to the community.

I think that a review of zoning regulations is a good idea and should be carried out on an on-going basis, perhaps by a subcommittee of the commission. However, I also think that the decision for a housing moratorium should be based on a study that not only details the reasons for a possible moratorium, but also how a moratorium will impact the town. The commission has had more than a year to provide information that is still missing from the proposal and the overall discussion on this request. For example, will a moratorium discourage future development, will it create a backlog of applications, and will there be a substantial loss of revenue to the town that will affect taxpayers? These are valid and important questions that have not been answered by the P and Z.

At previous meetings, some commissioners and members of the public have brought up concerns about new housing developments having an impact on school enrollment and town services. These questions should be addressed and answered by the Commission before a vote is taken on a housing moratorium. To my knowledge, the town officials who would be able to definitively respond to these concerns have not been invited to share information publicly, that would either support or refute these concerns.

I would ask the Commission to provide as much data as possible, in understandable language on the issues surrounding a possible moratorium, so that the public can be ensured that Commissioners are making an informed decision on this important matter.

Oneil, Caitlin

From: Lipe, Michele
Sent: Tuesday, February 15, 2022 3:38 PM
To: Oneil, Caitlin
Subject: FW: [External]Form submission from: Minutes and Agendas Comment Form

From: Stephen Grech via Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Tuesday, February 15, 2022 3:19 PM
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 15, 2022 - 3:19pm
Submitted by anonymous user: 56.0.143.25
Submitted values are:

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

Your Name: Stephen Grech

E-mail: stephenjgrech@gmail.com

Phone Number: 8602857368

==Address==

Street: 155 Judy Lane

City: South Windsor

State: Connecticut

Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

Good evening Commissioners,

I fully support and recognize the need for a moratorium on residential and commercial new project applications. This would give the town ample time to reevaluate existing planning and zoning bylaws and plan for a future that does not include turning the town of South Windsor from rural to urban.

All the best,

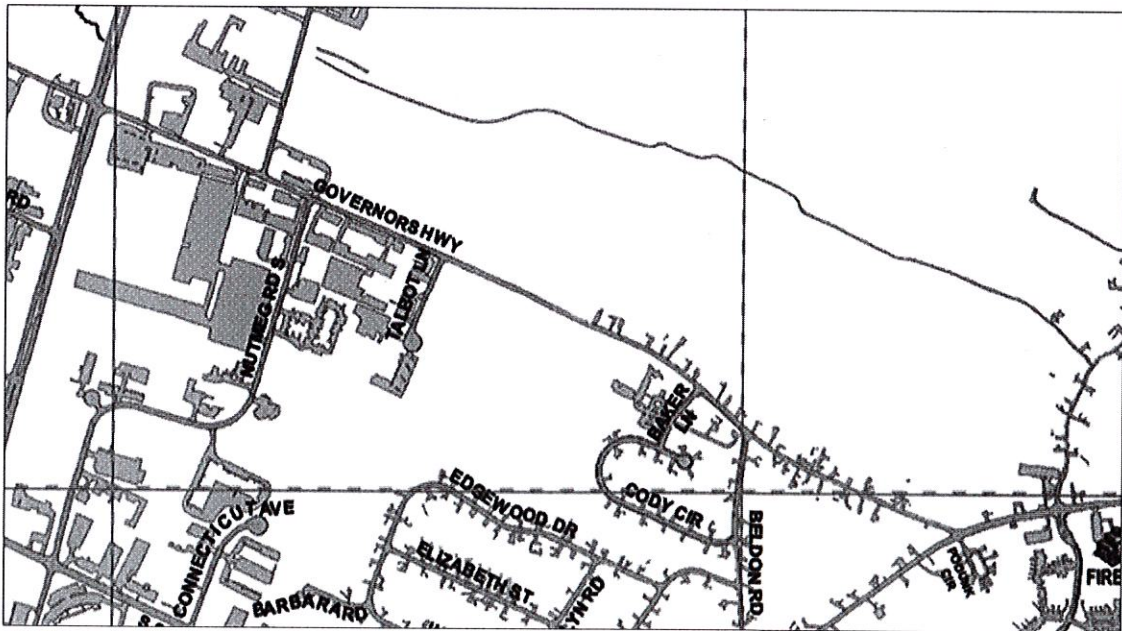
Stephen J. Grech
South Windsor CT 06074
Attachment:

The results of this submission may be viewed at:
<https://www.southwindsor-ct.gov/node/97133/submission/53131>

EXHIBIT B

Illustrations for Application 22-01P hearing

S. Wagner



A| Minimize Congestion

There are two opportunities to address possible congestion issues before a project is developed:

- **Prevent:** Do not allow high traffic land uses on roads that cannot handle the traffic.
- **Mitigate:** Minimize traffic impacts during the land use approval process.

South Windsor's zoning regulations have been updated to require traffic mitigation by requiring traffic studies and access management for many developments.

The regulations do not expressly prohibit high traffic land uses from roads not intended to handle high traffic volumes. Many uses require a Special Exception, which provides discretion to deny a development proposed on a road that is not suitable. However, by that point the applicant has incurred the cost of preparing and submitting plans. Many communities set expectations up front by tying their road classifications to their zoning regulations. South Windsor could:

- Consider requiring that traffic-generating uses in residential zones are only allowed on arterial or collector roads (e.g., assisted living, educational institutions, convalescent homes, etc.).
- Only allow denser housing developments (e.g., DRZ, Multi-Family) on arterial or collector roads.

In all cases, access management efforts should continue for new development and the Town should encourage existing businesses to consolidate curb cuts where feasible. Access management protects drivers and pedestrians.

Road Classifications

Interstate – Controlled access. Intended to move large volumes of traffic.

Arterial

Major – Intended to carry regional traffic and serve major activity centers. In theory, serving abutting land uses is subordinate to moving traffic.

Minor – Interconnects and augments Major Arterials. Mostly local, but some regional traffic. Can also serve major activity centers, but with less traffic capacity than Major Arterials.

Collector

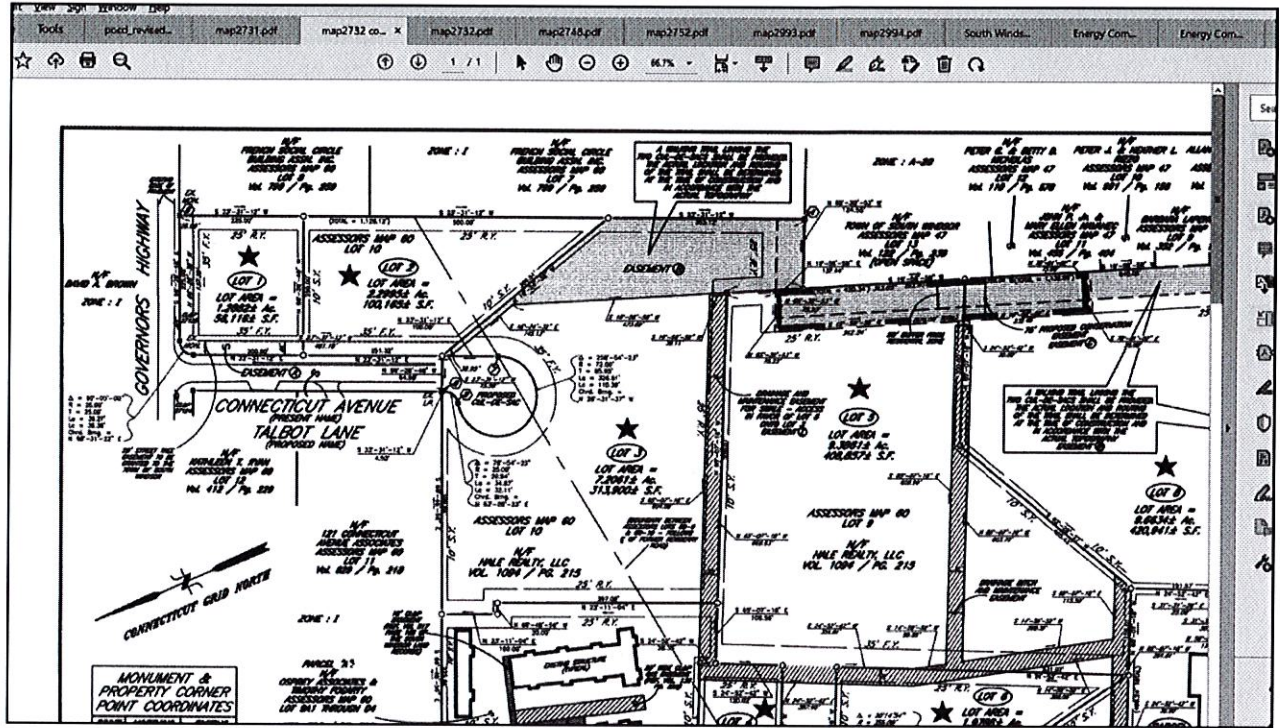
Major – Interconnects and augments Arterials. Mostly local but some regional traffic. Careful consideration for high traffic generators.

Minor – Collects traffic from a few neighborhoods and connects with Arterials. Very careful consideration for high traffic generators.

Local – Primary purpose is to serve abutting properties with little to no through traffic. Not appropriate for high traffic generators.

May 2000 Constitution Landing Resubdivision

- Application 00-03P – Nine new industrial lots
- Portion of Drawing 2732 (submitted 3/8/2001) follows
- Lots 1 and 2 relevant to Application 22-01P



TOWN OF SOUTH WINDSOR

PLANNING & ZONING COMMISSION

ACTION MINUTES

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FEBRUARY 15, 2022

MEMBERS PRESENT: Alan Cavagnaro, Stephen Wagner, Michael LeBlanc, Robert Vetere, Kevin Foley, Stephanie Dexter, Bart Pacekonis

ALTERNATES PRESENT: Atif Quraishi

STAFF PRESENT: Michele Lipe, Director of Planning; Jeffrey Doolittle, Town Engineer; Michael Lehmann; IT Support; Caitlin O'Neil, Recording Secretary; Marek Kozikowski, Council Liaison

PLEDGE OF ALLEGIANCE

Chairman Pacekonis read opening comments and reviewed WebEx procedures under which the meeting would operate.

CALL TO ORDER:

NEW BUSINESS/WebEx Conference ONLINE MEETING 7:00 PM:

Discussion/Decision/Action regarding the following:

1. **Appl. 21-55P, McGuire Road Associates LLC dba Hartford Truck Equipment** - request for a zone change of 7.3 acres from Rural Residential (RR) zone to General Commercial (GC) zone, for property located at 542 King Street

Commissioner Wagner commented that he was going to recuse himself. Chairman Pacekonis appointed Alternate Commissioner Quraishi for Commissioner Wagner.

Director of Planning Michele Lipe commented the minor change made to the draft approval conditions.

Chairman Pacekonis asked if Commissioners had any additional questions or comments.

Commissioner Foley commented on Town Engineer Jeffrey Doolittle's remarks about the driveway and the value of bond for the berm. Michele Lipe commented that this should be discussed with the next application.

Chairman Pacekonis commented on the pros and cons of the application. Chairman Pacekonis added that they could not condition a zone change and this change would be permanent, therefore, he would not support the application.

Commissioner Foley asked if you they could condition the approval to eliminate the roadway from King Street to Hartford Truck. Michele Lipe commented that those conditions would be more appropriate for the berm application.

Commissioner Foley made a motion to approve the application.

