

TOWN OF SOUTH WINDSOR
PLANNING & ZONING COMMISSION

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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 BUSINIESS/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 related to the filing in the office of the Town Clerk.

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 would be more appropriately addresses with the next application.

Chairman Pacekonis commented that he did like the proposed buffer and conservation easement. However, he did not like the berm location and the fencing, which would lock out wildlife from detention pond. Additionally, Chairman Pacekonis felt that the driveway facing King Street should be eliminated altogether. Chairman Pacekonis commented that they could not condition the zone change approval, such as limiting building height requirement, therefore, a 40-foot high structure would be allowed in this zone.

Commissioner Foley questioned 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 since you cannot place conditions on a zone change approval.

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.

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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 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 commented that now with the approved zone change they can move forward with the proposed berm that the applicant has been working on with the surrounding neighbors. Attorney Pearson commented that the proposed berm would help protect this area in perpetuity with the conservation easement. Attorney Pearson discussed the driveway access for 574 King Street adding that the applicant wanted to be sure the homeowner has a right to come in off of King Street to reach the back of the property.

Glen Martin, Landscape Architect with Design Professionals, discussed the landscape plan and berm in more detail. Mr. Martin commented that they are proposing an eight-foot high earthen berm that would be approximately 65-feet wide with a six-foot high privacy fence to provide screening and security. Furthermore, there would be 167 evergreen trees would be planted in addition to 48 shrubs along King Street that would provide privacy. Mr. Martin explained that some trees would remain and those trees have been tagged with town tree warden and any trees that are removed are in poor health or an invasive species. Mr. Martin added that any trees removed would be replaced with lawn would be maintained by the applicant. Mr. Martin then commented on the proposed trees for the berm would be spruce, firs and white pines, all of which would provide not only privacy but also wildlife habitat. Mr. Martin reviewed the growth schedule and the conversation easement, which would screen future uses at Hartford Truck and provide an additional barrier from noise from Route 5. Mr. Martin reviewed the grading, erosion and sedimentation plan and infiltration basin.

Chairman Pacekonis asked for staff comment.

Director of Planning Michele Lipe read the Planning Report.

1. Request for site plan approval of landscape berm planting plan, on property located at 542 King Street, currently RR zone (pending GC zone)
2. The purpose of the berm is for screening activities on Hartford Truck property from adjacent residences and residentially zone properties.

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3. The berm along the King Street frontage is approximately 160 feet wide will be approximately 8 feet high starting approximately 20+ feet from the edge of pavement on King Street (property line show is not straight).
4. Vincent Stetson, Director of Public Works and the town's tree warden reviewed the plans and had the following comments:

“I had an opportunity to review the field conditions on King Street and marked all of the trees I would like to see stay with white ribbon. The majority of these trees are large oaks with a few younger ones and a small up and coming cedar. Without clear delineation of the property boundary between the ROW of Hartford Trucks property, there may be potential that one or two of these trees are right on the property line or not in the ROW at all.

There were many locust trees that I did not flag and would not mind seeing removed if necessary. Additionally, there is ample opportunity for the undergrowth and vines/invasives noted on the plan to be removed which will greatly improve the curb appeal of this area.”
5. The bermed area is shown within a conservation easement to be dedicated to a third party. On top of the berm, the applicant has proposed installing either a six or eight foot black vinyl fence with extensive plantings are shown on both sides of the berm.
6. The Planning Dept. would recommend a landscape bond in the amount of \$40,000 to be held for two growing seasons to ensure survival of the plantings.
7. There are no regulated wetlands on the site, however the applicant will be disturbing over an ½ acre and is subject to a conservation plan approval. The IWA/CC approved this plan on February 2 and recommended a bond in the amount of \$20,000 to ensure compliance with the erosion and sedimentation measures as well as the installation of the stormwater structure.

If this application is approved, the Planning Department as no additional modifications to request.

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, particularly difficulty with zoning enforcement in the future.

Commissioner Foley questioned the sizes of the various trees. Glen Martin responded that they would be approximately six to eight feet tall upon planting.

