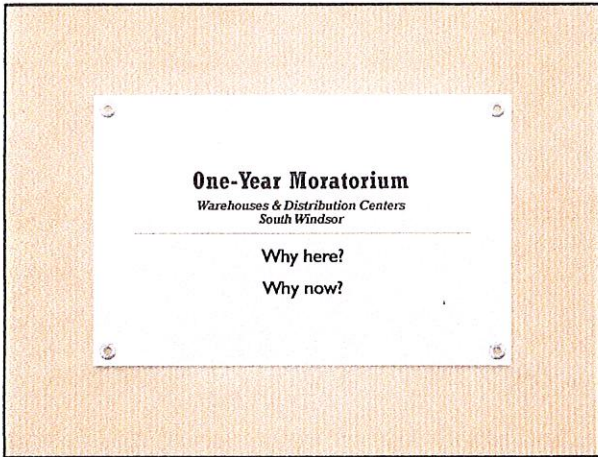
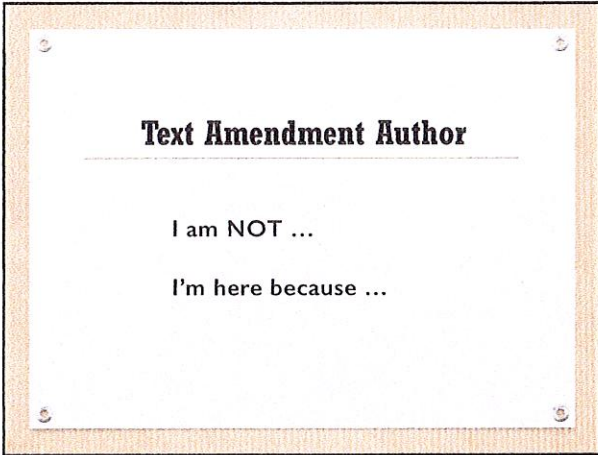


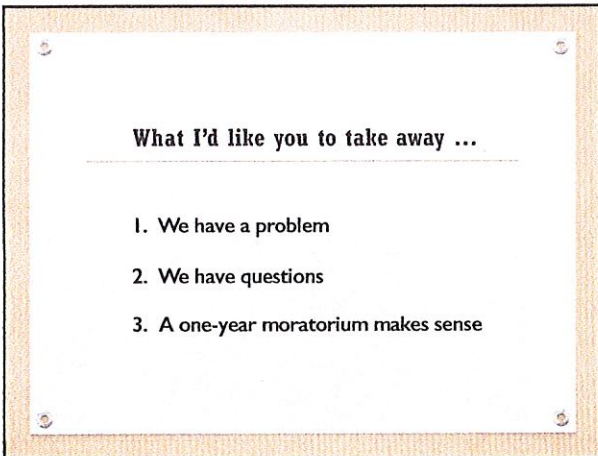
Exhibit A



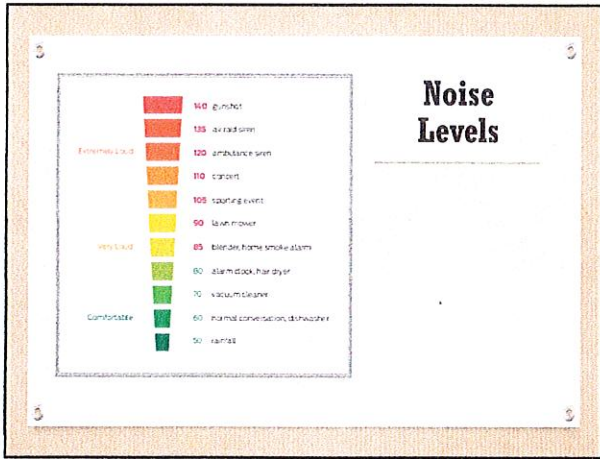
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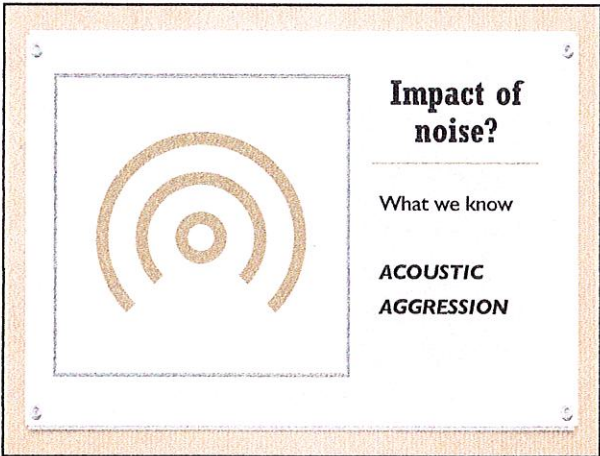
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3




4



5



6




25 Talbot Lane
a regional distribution center
(tenant TBN)

360,000 sq ft
200 tractor trailer trucks/day

12-21: 1st Application Denied
3-15-21: Second Application Denied

7



ALDI'S comes to town


Regional Distribution Center
295 Rye Street
482,000 sq ft
106 acres

Approved: 2009

8

FedEx comes to town ...