Commissioner Cavagnaro seconded the motion. Commissioner Foley withdrew his motion because he did not have the approval conditions to read into the record. Commissioner Cavagnaro withdrew his second.

Commissioner Dexter motioned to approve the application with the following conditions.

1. The Planning and Zoning Commission finds that the zone change is in conformance with the Town Plan of Conservation and Development.
2. The effective date of the zone change is the day following the filing of the required zone change map in the office of the town clerk, which filing is also to be after publication of the notice of decision.
3. Within ninety days, a zone change map (1" = 40') with an A-2 certification must be filed on the land records, showing all boundary lines and the acreage of the land where the zone change was granted. The map shall be drawn in accordance with the rules and regulations of the State Board of

TOWN OF SOUTH WINDSOR

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FEBRUARY 15, 2022

Registration for Professionals Engineers and Land Surveyors and shall be stamped and signed by a Registered Land Surveyor. The zone change map must be submitted on black and white mylars, with this approval letter thereon, together with three blueprint copies of the Zone Change.

Commissioner Cavagnaro seconded the motion. Roll call was held. Commissioner Cavagnaro, Dexter, Quraishi, Foley, Vetere, and Leblanc voted in favor. Chairman Pacekonis voted against. The motion carried 6-1.

2. **Appl. 22-02P, Hartford Truck Equipment Landscape Berm-** request for site plan approval for a landscape berm, on property located at 542 King Street, currently RR zone (pending GC zone)

Glen Martin of Design Professionals and Attorney Robin Pearson of Alter and Pearson were present on behalf of the applicant. Attorney Pearson reviewed the proposed berm and commented that the applicant had worked with the neighbors to keep this area protected. Attorney Pearson commented that the berm would shield this area in perpetuity with the conservation easement.

Glen Martin Landscape Architect with Design Professionals discussed the landscape and berm in more detail, which would additional privacy with an 8 ft. high earthen berm, 167 evergreen trees, and 48 shrubs along King Street. Mr. Martin reviewed the trees that would remain, the trees that would be planted, the conservation easement, the grading plan and the erosion and sedimentation plan.

Chairman Pacekonis asked for staff comment.

Director of Planning Michele Lipe read the Planning Report.

Town Engineer Jeffrey Doolittle commented that berm should go all along King Street and the driveway at 574 King Street should be abandoned.

Chairman Pacekonis confirmed no additional letters.

Commissioner Quraishi questioned the residential neighbor having partial access to the GC zone. Jeffrey Doolittle and Michele Lipe explained some of the potential issues.

Commissioner Foley questioned the size of the trees, extension of the berm, the driveway width near 574 King Street, additional fencing extending to the north of the site and increasing the bond amount.

Attorney Pearson responded to Town Engineer Jeffrey Doolittle's comments on access issue and 574 King Street driveway.

Commissioner Dexter motioned to approve the application with the following conditions.

1. Prior to commencement of any site work, a meeting must be held with Town Staff.
2. This application is subject to the conditions of approval of the Inland Wetlands Agency/Conservation Commission, including bonds in the amount of \$ 20,000 to ensure compliance with the erosion and sediment control measures and establishment of storm water system.
3. A landscape bond in the amount of \$60,000 is required and will be held for two growing seasons to ensure survival of the plantings.
4. All bonds must be in one of the forms described in the enclosed Bond Policy.
5. All plans used in the field by the developer must bear the stamp and authorized signature of the Town of South Windsor.
6. The proposed conservation easement shall be reviewed and approved by the town attorney.

TOWN OF SOUTH WINDSOR
PLANNING & ZONING COMMISSION

ACTION MINUTES

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FEBRUARY 15, 2022

7. Removal of trees and work with in the Town ROW is subject to approval of the Director of Public Works/ Tree Warden.
8. The berm shall be extended to the north. The fencing shall be extended to the northern property line to ensure there is no connection to commercial properties.
9. There shall be no parking of vehicles in the portion of the driveway on 542 King Street servicing 574 King Street.
10. The driveway servicing 574 King Street shall be reduced to 10 feet in width, keeping pavement closest to the northern property line.
11. When the owner of 574 King Street sells the property, the driveway on 542 King Street shall be abandoned and the area landscaped.

Commissioner Vetere seconded the motion. Motion passed unanimously.

3. **Appl 15-48P, One Buckland Center** – change order request to modify required parking to accommodate a restaurant use (see attached request)

Peter DeMallie of Design Professionals reviewed the request to modify the parking requirements for this area. Mr. DeMallie explained that they are proposing to have a Subway in this plaza and they would consider Subway a convenience service and not a restaurant since they offer a large amount of online/pick services and a large majority of people who park are only in the location for less than 5 minutes. Chairman Pacekonis commented that they needed to start their public hearing and they would move this item for decision for another meeting.

PUBLIC HEARING/ Webex Conference ONLINE MEETING 8:00 PM:

1. **PZC Sponsored Text Amendment-** Add Section 1.4 Residential Moratorium on Single Family Subdivision and Special Exception Permits for Housing to Article 1 Introductions/Districts. (Cont. from 1/25/22)

Secretary Wagner read the legal notice posted in the Journal Inquirer.

Chairman Pacekonis reviewed the order of business.

Director of Planning Michele reviewed additional language added to the text amendment and confirmed that the moratorium would not impact projects like recently approved Geissler's or 1060 Main Street.

Town Engineer Jeffrey Doolittle had no comment.

Chairman Pacekonis asked for public comment and for letters to be read into the record (Exhibit A).

Secretary Wagner read letters of opposition from John Habif of 1772 Main Street, Peter and Daria Plummer of 235 Orchard Hill Drive, Anuj Dhamija of 23 Balsam Fir Road, Brian Faraci of 25 Grandview Terrace and Madison Gonzalez of Ellington Road. Secretary Wagner read a letter of support from Melinda Pafudi of 46 Elizabeth Street.

Director of Planning Michele Lipe read letters of opposition from Sandy Jeski of 32 Davewell Road and Elizabeth McGuire of 89 Heritage Drive. Ms. Lipe read letter of support from Stephen Grech of 155 Judy Lane.

Cathleen Dougherty of 12 Roy Road spoke in favor of the moratorium.

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Phil Koborski of 1909 Main Street spoke in favor of the moratorium.

Dan Edwards of 131 Hilton Drive spoke in favor of the moratorium.

Chairman Pacekonis asked for Commissioner comments.

Commissioner Cavagnaro, Wagner and Vetere spoke against the moratorium and felt that the Commission could update the regulations without a moratorium.

Chairman Pacekonis and Commissioner LeBlanc spoke in favor of the moratorium and commented that they felt the regulations needed a comprehensive review.

Chairman Pacekonis closed the public hearing at 8:43pm.

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)

Attorney James Connor, Ben Wheeler of Design Professionals, Dave Ziaks and Scott Hesketh of F.A. Hesketh & Associates and applicant Brad Wainman all presented on behalf of the application.

Chairman Pacekonis asked for staff comment.

Director of Planning Michele Lipe commented on supplemental document submitted by applicant that had been reviewed.

Town Engineer had no additional comments.

Chairman Pacekonis asked for Commissioners questions and comments.

Commissioner comments and questions included positive feedback about the electric vehicle charging stations, the design of the berm, truck maneuvering on the site, truck idling ordinance, additional noise barrier near the southerly emergency access road, MDC waterline easements, installation of a no left turn sign onto Governor's Highway, potential issue with tractor-trailers backing into the loading docks, trip generation and the need for a sidewalk. The Commission asked the applicant to demonstrate how trucks, vehicles and pedestrians could safely enter and exit the site and to demonstrate snow storage on the site. Commissioner Wagner presented a PowerPoint that discussed illustrations for the application (Exhibit B).

Chairman Pacekonis commented on letters that need to be read into the record (Exhibit C)

Secretary Wagner read letters from Brian Wylie of 954 Main Street, Kathy Kerrigan of 1838 Main Street, Randy Fries of 330 Governor's Highway, Kenneth Jeski of 470 Governor's Highway, Jane Ryan of 455 Governor's Highway.

Commissioner Dexter read letters from Wei Zhng of 125 Cody Circle, Yin Hu of 125 Cody Circle, Ulf Jonsson of 100 Sally Drive, Dan Turkington and Celyne Kvientkauskas of 90 Beldon Road, Francine McKinney of Manchester, Richard Delhaie of 95 Cody Circle and Denise Douglas 1139 Main Street.

Chairman Pacekonis commented that they would continue the public hearing to the next regular meeting date which would be March 8, 2021. Michele Lipe explained the public hearing would need to be closed on this date.

Commissioner Wagner motioned to extend the public hearing.

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Commissioner LeBlanc seconded the motion. Roll call was held. The motion passed unanimously.

ADJOURNMENT:

Commissioner LeBlanc motioned to adjourn.

Commissioner Vetere seconded the motion. Roll call was held. The motion passed unanimously.

Meeting adjourned at 11:00 pm.

Respectfully Submitted,

Caitlin O'Neil, Recording Secretary

EXHIBIT C

Letter #1

February 11, 2022

TO: South Windsor Planning and Zoning Commission

FROM: Brian Wylie
954 Main St.
South Windsor, CT 06074

RE: Storm Water Drainage in Newberry Brook due to PZC Application 22-01P

Dear Commission Members:

Thank you for your dedicated service to the residents of our town. I am writing to express my concerns about the Stormwater Management Report submitted in support of Application 22-01P. My specific concerns are as follows:

1. The report does not address section 6.6.5 of the South Windsor Zoning Regulations, which requires "determination and mitigation of the effect of increased volume on downstream watercourses and bodies of water." From the applicant's own report, the amount of runoff into the Newberry Brook will increase significantly for all storm events, but there is no downstream analysis at all. The application is incomplete, and should be rejected based solely on this fact.
2. There are ten culverts between the property location and the Connecticut River. These culverts are in various conditions, and vary significantly in flow capacity. In particular, the culvert located behind NAPA Auto Parts on John Fitch Boulevard is in very poor condition, and there is significant erosion and culvert damage already. Increasing the amount of runoff through this culvert would worsen the current condition, and require town expenditures to repair the culvert. Additionally, the culvert under Main Street is the choke point for the entire Newberry Brook watershed. The effect of additional runoff at each point in the drainage system needs to be assessed and mitigated.

I have attached a schematic of the stormwater drainage system for the Newberry Brook, and some first-order calculations of the effect of this proposed development. The summary is that this project would increase flow through the watercourse and culverts by 11% to 215%, depending on location, which would affect all property owners along the course of the brook.

I have also attached the letter I submitted to the Commission on 11/8/2021 for application 21-36P, for reference. Since this new application is using the same Stormwater report, all the concerns in my first letter are still applicable.

Thank you again for your service to South Windsor. I respectfully request that you reject this application as you did for the prior application.