Attorney Pearson responded to Town Engineer Jeffrey Doolittle's comments regarding access issue and 574 King Street driveway. Attorney Pearson commented that the applicant worked very closely with their neighbors to help make them comfortable with the proposed plan. Additionally, the single-family home that is being questioned has a looped driveway and use of this driveway helps the owner access their property better. Attorney Pearson commented that there would be no parking of vehicles within that conservation easement and the berm would prevent any commercial uses of this driveway. Furthermore, the driveway would only exist for the lifetime of this current owner and would be removed when the

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owner sells the property. Attorney Pearson add that in the spirit of working with the community, they would hope the applicant could keep their promise to this neighbor.

Commissioner Foley questioned if it would be possible to extend the berm further north and narrow the driveway to width of ten feet. Mr. Martin commented that they could decrease the driveway width and extend the berm. Commissioner Foley commented on Jeffrey Doolittle’s concerns and felt that the chain link fence should continue straight across to the north to ensure no passage way through. Mr. Martin also agreed to the fence extension to the north.

Commissioner Foley added that he felt the bond value should be increased to ensure survival of the plantings. Commissioner Foley suggested the bond be raised from \$40,000 to \$60,000.

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.
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. Roll call was held. The 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 commented that the current owner of the Plaza has had issues filling the spaces in this Plaza. If the Commission were to allow this modification this would help fill vacant space. Mr. DeMallie

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reviewed the proposed tenant, which would be a Subway brand franchise. Mr. DeMallie added that this franchise owner already owns a Subway location on Sullivan Avenue in South Windsor. Mr. DeMallie commented that they looked at four other surrounding Subway locations and recorded employee and customer parking. These locations showed that they never exceeded eight spaces, which is what the applicant is requesting. Mr. DeMallie commented that the four Subway locations they used for comparison were Sullivan Avenue in South Windsor, Deming Street in Manchester, Tolland Turnpike in Manchester and Ellington Road in East Hartford. Mr. DeMallie commented that Subway in general has embraced the grab and go service and many locations have reduced their seating capacity, such as the location on Sullivan Avenue. Additionally, there are now a larger amount of online ordering and a typical turn around for parking is three minutes for these pick up orders. Mr. DeMallie summarized that they are ultimately asking the Commission to consider the use of this business as a convenient store and allow a minimum number of parking spaces for this location.

Due to the scheduled public hearing, action on this item was deferred to a later 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 that would protect approved general plans from being subject to the moratorium and confirmed that the moratorium would not impact projects like recently approved Sullivan Ave Zone Change and General Plan (Geissler's); the approved 1060 Main Street Senior apartments and/or the Evergreen Walk pending general plan.

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.

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.

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Commissioner Cavagnaro commented that he agrees that the regulations needed to be updated but he feels this could be accomplished during regular meetings. Commissioner Cavagnaro commented that there is not enough information to determine if there would be any detrimental impacts to a moratorium and feels that the Commission would be busy with more application afterwards should a moratorium be passed. Additionally, he felt that a potential consequence could be discouraging future developers from looking at South Windsor. Commissioner Cavagnaro commented that he while he understands that the schools are becoming crowded, he does not feel this is in the Planning and Zoning Commission's purview to determine if the schools can handle more students. Commissioner Cavagnaro summarized that he ultimately felt the cons outweigh the pros for the moratorium.

Commissioner Wagner questioned Michele Lipe if there were any other housing projects in the works that would be occurring in the next year. Ms. Lipe responded that at this time she was unaware of any multifamily or subdivision projects. Commissioner Wagner commented on the Board of Education's SLAM report, which showed turnover housing having the largest impact on schools. Commissioner Wagner commented that he felt little time would be saved with a moratorium in place and feels they could be discussing regulation changes during a normal meeting schedule or create a subcommittee that focuses on this issue. Additionally, Commissioner Wagner felt a moratorium would have an adverse impact on community development.

Commissioner Vetere echoed sentiments of Commissioners Cavagnaro and Wagner. Commissioner Vetere felt that a moratorium would have a negative impact.

Michele Lipe clarified that she is not aware of a project at this time, however, that does not mean there aren't behind the scenes discussions happening.

Chairman Pacekonis commented that he felt the regulations need a comprehensive review. Chairman Pacekonis spoke in favor of a moratorium.