Ground Distribution Facility
456 Sullivan Avenue
304,249 sq ft
63 acres




Approved: 2012

9

2014

Scannell Properties of Indiana




SOLD: Schweir Property
40 acres on Sullivan Avenue and Rte 5
zoned for 3 new warehouses ... big ones

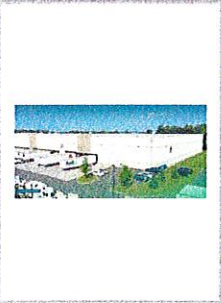
10

**MOBIS
Regional
Distribution
Center**

App. 15-03P
135 Sullivan Avenue
292,000 sq ft
16.4 acres
Scannell Properties
Approved: 2-10-15



11




**VISTAR Regional
Distribution Center**

App. 15-28P
175 Sullivan Avenue
176,763 sq ft
13.8 acres
Scannell Properties
Approved: 5-26-15

12

ALDI'S Expansion


Regional Distribution Center
 Expansion App. 17-073P
 295 Rye Street
 170,000 sq ft
 (added to 482,000 sq ft)
 106 acres
 Approved: 4-18-17



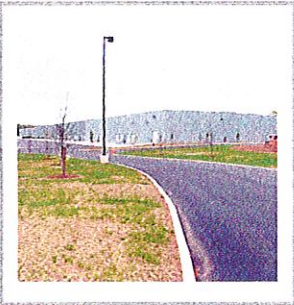
13

COCA COLA Regional Distribution Center

App. 18-44P
 359 Ellington Road
 218,875 sq ft
 25 acres
 Scannell Properties
 Approved: 10-9-18




14



**HOME DEPOT
 Regional
 Distribution Center**

Appl. 19-28P
 360 Ellington Road
 421,152 sq ft
 45.9 acres
 Approved: 8-20-19
 Scannell Properties

15

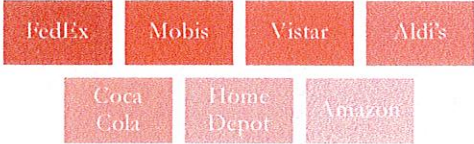


AMAZON Regional Distribution Center

App. 19-48P
 240 Ellington Road
 182,000 sq ft
 13.7 acres
 Scannell Properties
 Approved: 11-12-19

16

**New Distribution Centers
2009 - 2021**

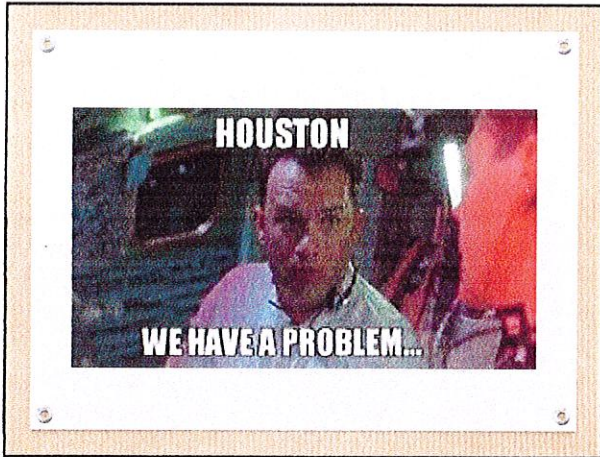


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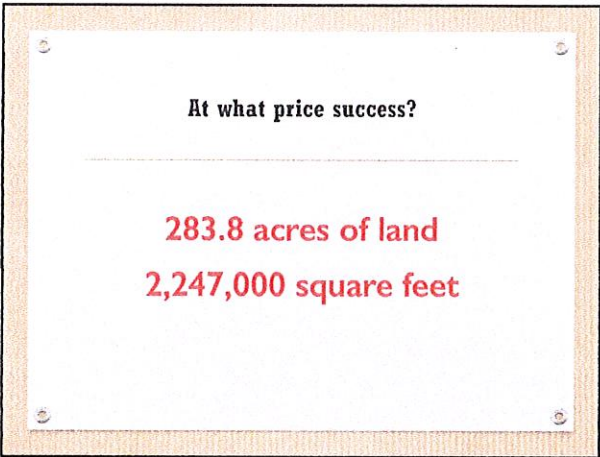
**Distribution Centers
in Acres and Square Feet
2009 to present**