Sincerely,

Brian Wylie

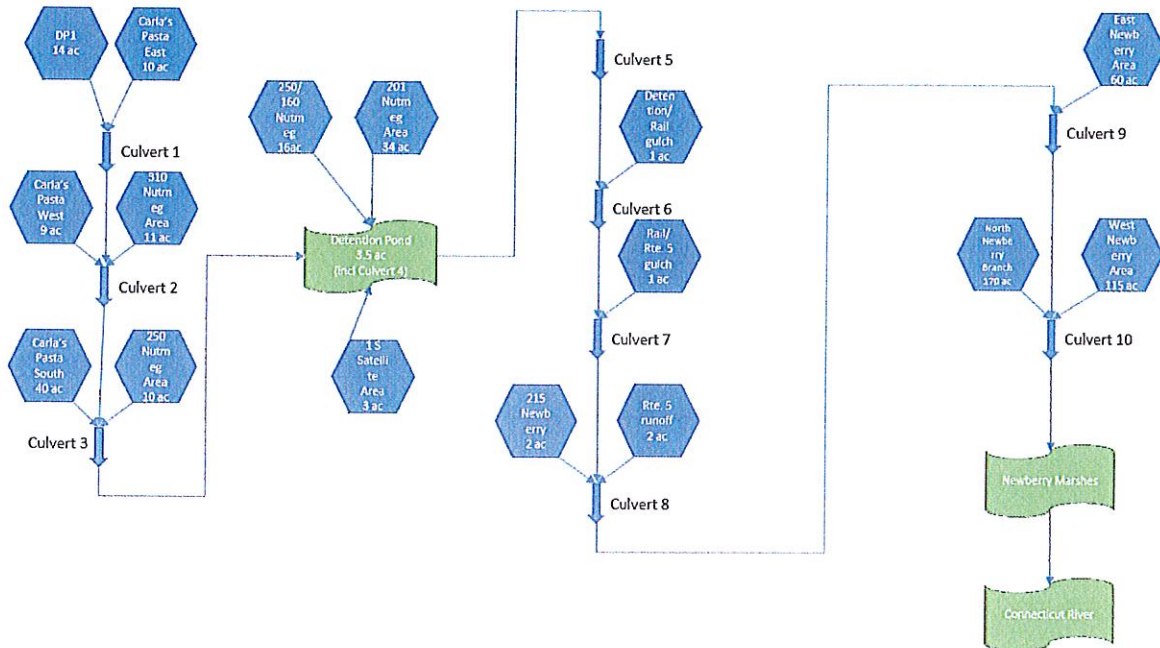
Attachments:

1. Newberry Brook Culvert summary and schematic
2. First-order schematic analysis showing flow through each culvert and first-order runoff analysis for entire Newberry watershed for a 3.15" (2-year) storm
3. Letter dated November 8, 2021 to the South Windsor Planning & Zoning Commission

Newberry Culverts

Index	Location	Capacity cfs	Characteristics	Condition
1	Under Carla's Pasta building	50	36" Round HDPE 500 ft	Relatively New
2	Carla's Pasta Driveway off Nutmeg Rd. S.		80 ft undetermined	
3	Driveway at 250 Nutmeg Rd. S.	95	Double pipe 40" round concrete 125 ft	
4	Next to 201 Nutmeg Rd. S.	117	75" x 37" oval concrete 90 ft	
5	East of rail line	14	Double pipe 16" round concrete 50 ft	
6	Rail Line across from 855 John Fitch Blvd.	114	60" round concrete 100 ft	
7	Next to 835 John Fitch Blvd.	115	60" round concrete 120 ft	
8	Behind 835 John Fitch Blvd.	17	24" round tile 50 ft	Poor - significant erosion
9	Driveway at 45 Newberry Rd.	106	60" round CMP 25 ft	
10	Under Main St.	60	Double pipe arch 40"x29" CMP 87 ft	Partially obstructed

Newberry Flow schematic



As-is		Storm Size 3.15		
Source Name	Acres	Runoff Factor	Runoff	Sum
DP1	14	0.168	0.6174	0.6174
Carla's East	10	0.4	1.05	1.6674
CULVERT 1				1.6674
Carla's West	9	0.4	0.945	2.6124
301 Nutmeg Area	11	0.4	1.155	3.7674
CULVERT 2				3.7674
Carla's South	40	0.2	2.1	5.8674
250 Nutmeg	10	0.4	1.05	6.9174
CULVERT 3				6.9174
250/160 Nutmeg	16	0.4	1.68	8.5974
201 Nutmeg	34	0.4	3.57	12.1674
1 South Satellite	3	0.4	0.315	12.4824
Pond Area	3.5	1	0.91875	13.40115
CULVERT 5				13.40115
Detention/Rail Gulch	1	0.2	0.0525	13.45365
CULVERT 6				13.45365
Rte. 5/Rail Gulch	1	0.2	0.0525	13.50615
CULVERT 7				13.50615
Rte. 5	2	0.6	0.315	13.82115
215 Newberry	2	0.4	0.21	14.03115
CULVERT 8				14.03115
East Newberry Area	60	0.2	3.15	17.18115
CULVERT 9				17.18115
North Newberry Area	170	0.2	8.925	26.10615
West Newberry Area	115	0.2	6.0375	32.14365
CULVERT 10				32.14365

After development		Storm Size 3.15			% Increase
Source Name	Acres	Runoff Factor	Runoff	Sum	
DP1	27	0.6	4.2525	4.2525	
Carla's East	10	0.4	1.05	5.3025	
CULVERT 1				5.3025	215%
Carla's West	9	0.4	0.945	6.2475	
301 Nutmeg Area	11	0.4	1.155	7.4025	
CULVERT 2				7.4025	96%
Carla's South	40	0.2	2.1	9.5025	
250 Nutmeg	10	0.4	1.05	10.5525	
CULVERT 3				10.5525	53%
250/160 Nutmeg	16	0.4	1.68	12.2325	
201 Nutmeg	34	0.4	3.57	15.8025	
1 South Satellite	3	0.4	0.315	16.1175	
Pond Area	3.5	1	0.91875	17.03625	
CULVERT 5				17.03625	27%
Detention/Rail Gulch	1	0.2	0.0525	17.08875	
CULVERT 6				17.08875	27%
Rte. 5/Rail Gulch	1	0.2	0.0525	17.14125	
CULVERT 7				17.14125	27%
Rte. 5	2	0.6	0.315	17.45625	
215 Newberry	2	0.4	0.21	17.66625	
CULVERT 8				17.66625	26%
East Newberry Area	60	0.2	3.15	20.81625	
CULVERT 9				20.81625	21%
North Newberry Area	170	0.2	8.925	29.74125	
West Newberry Area	115	0.2	6.0375	35.77875	
CULVERT 10				35.77875	11%

From Newberry Watershed Schematic Analysis:		
3.15" rainfall	32.1	af
Additional Runoff due to development 3.15" storm	3.62	af
Increase due to development 3.15" storm	11.28%	

November 8, 2021

TO: South Windsor Planning and Zoning Commission

FROM: Brian Wylie
954 Main St.
South Windsor, CT 06074

RE: Storm Water Drainage in Newberry Brook due to PZC Application 21-36P

Dear Commission Members:

I am writing to express my concern with the Stormwater Management Report (the Report) for the proposed project at 25 Talbot Lane, initially submitted on July 2, 2021, and revised on October 15, 2021. Specifically, while the report focuses on maintaining the peak flow of storm water to each of the four discharge locations, it pays little attention to the quantity of storm water which would be redirected to Newberry Brook if the proposed project is completed.

Report Summary

A review of the Report reveals the following significant changes in the flow of storm water:

1. The amount of land on the parcel discharging into Newberry Brook would nearly double, from 14.3 acres to 27.4 acres.
2. Due to the amount of hard surface, the runoff per acre also would significantly increase. In the case of a 3.15 inch rain event (a 2 year event), water runoff per acre increases from 0.04 acre feet/acre to 0.15 af/acre. This represents a 343% increase in runoff per acre.
3. Taken together, the runoff into Newberry Brook from a 3.15 inch rain event is projected to increase by 656%, from 0.64 af to 4.21 af.

The following table shows the increase in runoff which would go into Newberry Brook for various rain events:

Event	Total Rainfall	Current Runoff	Projected Runoff	Change
2 yr storm	3.15 in	0.64 af	4.21 af	+3.57 af
25 yr storm	6.13 in	2.82 af	10.22 af	+7.40 af
100 yr storm	7.9 in	4.43 af	13.98 af	+9.55 af

In addition to increasing the amount of runoff, the Report reveals that there would be high levels of runoff for a much longer time under the proposal. For the 3.15 inch (2 year) case, the current stormwater flow drops off quickly, returning to less than half of peak within 2 hours, and to less than 10% of peak after 12 hours (see Figure 1). By comparison, after the project, flow would take nearly 24 hours to drop to half of the peak flow, and more than 48 hours to get to 10% of peak flow (see Figure 2). In fact, the proposed flow would not have returned to normal at the end of the hydrograph in the report, which represents 2.5 days of projected flow.

Impact to Newberry Brook

The report does not address any downstream effects for Newberry Brook as a result of the increase in storm discharge from the proposed project. However, the capacity of Newberry Brook is already a source of concern without these proposed changes.

On 8/19/2021, a strong storm dropped over 4 inches of rain on South Windsor in the early morning. The storm water discharge ran over Newberry Road and backed up behind the culvert under Main Street. The resulting backup was over four feet deep, and nearly reached the foundation of the residence at 954 Main St. It also nearly rose to the level of Main St. itself. Figures 3 through 6 show the impact of that storm where Newberry Brook crosses Newberry Road and Main St.

On 8/23/2021, the remnants of Tropical Storm Henri dropped over 3 inches of rain on South Windsor. In this instance, the water again backed up behind the Main Street culvert, but flooding was less extensive than on 8/19.

The culvert under Main St. is significantly under water even at low water conditions. Figures 7 and 8 show views of the culvert on 11/8/2021, after several days without rain. The pipes are barely visible on the upstream side, and are completely submerged on the downstream side.

All of the Newberry basin to the east of Main St. drains through this culvert. The following is an estimate of the increase in discharge under Main St. which would result from this proposed project.

- Using maps from South Windsor Stormwater Reports (see figures 9 and 10), the area of the basin East of Main St. is estimated to be approximately 700 acres.
- 20% of total rainfall is estimated to become stormwater for the 3.15 inch (2 year) case, yielding a total runoff of 36 af in Newberry Brook east of Main St.
- The project would add an additional 3.6 af to the runoff, for a total of 42.6 af. This is an increase of 10% into a culvert which is already straining to drain all of the required flow.

Conclusions/Summary

The Stormwater Management Report for this project states:

The proposed stormwater management system as discussed herein and shown on the referenced plans is appropriate for the proposed development on the subject site and should not pose any detrimental impacts to the environment. (Report, page 4)

However, this statement appears to only be focused on the peak flow amounts, and does not address the significantly increased total flow to Newberry Brook. The increased total flow may in fact detrimentally affect the environment, and so calls the report's conclusions into question.

The Report does not address the impact of multiple storms within a few days of each other, as happened in August 2021, when South Windsor received over 4 inches of rain on 8/19, and over 3 inches on 8/23. According to the Report, the project might still be draining from the first storm when the second one hit. This may affect the peak flow for the second or subsequent storms, and is a shortfall which should be addressed.

The Report also does not address the downstream effects of increasing the discharge into Newberry Brook for property owners along this stream, nor the effects on the culvert under Main St. These effects

could be significant, as demonstrated by the storms in August 2021, and by an estimate of total drainage for the Newberry Brook basin. Additional work is required to assess the effect on properties abutting Newberry Brook, as well as whether the culvert under Main St. can accommodate the increased runoff from this project.

For all these reasons, I respectfully request that the Planning and Zoning Commission re-evaluate this project, and disapprove it if these impacts cannot be effectively mitigated.