Commissioner LeBlanc commented in support for the moratorium. Commissioner LeBlanc felt that it was time to take a pause to look at regulations, as they seem weak in certain areas. He did not feel a full year would be needed to accomplish the necessary changes.

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 of Updike, Kelly and Spellacy, representing the applicant, reviewed the application. Attorney Connor then reviewed case law and explained how the current plan conforms to the Commission's current regulations. Attorney Connor commented that the applicant would like to respond to various comments made by town staff, the Commission and the public. Attorney Connor commented that there were remarks made at the last public hearing in regards to the parking spaces on the site being sufficient, per the parking table in the regulations there should be one spaces per 1,250 square feet plus one space per employee. Additionally, the regulations states that the Commission should determine the amount of spaces per use should a use not be listed on the table. Attorney Connor commented that the applicant is willing to construct the necessary parking spaces. Furthermore, they are willing to make a condition or modification to the plan that shows a reduction of parking spaces but reflects an area of

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reserved spaces to be constructed in the future if needed. Attorney Connor added that the revised plan shows a reduction of impervious coverage.

Ben Wheeler of Design Professionals responded to staff comments and reviewed recently submitted supplemental documents. Mr. Wheeler commented that one of the supplemental documents highlights the changes on the site plan, these changes are in response to Town Engineer Jeffrey Doolittle's comments. The first change was to move the existing jersey barriers to the public works garage by the applicant's contractor. Mr. Wheeler commented that the emergency vehicle sign would be removed if reserve parking was built at the northern emergency drive. In addition, a gate was added the southern emergency access drive for emergency vehicles only. Mr. Wheeler commented that the plan does show reserve parking along the northern emergency access drive area, gates and signs would be removed should this parking be needed.

Mr. Wheeler reviewed that all of the labels for electric vehicle parking was made to include the level for the charging station. Also, per town staff comments, they removed some of the painted crosswalks in the employee parking area and revised truck entrance sign since only one ground mounted identification sign is allowed per the regulations. Mr. Wheeler reviewed the changes to the island in the truck queuing area that was increased in width, the grading along Governor's Highway to accommodate a future sidewalk, additional contour labels added around water detention basin.

Mr. Wheeler then discussed the landscape changes made. Plantings were added at the southwest corner of the site to help buffer noise near the sound barrier wall, approximately ten arborvitaes in between the sound wall and loading dock area. Mr. Wheeler explained that instead of a fence to the west of the queuing area they are now proposing thirteen evergreen trees, which he felt would provide room for trailers and snow removal and allow for effective screening. They also provided an electric vehicle station layout to allow for sufficient room on the sidewalk. Mr. Wheeler then reviewed the parking requirement table and the reserved parking spaces on the plan. At this time, they do not feel there is a need to create 410 parking spaces. Mr. Wheeler commented on the truck movement in and out of the site, they have provided a 50 foot radius which should be sufficient for maneuvering. Lastly, Mr. Wheeler commented that Michele Lipe requested inter-planting of evergreens and shrubs along the southern and eastern property line in addition to the 50 foot buffer and the applicant has agreed to this.

Dave Ziaks of F.A. Hesketh Associates conducted a peer review of the application. Mr. Ziaks comments that he did a general review of the applicant's plans, traffic study and analysis of the truck queuing and marshalling capabilities. He added that he did submit a qualification letter on behalf of the firm. Mr. Ziaks then reviewed comparable projects that the firm has been involved with, which included similar distribution and large warehouse buildings. Mr. Ziaks commented on his review of the site plan, nothing that the layout on western side is more than sufficient for marshalling and accessing the loading docks. Additionally, the change to add 30 truck parking spaces for queuing is considered an asset and not commonly found for this type of facility. Mr. Ziaks commented that there have been discussions on the type of facility this should be considered and in his professional opinion, this site is designed to be a warehouse/distribution center built to modern day standards and is not a truck terminal.

Scott Hesketh of F.A. Hesketh Associates peer reviewed the traffic study. Mr. Hesketh commented in his professional opinion, the Langan Engineering Traffic Report had been completed using current engineering standards and practices such as ITE and traffic volume projections. Mr. Hesketh added that he felt the driveways were designed to handle volume of traffic and should provide safe and efficient

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service. Mr. Hesketh then discussed his queuing analysis for the Talbot Lane intersection and summarized that given the data and the assumption that most trucks would be unloaded in a two-hour period, the number of tractor-trailers waiting to be serviced would be 1% at peak hours. Therefore, in his professional opinion, the 30 queuing spaces available would be more than enough to handle to truck traffic on the site.