Tenant	Acres	Square Feet
Mobis	16.4	292,000
Vistar	13.8	177,000
Aldi's	106.0	652,000
Coca Cola	25.0	219,000
Home Depot	45.9	421,000
Amazon	13.7	182,000
FedEx	63.0	304,000
TOTALS	283.8	2,247,000

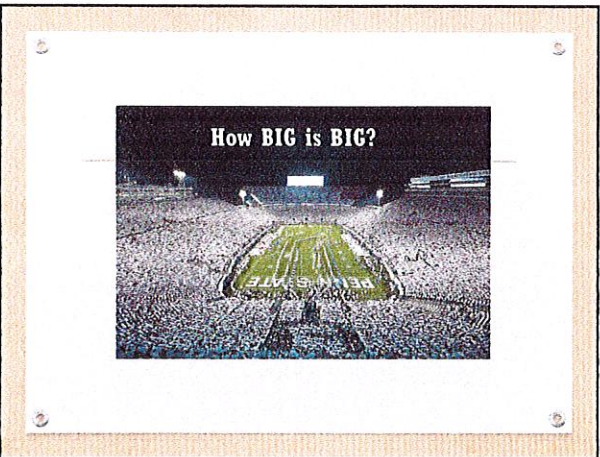
18




19



20



21



The PROs
of new warehouse-
type facilities

Expanded tax base

Jobs

A "Friendly" Reputation
...

22

POP QUIZ


New TAXES generated by these developments?


Tax ABATEMENTS offered to seal the deal?


Is South Windsor "Friendly" to developers?

23

POP QUIZ


 **JOB GENERATION?**

 **PAY SCALES?**

 **WHO'S FILLING THE JOBS?**

24


POP QUIZ



How many:
 tractor trailer trucks
 delivery vans
 passenger vehicles, etc.
 have been added to our streets as a result of these new centers?

25

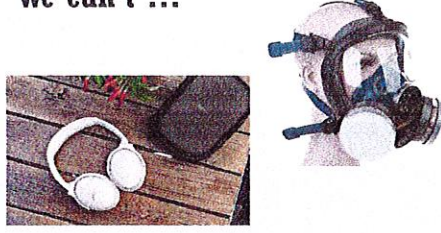
So Many Questions



Benefits to the town?
 Can our roads manage the increased volume of traffic?
 Can our residents handle the many forms of pollution that accompany facilities of this magnitude?
 What are the trade-offs?
 What's happened to the PLANNING piece of Planning & Zoning?

26

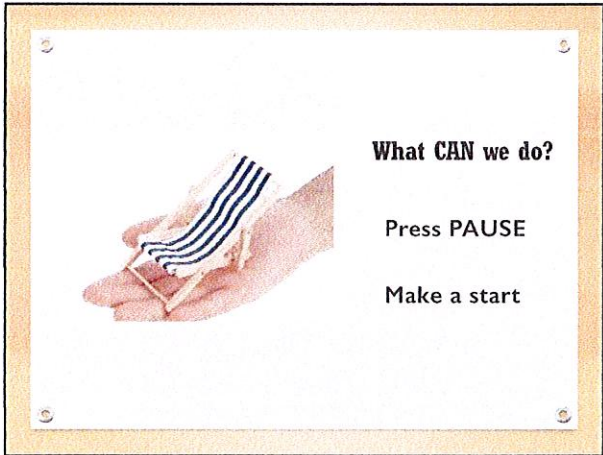
We can't ...