Sincerely,

Brian Wylie
wyliescout@gmail.com

Attachments:

Figures 1-10

References:

Stormwater Management Report for 25 Talbot Lane, https://www.southwindsor-ct.gov/sites/g/files/vyhlf3831/f/uploads/25_talbot_lane_stamped_stormwater_management_report_t_hu_oct_21_2021_11-30-47.pdf

Connecticut Stormwater Quality Manual, https://portal.ct.gov/-/media/DEEP/water_regulating_and_discharges/stormwater/manual/StormwaterManualCompletepdf.pdf

South Windsor Stormwater Management Plan Annual Report, 2015-2016, https://www.southwindsor-ct.gov/sites/g/files/vyhlf3831/f/uploads/swmp_2015-2016_annual_report_-_south_windsor_0.pdf

South Windsor Stormwater Management Plan Annual Report, 2020, https://www.southwindsor-ct.gov/sites/g/files/vyhlf3831/f/uploads/town_of_south_windsor_2020_annual_report.pdf

Subcatchment E1: Existing E1 (DP1)

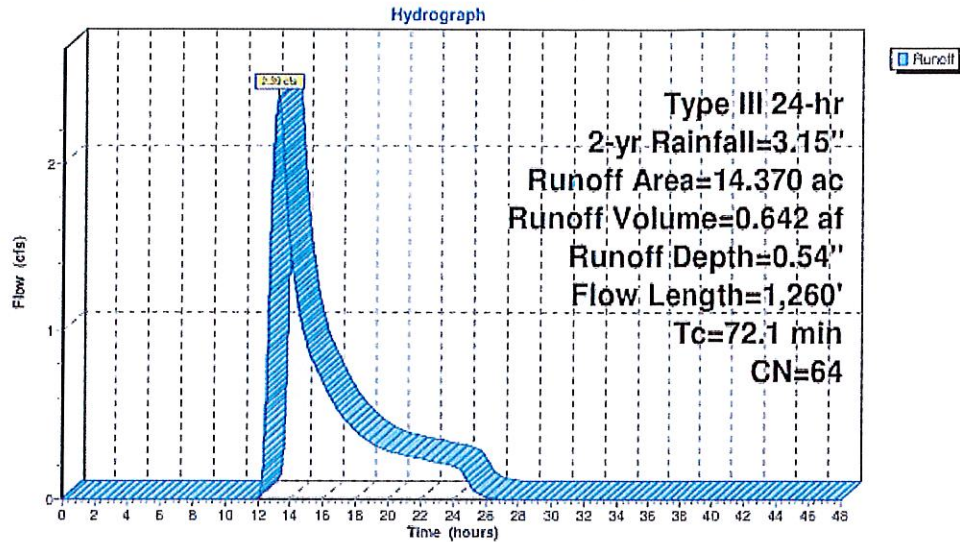


Figure 1: from Report, Appendix A

Summary for Link DP1: DP1

Inflow Area = 27,383 ac, 65.04% Impervious, Inflow Depth > 1.85" for 2-yr event
 Inflow = 2.31 cfs @ 12.57 hrs, Volume= 4.212 af
 Primary = 2.31 cfs @ 12.57 hrs, Volume= 4.212 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Link DP1: DP1

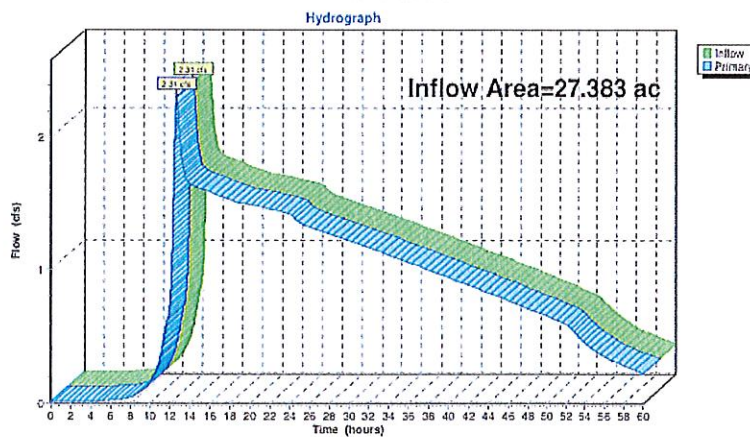


Figure 2: from Report, Appendix B



Figure 3: View from 954 Main St looking south, 8/19/2021 approx. 10 am



Figure 4: View from 954 Main St looking east, 8/19/2021 approx. 10 am



Figure 5: View from 954 Main St looking southwest, 8/19/2021 approx. 12:00 noon, after water had receded.

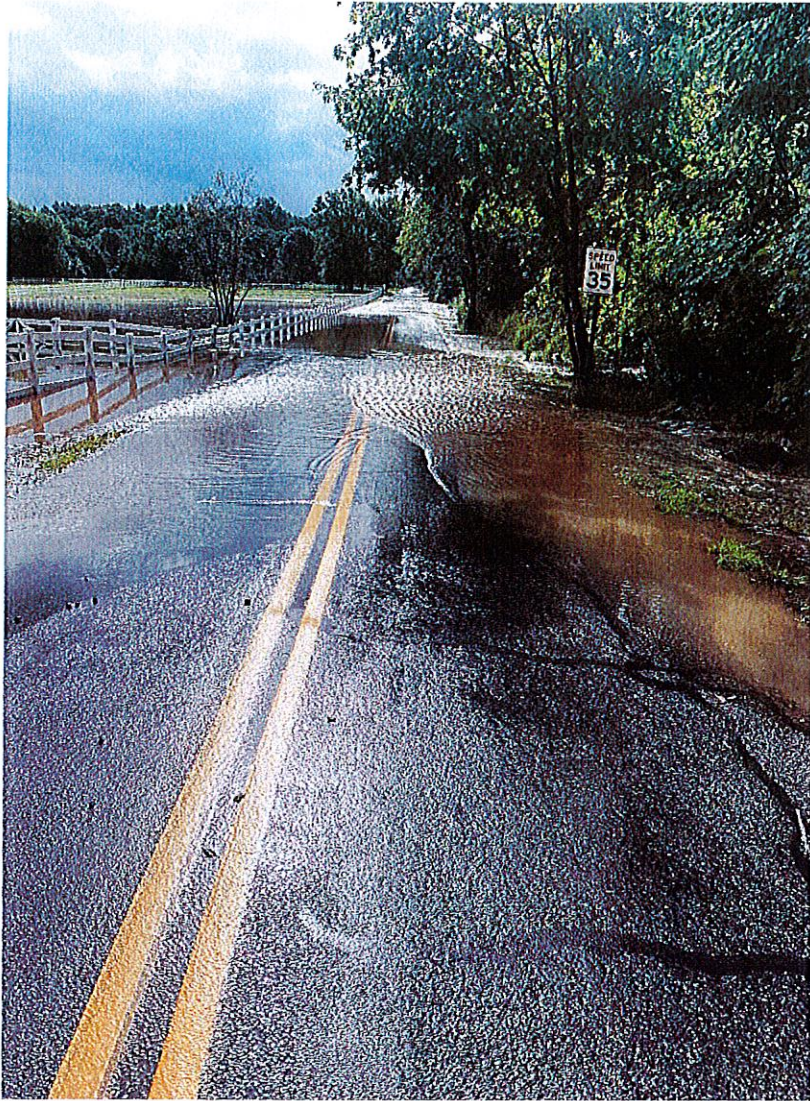


Figure 6: Newberry Rd looking east, 8/19/2021 approx. 9 am



Figure 7: Newberry Brook culvert under Main St looking south, 11/8/2021. The tops of the two drainage pipes are just visible above the water level on the upstream side.

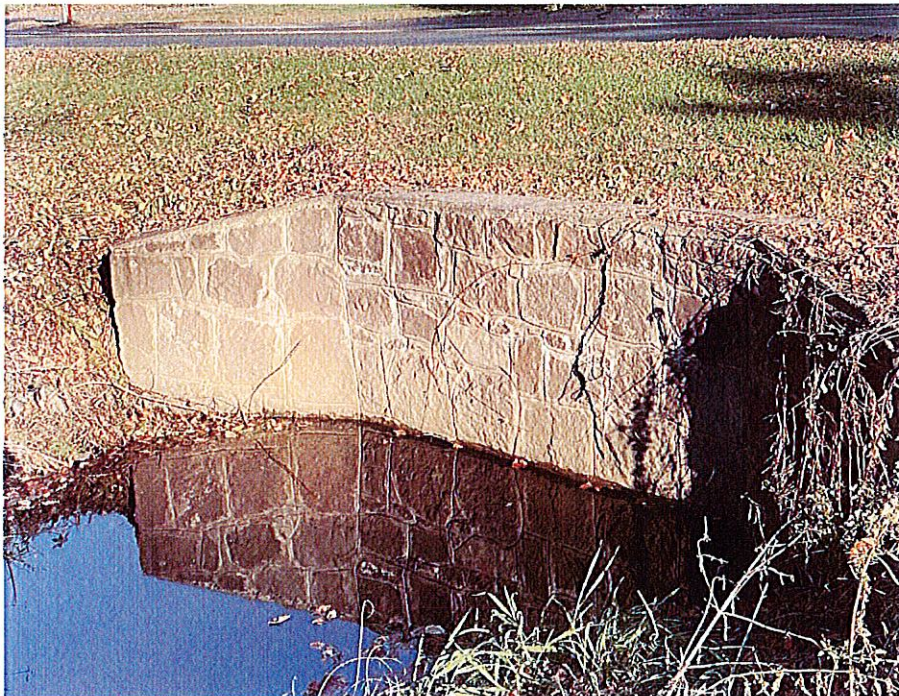


Figure 8: Newberry Brook culvert under Main St looking north, 11/8/2021. The two drainage pipes are completely beneath the water level on the downstream side.