Bradford Wainman, applicant, discussed analysis of potential intervener, Derek Butler's, testimony. Mr. Wainman commented that Mr. Butler's affidavit states that he has been in the trucking industry for 40 years, however, per his resume he has been in trucking for 24 years. Mr. Wainman commented that Mr. Butler's employer, Siracusa Moving and Storage, is a member of the transportation industry, however, they are not a logistic or warehouse company. Additionally, Siracusa is a trucking company that services and maintains their own fleet, whereas a warehouse receives freight via one of these third party companies. Mr. Wainman commented that Mr. Butler does not have any formal training in engineering or traffic studies, therefore, feels that his testimony does not hold as much credibility.

Attorney Connor summarized the presentation and commented that the Commission still needed to make a decision on the intervener's status.

Chairman Pacekonis asked for staff comment.

Director of Planning Michele Lipe commented on the recently submitted supplemental document, specifically the reserve parking being shown. Ms. Lipe recommend that the reserve parking be split between the front and back of the site.

Town Engineer Jeffrey Doolittle had no additional comments.

Chairman Pacekonis asked for Commissioners questions and comments.

Commissioner Wagner questioned Attorney James Connor if the applicant was withdrawing Appl. 21-36P and the effect this application has on the current appeal. Attorney Connor responded that they were not withdrawing Appl. 21-36P, they submitted this new site plan, therefore, this should not affect the current appeal. Commissioner Wagner commented that he did appreciate the ADA electric vehicle charging spaces. Commissioner Wagner questioned Ben Wheeler on how the electric vehicle parking spaces would be protected. Mr. Wheeler responded that these would be protected by bollards. Commissioner Wagner pointed out that Derek Butler provided photos that showed the difficulty of trucks maneuvering around the site and questioned if Mr. Doolittle felt this could be an issue as well. Mr. Doolittle responded that he did not believe this was an issue, however, he would defer to applicant to show truck maneuvering on the plan. Ben Wheeler responded that they provided documentation that showed the driveway does exceed town standards for roadways, therefore, feels trucks could safely enter and exit the site like other similar facilities in town. Commissioner Wagner commented that Derek Butler also provided documentation on negative effects of exposure to pollutants from trucking facilities and questioned if the applicant had any response to this. Attorney Connor responded that the Commission's zoning regulations do not require any protection for pollution. Commissioner Wagner commented on the town's idling ordinances and the issue of enforcement. Attorney Connor commented that if someone was in violation of idling longer than the town's ordinance allows, then the South Windsor police could issue a ticket or violation.

Commissioner Wagner commented that the applicant proposed to put in a short noise barrier by southern most loading dock but questioned if the applicant would be willing to put an additional longer noise

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barrier on southerly emergency access road. Attorney Connor commented that this is barrier not required in the regulations. Commissioner Wagner and Attorney Connor discussed the parking calculations. Commissioner Wagner discussed the comments and letter received regarding the MDC water line easement. Attorney Connor responded that he did not think there were any MDC easements that would make this plan problematic. Director of Planning Michele Lipe commented that she found three easements in the land records and she would share this information with the applicant if requested. Commissioner Wagner clarified that the OSTA status for the application shows as pending. Attorney Connor explained it is normal for OSTA to have a pending status until there is a local land use decision for an application.

Commissioner Wagner shared a Power Point for illustrations for Application 22-01P. Commissioner Wagner discussed the road classifications, found in the Plan of Conservation and Development, for Governor's Highway, which is considered a major collector roadway that connects Route 5 and Route 30. Both Route 5 and Route 30 are considered major and minor arterial roadways. Given this information, Commissioner Wagner questioned if there anything that can be done to ensure that they are meeting high traffic land use section of the residential portion of Governor's Highway. Attorney Connor responded that during a site plan application, the regulations are what need to be focused on and not the objections for the Plan of Conservation and Development. Commissioner Wagner discussed trying to minimize the impact for the residents on Governor's Highway and then questioned if it would be possible to have a no left turn sign into Talbot Lane to hopefully discourage trucks from coming from Ellington Road. Michele Lipe responded that she would need to direct this question to the police department. Commissioner Wagner reiterated why he felt this application fell under the Subdivision Regulations.