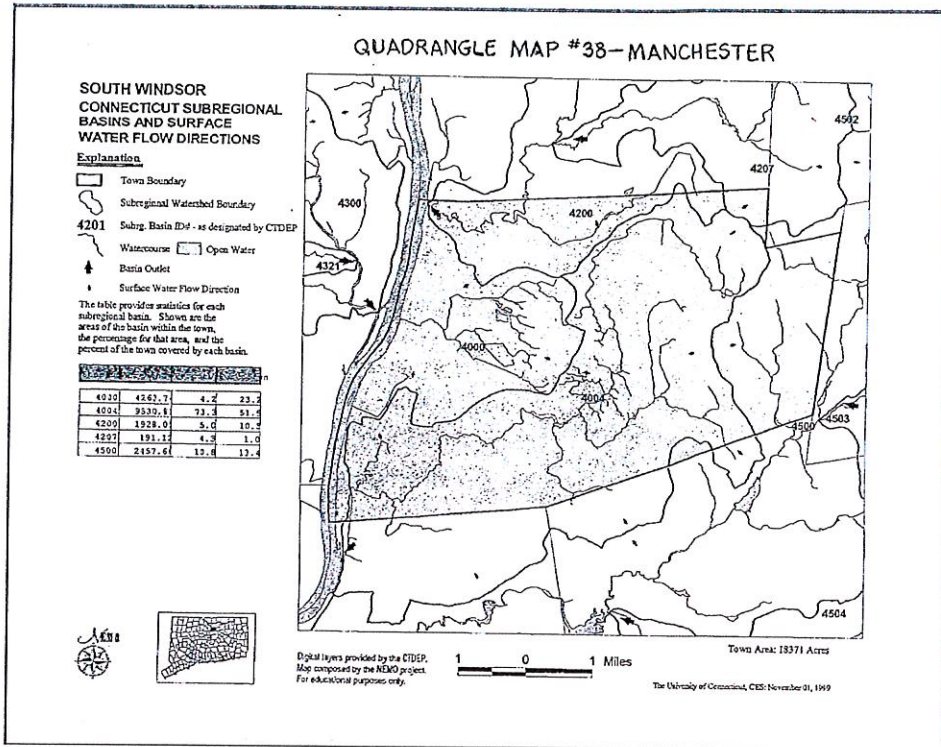


Figure 9: Map from South Windsor Storm Water report showing drainage basins

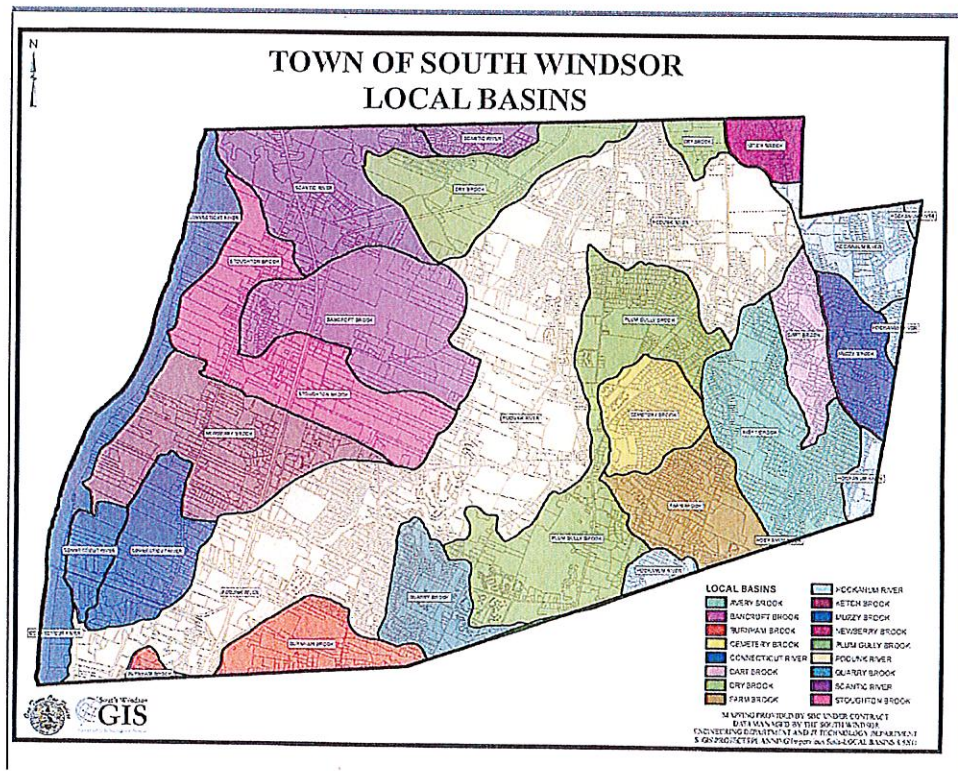


Figure 10: Map from South Windsor Storm Water report showing Newberry Brook basin

Letter # 2

Oneil, Caitlin

From: PlanningZoningComments
Sent: Monday, February 14, 2022 3:48 PM
To: Oneil, Caitlin
Subject: Fw: [External]Talbot Lane hearing 2-15-22

From: kathy kerrigan <khkerrigan@gmail.com>
Sent: Monday, February 14, 2022 3:33 PM
To: PlanningZoningComments
Subject: [External]Talbot Lane hearing 2-15-22

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.
please read the following into the record. thanks.

Re: Talbot Lane Warehouse Development, Langan Traffic Impact Study

I am a resident of the north end of Main Street. Sullivan Avenue is my primary east-west route across town; to avoid traffic congestion on Sullivan Avenue, I often use Governor's Highway as my alternate route and I travel on it as many as 12 times a week.

I have three concerns about the Governor's Highway/Rte 5 intersection as it relates to the traffic study recently conducted by Langan:

1. This particular intersection is a known danger in town. Over the years multiple fatalities have occurred there, and I have been witness to (and even a participant in) many near-misses by tractor trailers barreling through a yellow-red light. We locals know to slow down considerably and use extreme caution when approaching that intersection.
2. I've noticed during the past few years that the number of employees working at the Macy's distribution center on Governor's Highway has increased dramatically. It is not uncommon to see 100 or more passenger vehicles parked during the day. During the 3-3:30 time frame the parking lot empties rather quickly and the single bus stop in front of Macy's is generally packed with employees eager to get home.
3. A railroad crossing immediately east of the intersection complicates travel even more, as school buses using this route daily must come to a complete stop and open their passenger doors before continuing. All traffic behind the buses or approaching them must stop and wait for the procedure.

4. With the advent of a new childcare facility on the southwest corner of the intersection we will see a new stream of parents arriving to drop off their children and returning later in the day to pick them up again.

The traffic impact study conducted by Langan – at the request of the distribution center developer and paid for by same – conveniently concludes their 60-page report by stating that:

The existing roadway infrastructure is adequate to support the nominal [very small] increase in traffic volume generated by the proposed warehouse development.

The proposed driveway connection to Governor's Highway an Talbot Lane expected to operate with an acceptable Level of Service (LOS) during the morning and afternoon peak-hours build conditions. [grammatical errors not mine]

I urge the Planning & Zoning Commission to insist on receiving a traffic study **prepared independently** and taking the above 4 concerns into account.

Respectfully,
kathy kerrigan

--
kathy kerrigan
860 436 4612 H
860 816 4470 M

Letter #3

Oneil, Caitlin

From: Lipe, Michele
Sent: Monday, February 14, 2022 4:22 PM
To: Oneil, Caitlin
Subject: FW: [External]Application 22-01P

From: Randy Fries <rfries@electro-methods.com>
Sent: Monday, February 14, 2022 4:16 PM
To: Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>
Subject: [External]Application 22-01P

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

Dear Ms. Lipe,

I am writing to you today to express my Company's concern about the potential approval of Application 22-01P.

It is my understanding that this warehouse will have 54 docks and parking for one hundred trailers. At peak traffic time there could be one truck leaving and one truck entering the facility every minute. Our concern lies with the buildup of truck traffic at peak times on Governors Highway and potentially over flow onto Nutmeg Road North which would cause delays with our company vans in accessing our 3 buildings on Governors Highway and our 3 buildings on Nutmeg Road North in addition to back ups at the traffic lights to reach Route 5 for deliveries to our other sub-tier suppliers. As is everything in business, time is money and this would increase our costs having our drivers sitting in jammed up traffic instead of completing their rounds in a timely fashion. Connecticut is already a high cost state for a manufacturing company and any additional cost increase drivers are not welcome. In addition there are also safety concerns for our drivers and vehicles as well as the remainder of our 206 employees when entering or leaving our facility parking areas with a high tractor trailer traffic flow.

While I applaud the Town of South Windsor for attracting businesses to town to assist with lower tax rates, I believe the present location picked for this new facility near a residential area and a commercial area with already high volumes of traffic is ill advised. Surely there must be a better location available. Please consider these concerns during your review process.

Thank you in advance for your attention in this matter.

Best Regards,

Randy Fries

President
Electro-Methods, Inc.
330 Governors Highway
South Windsor CT 06074
tel: 860-289-8661

If you encounter an error attempting to open encrypted attachments, use free open-source 7-zip software.

February 15, 2022

Town of South Windsor
Planning Department
1540 Sullivan Avenue
South Windsor, CT 06074

Re: Proposed Governors Highway Facility (Application 22-01P)

To whom it may concern,

I am writing today with regard to the proposed trucking facility on Governors Highway and the potential negative impact of such a facility to the established businesses and residential areas adjacent to the property.

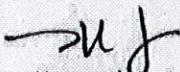
First, I would like to make clear that I am not opposed to the development of the property in question. I believe free enterprise and new business development is a necessary component to the continued prosperity of our town and the overall betterment of its' citizens.

That said, my concern lies in the specific type of facility/business being proposed for this site and its effect on traffic. Currently, Governors Highway has a significant amount of daily traffic stemming from the established businesses and general usage on the roadway. This traffic regularly consists of large and small trucks, local employee vehicles, bus traffic (both public transit and school), cut through traffic between Route 5/John Fitch Boulevard & Route 30/Ellington Road, and emergency vehicles from Fire Station No. 1. Given the size of the road, the current usage, and the rail line, which is also a factor to consider, I can see no outcome in which adding an additional truck fleet to this roadway can be advantageous.

To close, I understand that studies may indicate that the street and area can handle the additional usage but, as someone who spends a great deal of time at my facility, I am confident in my assertion above and do not support the approval of this plan as is currently outlined. I simply feel there are too many potential negative impacts to the area to support this.

Thank you for your time and consideration of this letter.

Truly,



Kenneth R. Jeski
President



WORK ETHIC

Commercial Storefront Services, Inc. is an Affirmative Action/Equal Opportunity Employer

Letter #5

Oneil, Caitlin

From: Lipe, Michele
Sent: Tuesday, February 15, 2022 8:11 AM
To: Oneil, Caitlin
Subject: FW: [External]Proposed Governors Highway/Talbot Lane Distribution Center
Attachments: Mega Distribution Center.pdf

From: Jane Ryan <JaneRyan@ryanbusiness.com>
Sent: Monday, February 14, 2022 7:04 PM
To: Lipe, Michele <Michele.Lipe@southwindsor-ct.gov>
Subject: [External]Proposed Governors Highway/Talbot Lane Distribution Center

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

Hi Michele,

Last Tuesday, February 8th, I submitted the attached on the "Minutes and Agendas Comment Form" for that evening's meeting on the Mega Distribution Center proposed for Governors Highway/Talbot Lane. Joan Russak informed me today that it had not been received and suggested I email it to you. It is attached.

I hope at the very least the town will conduct an independent traffic study of the area before any future developments.

Thanks for your help.

Best,
Jane

Jane Ryan
RYAN Business Systems, Inc.
455 Governors Highway
South Windsor, CT 06074
860.528.9881 - Local
800.842.1916 - Toll Free

RYAN Business Systems is located on the corner of Talbot and Governors Highway. We have been in this location since 1986. Along with the residents of the area, we will bear the biggest impact from the building of this complex.

Governors Highway and Talbot Lane will be a mess with the constant loading, unloading and docking of tractor trailers. The driveway for our dock is off of Talbot Lane and the tractor trailer traffic this warehouse will add to the road will negatively affect the ability of our truck and trucks that deliver and pick up from our location to operate in a safe and timely manner.

Both Governors Highway and Talbot Lane are too narrow to support the volume of tractor trailer traffic this warehouse will bring. The congestion, traffic noise and pollution will be horrendous.

The residential area of the neighborhood is multi-generational. The negative impact this development will have on the quality of life of residents is unacceptable. Who will guarantee the safety of children walking and riding bikes and the safety of the many dogs who are walked in this area?

This is not the proper location for this project. Please do the right thing and say NO to the massive distribution terminal being located in this area. Please protect the rights of residents and businesses.

Letter #6

To South Windsor Planning and Zoning Commission Regarding Pending Application 22-01P (25 Talbot Lane Site Plan)

Dear Commissioners,

Thank you for your dedicated services to the people of South Windsor, and for giving us this opportunity to voice our concerns about the pending PZC application 22-01P.

My name is Wei Zhang and I am a licensed Professional Engineer in the State of Connecticut. I strongly oppose this application and would like to share with you some issues I found out from the application material.

1. Misrepresentation of property lines

According to the Town of South Windsor GIS map (Exhibit A), 475 Governors Highway (GIS PIN 36900475) is a parcel in a near triangular shape and its hypotenuse (longest) edge is shared with 551 Governors Highway (GIS PIN 36900551). This line lies on the centerline of the de-commissioned Newberry Road. A historical deed of 551 Governors Highway assigned to SAVIN Brothers Inc in 1987 also confirms this property line definition (Exhibit B).

However, this shared property line between 475 and 551 Governors Highway is mis-represented on page two of the site plan (Sheet C-OS1). It is plotted and shifted to the north of the de-commissioned Newberry Road and effectively reduces the size of 475 Governors Highway on the drawing.

This inaccurately plotted property line also appears on some other drawings.

2. Changes of parcel premises of 475 and 551 Governors Highway in the 2021 (current) deed assigned to UW Vintage Lane II LLC

In order to clarify the above-mentioned property line, the current deed under the ownership of the applicant was studied (Exhibit C). It was discovered that this deed completely changed the premises of both parcels. Please see the parcel plot (Exhibit D) generated from the directional calls described in the deed. This deed changed 475 Governors Highway from a near triangular shaped parcel into a near rectangular shaped parcel. 551 Governors Highway was also changed accordingly.

Parcels described in this deed contradict public GIS data, and also contradict historical land records in the Town of South Windsor. Legitimacy of this change is a question we want to ask the Town.

Furthermore, the property premises of both parcels established by this deed were not truly depicted by the submitted drawings in any place.

Based on these findings, the application submitted to your commission appears incomplete and inaccurate. Please reject it on this basis.

Thank you!

Sincerely

Wei Zhang, P.E.



125 Cody Cir
South Windsor, CT 06074
Feb 15, 2022

Exhibit B

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6571

STATUTORY FORM WARRANTY DEED

57

SAVIN BROTHERS, INC. a Connecticut corporation with its principal office at 301 Hartford Avenue, Newington, Connecticut for consideration paid of THREE HUNDRED SEVENTY-EIGHT THOUSAND THREE HUNDRED ELEVEN AND 34/100 DOLLARS (\$378,311.34), grant to ELIO CAPUANO of Stonington, Connecticut with WARRANTY COVENANTS, a certain piece or parcel of land, situated in the Town of South Windsor, County of Hartford and State of Connecticut containing 23.54 acres and located on the southerly side of Governor's Highway, designated as "N-F Savin Brothers, Inc., Remaining Area 23.54 Ac.", and shown on a map of plan entitled, "Parkcentre Resubdivision Plan Property of Hartford Jewish Federation & Savin Brothers, Inc. South Windsor, Connecticut (549-3200) Palmberg & Russo Land Surveyors & Professional Engineers Scale 1"=100' Date 8-7-86 Sheets 3 of 4 and 4 of 4," on file with the Town Clerk's office in said Town of South Windsor, and being more particularly bounded and described as follows:

Commencing at a point in the center line of discontinued Newberry Road which point marks the northwest corner of the premises herein described and the southwest corner of premises now or formerly of Hartford Jewish Federation.

Thence running N 81° 02' 41" E along the center line of discontinued Newberry Road a distance of 774.94 feet to a point in the southerly line of Governor's Highway.

Thence S 64° 14' 12" E along the southerly line of Governor's Highway a distance of 131.30 feet to a merestone.

Thence S 67° 25' 40" E along the southerly line of Governor's Highway a distance of 256.33 feet to a point.

Thence S 23° 48' 51" W along land now or formerly of Savin Brothers, Inc. a distance of 1121.79 feet to a point in the northerly line of land now or formerly of Pleasant Valley Estates.

Thence N 66° 11' 09" W along the northerly line of land now or formerly of Pleasant Valley Estates a distance of 695.65 feet to a point.

Thence S 65° 30' 53" W along the northerly line of land now or formerly of Pleasant Valley Estates a distance of 339.90 feet to a point.

Thence N 23° 31' 12" E along land now or formerly of Elio Capuano a distance of 697.29 feet to a point which marks the point of beginning.

\$416.90 Conveyance Tax received

Ass't Walter E. Dickey
Town Clerk of South Windsor

State
\$1702.70 Conveyance Tax received

Ass't John J. [Signature]
Town Clerk of South Windsor

Volume 495 Page N^o 518

Said premises are conveyed subject to any and all provisions of any ordinance, municipal regulation or public or private law, and taxes on the list of October 1 immediately preceding the date of this deed.

Signed this 24th day of August, 1987.

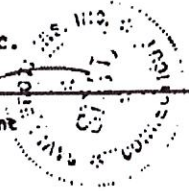
518

Witnessed by:

SAVIN BROTHERS, INC.

[Signature]
R. U. Kay

By *[Signature]*
E. T. Gilligan
Its Vice President



[Signature]
Marguerite O'Brien

STATE OF CONNECTICUT : ss. Newington
COUNTY OF HARTFORD :

Personally appeared E. T. Gilligan, as aforesaid, signer of the foregoing instrument, and acknowledged the same to be his free act and deed as such Vice President and the free act and deed of said corporation/association before me, this 24th day of August, 1987.

[Signature]
Notary Public
My Commission Expires 9-31-90



Grantees' Mailing Address:

AUG 27 1987
Date *[Signature]*
[Signature]

Exhibit C

Doc ID: 002814200003 Type: LAN
BK 2852 PG 221-223

After Recording Return To:

TOWN CLERK - Please return to:
Ralph J. Alexander, Esquire
Willard & Alexander, LLC
223 Oakland Road, Suite 306
South Windsor, CT 06074

WARRANTY DEED - STATUTORY FORM

It, **Hale Realty II, LLC**, a Connecticut limited liability company with its principal place of business in the Town of Manchester, County of Hartford and State of Connecticut, for the consideration of **Seven Hundred Fifty Thousand and 00/100 (\$750,000.00) Dollars** paid, grants to **UW Vintage Lane II, LLC**, a Connecticut limited liability company with its principal place of business in the Town of Glastonbury, County of Hartford and State of Connecticut with **WARRANTY COVENANTS**, those Premises known as **475 Governors Highway (Lot 1), South Windsor, Connecticut and 551 Governors Highway (R006B Governors Highway), South Windsor, Connecticut**. Said Premises are more particularly described in the **Schedule A-Description** which is attached hereto and made a part hereof.

Being the same Premises conveyed to the Grantor by Warranty Deed from the French Social Circle Building Association, Inc. dated June 7, 2004 and recorded June 7, 2004 in Volume 1616, Page 318 of the South Windsor Land Records.

Said Premises are also subject to:

1. Real Estate Taxes on the Lists of October 1, 2020 and those lists thereafter to the Town of South Windsor which the Grantee herein assumes and agrees to pay as part consideration for this deed.
2. Building lines and notes as shown on Map No. 2268A of the South Windsor Land Records.
3. Terms and conditions of Drainage Easement dated 4/29/1994 and recorded 6/21/1994 in Volume 799, Page 255 of the South Windsor Land Records.
4. Drainage Easement Agreement dated 5/25/2016 and recorded 5/26/2016 in Volume 2524, Page 211 of the South Windsor Land Records.

Conveyance Tax Received
State \$ 6025.00 Local \$ 1075.00
Chris A. Ametage
Town Clerk of South Windsor

SCHEDULE A – DESCRIPTION

475 Governors Highway

A certain piece or parcel of land situated in the Town of South Windsor, County of Hartford, known as **475 Governors Highway** and shown and designated as Lot No. 1 on a map entitled "RESUBDIVISION MAP PLAN PREPARED FOR French Social Circle Building Association, Inc. GOVERNORS HIGHWAY SOUTH WINDSOR, CONNECTICUT, Design Professionals, Inc. civil engineers,-planners-surveyors, 441c Governors Highway, South Windsor, Connecticut 06074 Date:2-18-94 Scale 1 inch = 100 ft.", which map is recorded in the South Windsor Town Clerk's Office as Map No. 2268 A, to which reference may be had. Said premises are more particularly bounded and described as follows:

Beginning at the northwest corner of the parcel herein described, which point is 225.00 feet from a monument along a bearing of S 66° 28' 48" E; thence S 66° 28' 48" E along Governors Highway 285.67 feet to a point; thence S 64° 08' 48" E along Governors Highway 207.50 feet to a point; thence S 23° 31' 12" W along other land of French Social Circle Building Association, Inc. as shown on said map 335.64 feet to a point; thence N 66° 28' 48" W along other land of French Social Circle Building Association, Inc. as shown on said map 493.00 feet to a point; thence N 23° 31' 12" E along land now formerly of Capuano 344.08 feet to the point and place of beginning.

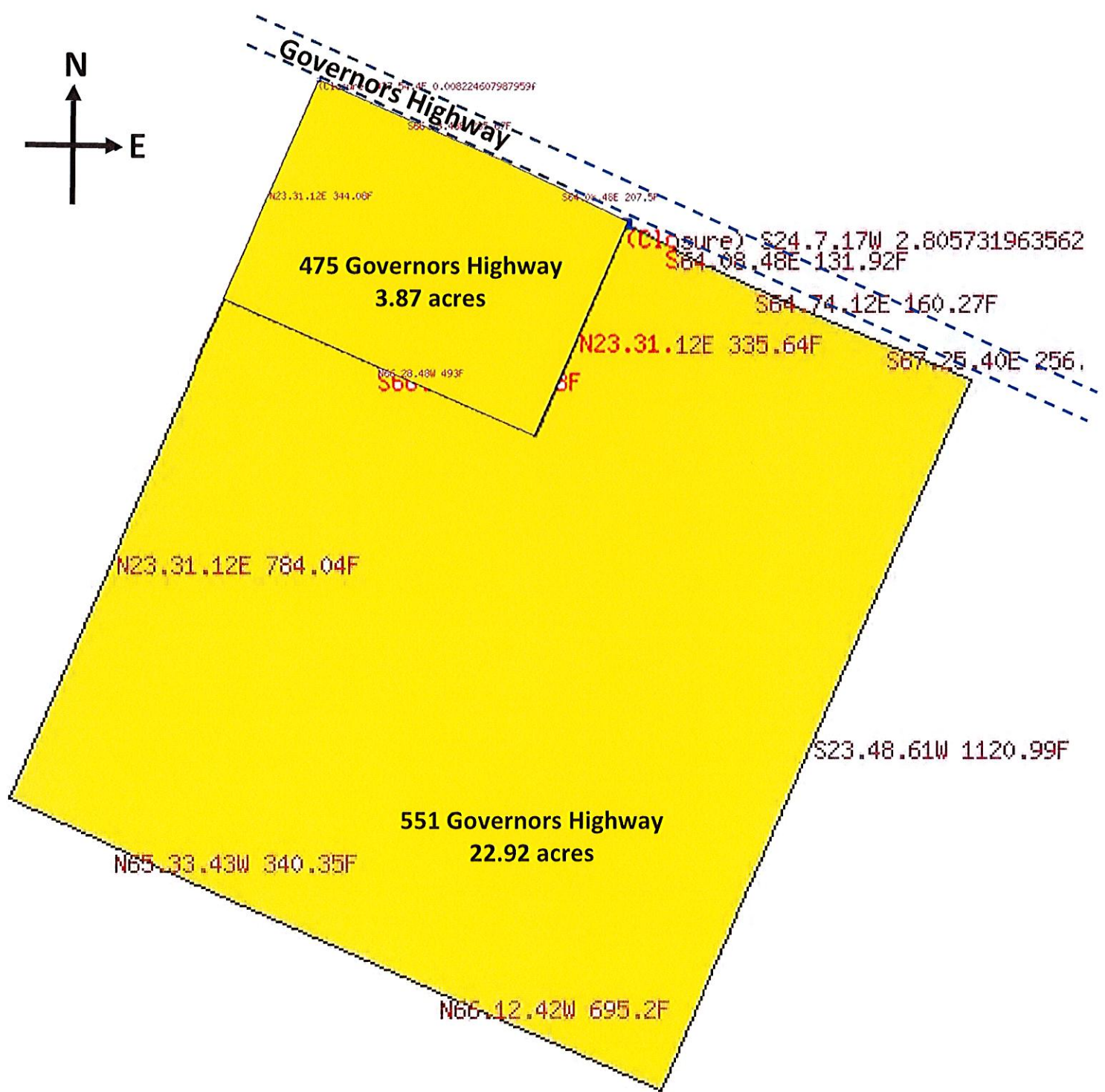
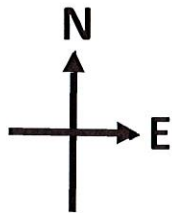
551 Governors Highway (fka R006B Governors Highway)