Commissioner Cavagnaro commented that Derek Butler's intervener packet used sources cited that were more than 20 years are old.

Chairman Pacekonis commented that the regulations mention providing orderly flow of site generation traffic, the applicant must demonstrate that the site generated traffic can leave and enter safely. Additionally, the applicant must also demonstrate safe vehicular and pedestrian flow. Chairman Pacekonis questioned if an employee was to walk to work, how would they be able to do this safely. Attorney Connor responded that per the regulations, there is no requirement for public sidewalks in the I zone. Chairman Pacekonis questioned the amount of vehicle trips for the site. Scott Hesketh of F.A. Hesketh Associates responded based on ITE trip generation report, the proposed facility would generate 275 trips during morning peak with 32 of those trips being tractor-trailer trucks. Chairman Pacekonis questioned what the daily total of vehicles would be. Mr. Hesketh responded with a total of 1,458, trips per day with 209 of those trips being tractor-trailer trucks. Chairman Pacekonis questioned why the applicant does not feel obligated to provide a safe way for employees to walk to work. Attorney Connor commented that the applicant shows a graded area on the plan for a potential sidewalk should the town want to build a sidewalk in the future.

Chairman Pacekonis commented on the proposed berm, feels this is inadequate as shown with the top of the berm is only 1-3 feet taller than base of building wall. Chairman Pacekonis commented that the berm should help mitigate noise and visual of the building and this berm does very little to help either issue. Chairman Pacekonis feels this berm should be higher and within the 50 ft. buffer area. Chairman Pacekonis added that per the zoning regulations, it is required that by design the berm should be compatible with abutting zone and uses and the current proposed berm would not even hide half the building at mature growth. Chairman Pacekonis reviewed the berm dimensions and specifications in

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more detail and the impact on surrounding homes. Chairman Pacekonis questioned what expected growth would be for each type of tree that is being planted. Ben Wheeler responded that the spruces and firs should grow approximately one or two feet per year and the white pine should grow at a faster rate. Chairman Pacekonis pointed out that at this rate the trees would still not cover more than half the height of the building. Ben Wheeler responded that the regulations do not have a requirement to screen a building, only specifies activity on the site that need to be screened. Additionally, Mr. Wheeler commented that the activity on the site would not be immediately apparent to the surround neighborhood and the applicant has also agreed an inter-planted buffer that would supplement the buffer with evergreens and shrubs. Chairman Pacekonis and Ben Wheeler discussed the buffer in more detail.

Chairman Pacekonis commented that there were members of the public who brought up the issue of lack of snow storage space and questioned if there were any plans that show the snow storage. Ben Wheeler responded that there was no designated snow storage area on the plans, however, with the revisions made there would be space in parking lot A for plenty of snow storage and additional space in parking lot B. Furthermore, there would be areas on site that loaders could access and use for snow storage for larger storms. Chairman Pacekonis commented that the regulations requires applicants to show snow storage, therefore, he would like applicant to show this on a plan. Mr. Wheeler responded that they would prepare this for the next meeting.

Commissioner Wagner commented on tractor-trailer truck parking and questioned if there would be any issue for trucks to back into the right side of the loading docks. Ben Wheeler explained how trucks would maneuvering within the site. Commissioner Foley agreed with Commissioner Wagner's concerns of potential blindside back ins. Mr. Wheeler reviewed how the trucks would back into the loading docks and added that there was nothing in regulations that require loading docks to only be located on the driver side of a travel aisle. Commissioner Wagner questioned if there would be a gatehouse. Mr. Wheeler responded that there was no formal gatehouse on the site, however, this would ultimately be up to the tenant how they operate the various gates on site.

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 Zhang of 125 Cody Circle, Yin Hu of 125 Cody Circle, Ulf Jonsson of 100 Sally Drive, Dan Turkington and Celyne Kvietkauskas 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.

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

ADJOURNMENT:

Commissioner LeBlanc motioned to adjourn.

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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