A certain piece or parcel of land situated in the Town of South Windsor, County of Hartford, shown and designated as "Other Land of French Social Circle Building Association, Inc." on a map entitled "RESUBDIVISION MAP PLAN PREPARED FOR French Social Circle Building Association, Inc. GOVERNORS HIGHWAY SOUTH WINDSOR, CONNECTICUT, Design Professionals, Inc. civil engineers,- planners- surveyors, 441c Governors Highway, South Windsor Connecticut 06074 Date: 2-18-94 Scale 1 inch= 100ft.", which map is recorded in the South Windsor Town Clerk's Office as Map No. 2268 A, to which reference may be had. Said premises are more particularly bounded and described as follows:

Beginning at a northwesterly corner of the herein described premises and the northeasterly corner of Lot No. 1 as shown on said map; thence S 64° 08' 48" E along Governors Highway 131.92 feet to a point; thence S 64° 74' 12" E along Governors Highway 160.27 feet to a point; thence S 67° 25' 40" E along Governors Highway 256.33 feet to a point; thence S 23° 48' 61" W partly along property now or formerly of Temple Beth Hillel and partly along property now or formerly of Clark Realty, Inc., in all 1120.99 feet to a point; thence N 66° 12' 42" W partly along land now or formerly of Pleasant Valley Estates and partly along land now or formerly of the Town of South Windsor, in all 695.20 feet to a point, thence N 65° 33' 43" W partly along land now or formerly of Marlowe and partly by land now or formerly of the Town of South Windsor, in all 340.35 feet to a point; thence N 23° 31' 12" E along land now formerly Capuano 784.04 feet to a point; thence S 66° 28' 48" E along Lot No. 1 as shown on said map 493.00 feet to a point; thence N 23° 31' 12" E along said Lot No. 1 335.64 feet to the point and place of beginning. Together with a Drainage Easement in favor of GTT Corp., as Trustee of Onyx Properties Realty Trust dated April 29, 1994 and recorded in Volume 799 at Page 255 of the South Windsor Land Records.

Exhibit D

475 and 551 Governors Highway Deed (2021) Plot



Letter #7

Oneil, Caitlin

From: PlanningZoningComments
Sent: Tuesday, February 15, 2022 9:45 AM
To: Oneil, Caitlin
Subject: Fw: [External]Comments to PZC Public Hearing Regarding Application 22-01P
Attachments: pendingpdf.pdf

From: Yin Hu <helenyihu@gmail.com>
Sent: Tuesday, February 15, 2022 8:43 AM
To: PlanningZoningComments
Subject: [External]Comments to PZC Public Hearing Regarding Application 22-01P

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

Dear Commissioners,

Thank you for your volunteering services that promote harmony between our town's economic development and people's quality of living. As a resident living close to the proposed warehouse application 22-01P, I am very grateful to your exercising this principle in rejecting this project last time.

Now since this project comes back again, I want to question the statement made by the traffic study firm about their approval from the State.

Their posted Traffic Information Supplement letter dated Nov 3, 2021 clearly says "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."

However, as of today, OSTA website still lists this application as pending review (see attachment).

Furthermore, the applicant re-did the traffic count and traffic study for this new application. Many numbers have been changed. Consequently, a new application should be submitted to OSTA. This has not been seen from the OSTA website.

If the traffic study were truly approved by OSTA, please ask the applicant to post the official approval letter. If such a proof cannot be provided, then they are providing misleading information. Please exercise your right and reject it accordingly.

Link to OSTA website:

<https://portal.ct.gov/DOT/Commissions/STC/Office-of-the-State-Traffic-Administration-OSTA>

Thank you for your time!

Respectfully Submitted

Yin Hu
125 Cody Circle



OFFICE
of the
STATE TRAFFIC ADMINISTRATION
PENDING REVIEWS

Town	REGULATION	OSTA Number	LOCATION
<u>Avon</u>			
	Major Traffic Generator	004-1804-01	Avon Village Center - Step 3
	Major Traffic Generator	004-2112-01	The Homes at Avon Park - AD
<u>Barkhamsted</u>			
	Speed Limit	005-1707-01	West River Road
<u>Berlin</u>			
	Major Traffic Generator	007-2201-01	Beach Hill Mixed Use Development - Step 1
<u>Bethel</u>			
	No Through Trucks	009-1511-01	Mansfield Street btw Rte 53 & Fleetwood St
<u>Bloomfield</u>			
	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
<u>Bozrah</u>			
	Major Traffic Generator	013-1710-01	Senior Living Development

Town	REGULATION	OSTA Number	LOCATION
Branford			
	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
Bridgeport			
	Major Traffic Generator	015-1611-01	Seaview Bridgeport Development Step 2
	Major Traffic Generator	015-1806-01	Barnum Landing Ferry Terminal
Bristol			
	Major Traffic Generator	017-0908-01	Elderly Apartments - AD
	Major Traffic Generator	017-2201-01	Bristol Corners - AD
Brookfield			
	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
Burlington			
	Passing Zone	020-1307-01	Route 179 (near Trail Parking Area)
Canton			
	Major Traffic Generator	023-2102-01	The Shops at Farmington Valley - Step 3
Cheshire			
	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
Clinton			
	School Zone	027-1407-01	Vicinity of (New) Morgan High School

Town	REGULATION	OSTA Number	LOCATION
Colchester			
	Speed Limit	028-1702-01	Waterhole Road #2
Cromwell			
	Major Traffic Generator	033-2111-01	Project Highlands - Step 1
Danbury			
	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
Darien			
	Major Traffic Generator	035-2202-01	Noroton Heights Shopping Center - AD
East Haddam			
	Speed Limit	040-1702-01	7 Town Roads - Bashan, Cherry Swamp, Mill, Stockburger, Trowbridge, Westw
East Hartford			
	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
East Haven			
	No Through Trucks	043-2109-01	Laurel Street
East Windsor			
	Major Traffic Generator	046-1805-01	MMCT East Windsor Casino - Step 2

Town	REGULATION	OSTA Number	LOCATION
Ellington			
	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 RoadWestl
Enfield			
	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
Fairfield			
	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
Farmington			
	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
Franklin			
	Signal (New-Town)	052-1906-01	Railroad/Highway At-Grade Crossing at Murphy Road (DOT Crossing # 247249
Glastonbury			
	Major Traffic Generator	053-1404-01	The Shoppes at Avalon
Griswold			
	Major Traffic Generator	057-1706-01	Heritage River Village - AD
Groton			
	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
Haddam			
	No Through Trucks	060-1407-01	Woods Road
	Speed Limit (State)	060-1811-01	Route 81 between Ivy Road and Hubbard Road
Hamden			
	Major Traffic Generator	061-1712-01	Harmony Kids Daycare -AD
	Major Traffic Generator	061-2108-01	Hamden Plaza Starbucks - AD
Hartford			
	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
Hebron			
	Major Traffic Generator	066-1903-01	Regional School District No. 8, RHAM Campus Improvements - AD
Killingly			
	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
Manchester			
	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
Mansfield			
	Major Traffic Generator	077-2007-01	Residential Development - Step 1
Meriden			
	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
Middlebury			
	Major Traffic Generator	080-2105-01	Medical Office 1685 Straits Turnpike - Step 3
Middletown			
	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"
Milford			
	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
Monroe			
	Major Traffic Generator	084-1806-01	Proposed Mixed Use Development - Step 3
	Major Traffic Generator	084-2003-01	205 Monroe Turnpike - AD
Montville			
	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
New Britain			
	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
New Canaan			
	No Through Trucks	099-1905-01	Cemetery Road
	Passing Zone	089-1412-01	Route 123 in vic of #1258-1005
New Haven			
	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
New London			
	Major Traffic Generator	094-1805-01	Shipway 221 - AD
	Signal (Removal - Town)	094-2006-01	Chester Street @ Jefferson Avenue

Town	REGULATION	OSTA Number	LOCATION
<u>New Milford</u>			
	Major Traffic Generator	095-2112-01	The Bleachery - AD
	No Through Trucks	095-2109-01	Town Farm Road
<u>Newington</u>			
	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 (firmlyAmara Community Living at Newington -
	Major Traffic Generator	093-2006-01	Cedar Pointe - Step 2
<u>Newtown</u>			
	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
<u>North Haven</u>			
	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
Norwalk			
	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
Norwich			
	Passing Zone	103-1407-02	Route 97 vicinity of mp 1.239-1.527/new condo driveway
Orange			
	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
Oxford			
	Major Traffic Generator	107-2109-01	Woodruff Hill Industrial Park - AD
Plainfield			
	Major Traffic Generator	108-1409-01	Brookwood Laminating, Inc.
	Major Traffic Generator	108-1802-01	Industrial Facility - AD
Preston			
	Major Traffic Generator	113-2201-01	Bluewater Recreational Campground Resort at Avery Pond - Step 1

Town	REGULATION	OSTA Number	LOCATION
Ridgefield			
	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
Salisbury			
	School Zone	121-1405-01	Route 44 vic 251 Canaan Rd Salisbury School
	Speed Limit	121-1210-01	Route 41 vic Mars Athletic Center
Shelton			
	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
Simsbury			
	Major Traffic Generator	128-1812-01	The Ridge at Talcott Mountain - Partial Opening
South Windsor			
	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	Varios Roads (8 locations)
Southington			
	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
Sprague			
	Regulatory Signs	133-1911-01	Removal fo STOP signs. Route 138 RR grade crossing near intersection with Pa
Stafford			
	School Zone	134-1604-02	Route 190 (West Stafford Road) vicinity of West Stafford School

Town	REGULATION	OSTA Number	LOCATION
Stamford			
	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
Stratford			
	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
Suffield			
	Major Traffic Generator	139-1307-01	Brushwood Estates
Thompson			
	School Zone	141-2105-01	Route 12 (Riverside Drive) - The Thompson Public Schools
Tolland			
	Major Traffic Generator	142-1810-01	58 Gerber Drive - AD
Torrington			
	Major Traffic Generator	143-2106-01	Torrington Fair Shopping Plaza - AD

Town	REGULATION	OSTA Number	LOCATION
Various District 2			
	No Through Trucks	172-1306-01	Card Street
Various District 4			
	Major Traffic Generator	174-2103-01	Waterbury-Oxford Airport AD
	No Through Trucks	174-1909-01	Carter Road in Plymouth and Thomaston
Various Statewide			
	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
Vernon			
	Signal (New-Town)	146-2003-01	Route 83 at Trail Run Driveway/Allan Drive
Wallingford			
	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
Washington			
	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
Waterbury			
	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
Watertown			
	Major Traffic Generator	153-1206-01	Mount Fair Village
West Hartford			
	Signal (Revision - Town)	155-2109-01	Farmington Avenue at Tout Brook Drive
	Signal (Revision - Town)	155-2109-02	Asylum Avenue at Tout Brook Drive
West Haven			
	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 Certificate 541-A(Acorn Technolog
	Major Traffic Generator	156-2005-01	University of New Haven-Driveway Realignment and Traffic Signalization - Ste
Westport			
	Major Traffic Generator	158-2011-01	Westport Medical Office (Formerly Greens Farms Plaza) - AD
Wethersfield			
	Major Traffic Generator	159-1803-01	Proposed Daycare Center - AD
	Major Traffic Generator	159-2112-01	Putnam Park - AD
Winchester			
	Passing Zone	162-1311-01	Route 8 - Price Road to Colebrook T.L. (Berkshire Stone)
Windsor			
	Major Traffic Generator	164-2107-01	Great Pond Village - AD
	Major Traffic Generator	164-1805-02	North Central Square

Town	REGULATION	OSTA Number	LOCATION
<u>Windsor Locks</u>			
	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
<u>Wolcott</u>			
	Major Traffic Generator	166-2005-01	1261 Meriden Road - AD
<u>Woodbury</u>			
	Major Traffic Generator	168-1708-01	Nonnewaug High School

Utter #8

Oneil, Caitlin

From: Lipe, Michele
Sent: Tuesday, February 15, 2022 8:12 AM
To: Oneil, Caitlin
Subject: FW: [External]Form submission from: Minutes and Agendas Comment Form

From: Ulf Jonsson via Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Monday, February 14, 2022 10:41 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 14, 2022 - 10:40pm
Submitted by anonymous user: 68.224.193.134
Submitted values are:

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

Your Name: Ulf Jonsson
E-mail: ujonsson@gmail.com
Phone Number: 8604168022
==Address==

Street: 100 SALLY DR
City: SOUTH WINDSOR
State: Connecticut
Zipcode: 06074

Minutes or Agendas? Minutes
Comments:

Dear members of the Planning and Zoning Commision,

I like to speak up against the revised proposal for the Talbot 25 project.

I fully recognize landowners right of use of land they honestly invest in. However, there is a distinct difference between buying a prime parcel of land that would be suitable for a project like this compared to picking up a group of small bargain priced lots tucked in next to a residential area and gamble on that the town would allow for them to be combined so that a huge warehouse can be built on the combined lot despite causing significant hardship and loss of quality of life for the neighbors. That strategy is dishonest and disrespectful to us as a town and specifically to the people volunteering their time to manage planning and zoning in our town.

Please stand firm on your previous decision. You have my full support fighting back on this abomination of a project at any reasonable cost. I am not willing to sell out my friends and neighbor for a fractional percentage increase to our grand list.

Sincerely,

Ulf Jonsson
100 Sally Drive.

Attachment:

The results of this submission may be viewed at:
<https://www.southwindsor-ct.gov/node/97133/submission/53101>

Oneil, Caitlin

Letter # 9

From: Lipe, Michele
Sent: Tuesday, February 15, 2022 11:35 AM
To: Oneil, Caitlin
Subject: Fwd: [External]Form submission from: Minutes and Agendas Comment Form

Sent from my iPhone

Begin forwarded message:

From: Dan Turkington and Celyne Kvietkauskas via Town of South Windsor CT
<cmsmailer@civicplus.com>
Date: February 15, 2022 at 10:20:20 AM EST
To: "Lipe, Michele" <Michele.Lipe@southwindsor-ct.gov>
Subject: [External]Form submission from: Minutes and Agendas Comment Form
Reply-To: Dan Turkington and Celyne Kvietkauskas <dturk33@yahoo.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 15, 2022 - 10:19am
Submitted by anonymous user: 64.237.113.106
Submitted values are:

Subject: Planning and Zoning Commission
==Please provide the following information==
Your Name: Dan Turkington and Celyne Kvietkauskas
E-mail: dturk33@yahoo.com
Phone Number: 860-808-4028
==Address==
Street: 90 Beldon Rd
City: South Windsor
State: Connecticut
Zipcode: 06074

Minutes or Agendas? Minutes
Comments:
RE: 25 Talbot Lane Proposal

Dear Commissioners,
I would like to thank you for your hard work, professionalism, and dedication in thoroughly reviewing the 25 Talbot Lane application. Regarding this application, I would like to explicitly express my opposition to this massive warehouse/distribution center. This proposal is disproportionate to the Pleasant Valley community that is already taxed with traffic involving employee commutes and the industrial traffic of the nearby businesses. The traffic report provided by the applicant is substantially under reported. It does not appear as though Beldon

Road or any other access roads in the area are being recorded. The use of smoke and mirrors to file a new application for the same building is untrustworthy.

The residential neighborhoods surrounding this zone currently deal with commuters and industrial traffic starting in the very early hours of the morning and continuing through the evening, and night. Those traveling our neighborhood roads do not obey the speed limit or noise ordinances as they race to arrive at their destination. There is no regard for our households or the families living in them. The current influx in traffic Monday-Saturday is the result of business and operational activity stemming from business such as;

- USA Hauling,
- Town of East Hartford Garbage trucks,
- G&S Scrap Metal,
- Electro Methods,
- HPC Foodservice trucks,
- Frito Lay trucks,
- Dattco school buses,
- DTC trucks,
- Macy's warehouse....

The activity is accompanied by the dozens of LTL carriers servicing these businesses, including but not limited to;

- R&L Carriers,
- Estes,
- Old Dominion,
- XPO Logistics,
- FedEx,
- UPS,
- DHL,
- Amazon

As I grew up on Governor's Highway and now reside on Beldon Road, I can personally speak to the influx in traffic volume post the adoption of eliminating Old Governor's Highway. Why is this being viewed as acceptable and as an opportunity for a new development massive in size? Opening Old Governor's Highway to route 5 and creating a flow of traffic from that major route has resulted in our neighborhoods experiencing high volumes of traffic. The cracks and potholes in the roads echo each vehicle that goes by, shaking the glass in our windows and rattling our dishware. The effects of such a large-scale distribution/warehouse center would be disastrous to our already fragile community.

Please consider the many issues surrounding this application that would be detrimental to South Windsor. We as a town can do better.

Thank you,
Dan Turkington
Celyne Kvietkauskas
90 Beldon Rd.

Attachment: https://www.southwindsor-ct.gov/system/files/webform/pzc_letter.docx

The results of this submission may be viewed at:
<https://www.southwindsor-ct.gov/node/97133/submission/53106>

Oneil, Caitlin

From: Francine Mckinney <fawem@cox.net>
Sent: Tuesday, February 15, 2022 12:37 PM
To: Oneil, Caitlin
Subject: [External]Re: South Windsor Planning and Zoning

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

As former owner/resident of the house at the corner of Ellington Rd. and Governor's Hwy. I was saddened to hear about the Truck Terminal being built on Governor's Hwy. A residential street with children, animals elderly, and a house of Worship. In the 1990's the A.M. noise and trucker problems existed back then. The police were called on several occasions, for trucker's speeding on Ellington Rd, with their lights turned off until they reached the stop sign. The ground would hum, the pane's in the windows rattle. This is not in South Windsor's best in interest.

Francine McKinney
Pine St
Manchester, CT.
06040

On February 15, 2022 at 11:45 AM "Oneil, Caitlin" <Caitlin.Oneil@southwindsor-ct.gov> wrote:

Caitlin O'Neil

Administrative Assistant/Land Use Coordinator
Planning Department
Town of South Windsor
1540 Sullivan Ave, South Windsor, CT 06074
860-644-2511 Ext 2253

95 Cody Circle
South Windsor, CT 06074
February 15, 2022

Planning and Zoning Commission
Town of South Windsor
Town Hall
1540 Sullivan Avenue
South Windsor, CT 06074

Dear Planning and Zoning Commissioners.

I would like to bring to the attention of the Commission another South Windsor Zoning regulation in which the applicant's plan grossly fails compliance, that is section 6.4.6.F.1.2 which stipulates "**The parking and landscaping plan shall show a satisfactory method of storm drainage and snow storage**". Since cleared snow per the Connecticut Stormwater Quality Manual, (with its sand, salt, and other debris), cannot not be deposited directly in wetlands, storm drainage basins, or swales any snow storage would greatly infringe on the proposed site's already significantly under allocated parking spaces crippling this or an unknown future operation and inhibit the access of emergency vehicles.

One only needs to look at the site plan and consider the snow from a single major storm (12-24") cleared and stored from parking spaces, trailers spaces, perimeter road, access ways, walkways, sidewalks, and queueing areas. Common sense would conclude there is no area remotely large enough to store that much snow without the use of parking spaces. One must also recognize the required capacity of snow removal and storage is a cumulative factor where the total snowfall from months needs to be accounted for not individual storms (think of 2009-10 with 78.7" or 2013-14 with 68"). We have had an extraordinarily mild winter and there are still large snow piles in the mall, town center and Home Depot warehouse parking areas. To move the snow off site at the frequency required for this proposed development would be economically unfeasible.

To demonstrate the applicant's lack of attention to snow storage and it affects one only needs to look at their 137-page Stormwater Management Report, which does not mention snow, snow removal, or snow storage one single time.

This proposed site's significant need to use parking spaces for snow storage continues to increase the already Grand Canyon sized gap between the proposed site's functional parking spaces and the Zoning Regulations required minimum parking spaces. For clarity, any modification of the minimum required parking spaces and resulting development must be in "the best interest of the Town" (sec. 6.4.9). It has become crystal clear over the past 9 months from the unequalled public outrage, the plan's countless compliance flaws, the harm it will do to health, safety and quality of life, and the statements of the commission unanimously denying, essentially the identical application that this proposal is not in the best interest of the town.

Respectfully,
Richard B. Delhaie

Lipe, Michele

From: Denise Douglas via Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Tuesday, February 8, 2022 7:22 PM
To: Lipe, Michele
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 Tuesday, February 8, 2022 - 7:22pm
Submitted by anonymous user: 2600:387:f:4312::1
Submitted values are:

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

Your Name: Denise Douglas

E-mail: dmdmc2001@yahoo.com

Phone Number: (860) 573-3684

==Address==

Street: 1139 Main St

City: South Windsor

State: Connecticut

Zipcode: 06074

Minutes or Agendas? Agendas

Comments:

Please do not approve the new distribution warehouse at Governors highway/Talbot lane. The needs of the residents behind the proposed building must be the priority.

We have enough of these mega warehouses in town already.

Attachment:

The results of this submission may be viewed at:

<https://www.southwindsor-ct.gov/node/97133/submission/53006>