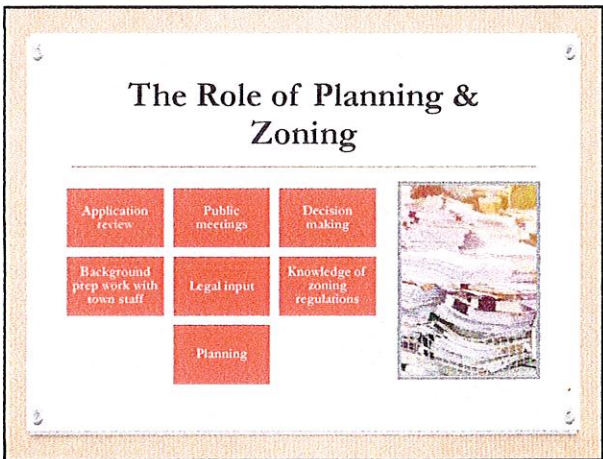
27



28



29




30

**A One-Year Moratorium
= TIME**

Review and revise zoning regulations

Update *The Plan of Conservation and Development*


Broaden the conversation



31

**A One-Year
Moratorium
= Time**

Review **BEST PRACTICES**
in other towns, states,
countries



Review **STUDIES**

- Environmental pollution (diesel)
- Noise pollution (acoustic aggression)
- Light pollution
- Traffic calming

Examine use of **abatements**

32

**Industrial
Zoning
Regulations**

Definitions

**Location of distribution
facilities**

**Ratio of land mass to
facility size**

**Proximity to
neighborhoods**

Buffering requirements

33

Industrial Zoning Regulations

- Road traffic impact
- Construction materials
- Storm water drainage
- Pedestrian and employee safety considerations (e.g., sidewalks to and from public transportation)

ARE WE MAKING THE BEST USE OF OUR INDUSTRIAL LAND?

34



The Perfect Storm

35



Time to ..

GET SMARTER and ...PLAN

36

Take-Aways ...

- 1. We have a problem**
- 2. Questions need to be answered**
- 3. A one-year moratorium makes sense**

37

Exhibit B

Peter Andrews

January 23, 2022

80 Cody Circle

South Windsor, CT 06074

Planning and Zoning Commissioners

Town of South Windsor

Planning and Zoning Office

1540 Sullivan Avenue

South Windsor, CT 06074

REF: Application 22-03P Moratorium on Warehouse and Distribution Center Applications

Dear Commissioners,

I am writing to you today as a concerned citizen and homeowner to express my support for Application 22-03P- Moratorium on Warehouse and Distribution Center Applications.

I grew up in South Windsor and have lived here essentially my whole life. It has always been an exceptional place to live. Our Town is full of amazing people, great school systems, impressive recreation and athletic departments, numerous parks, scenic green spaces and nature reserves. We are a Town filled with people that have a great sense of Community, Responsibility and Pride. In many ways, South Windsor has helped shape my life for the better, for all of the reasons above and many more.

In addition, South Windsor has always been a beautiful and quiet farming Town, filled with a great sense of history and Character. This however; has started to change a lot over the last couple of decades; and I fear this Town is losing the Rich heritage that has made it such a wonderful and desired place to live.

Recent Building permit applications have shined a giant spotlight on the critical need for SW PnZ Regulations Reform and/or Amendments to existing guidelines in order to better protect the safety, health and wellbeing of SW Residential Communities from detrimental industrial risk factors.

Some of these risks include; but are not limited to: Diesel PM- Carcinogenic Air pollution from non enforceable idling truck ordinance violations; Increased Traffic Hazards, Contaminated

ground water, Water course disruption and flooding risks, Non enforceable noise ordinance violations, loss of property values, as well as diminished quality of life and mental well being.

A moratorium would allow the Commission time to better study noise and pollution regulations; and whether or not such regulations should be made applicable to Industrial and Commercial applications for land within 1500 feet of residential property.

It would also allow the Commission time to assess whether Industrial or commercial land abutting Residential land, requires changes to existing regulations (not only increasing buffer zone distances; but limitations on type of types of Industrial use (ie. light Industrial) in order to protect the Physical Health and Well being and of its Towns Citizens from harmful Air and noise pollution; as well as to protect property values.

A moratorium would also allow the Inland Wetlands and Conservation Commission time to properly update its regulations; for example requiring Applicants to cover the cost for 3rd party delineations of lands; which is common in other CT towns.

I believe the Legacy of South Windsor; the shape and character of our Town is on the line. What South Windsor will look like, sound like and feel like to live here, in the decades to come, is what is actually at stake. With progress comes more responsibility and we are likely well overdue as a Town to take a closer look at some of these significant concerns. In life; we will reap what we sow; and our Town is not immune to that.

Having attended more than a few PnZ meetings over the past several months; I have come to have the utmost respect and appreciation to all of you serving on this Committee. I appreciate all of your time spent on applications, public hearings and your thoughtful review processes. Your service to the community and intention for doing the right thing to best serve our Town does not go unnoticed.

I am hopeful that this application agenda will receive the full support and consideration of this Board; as well as support from all of our Town Planners, Managers, Town Counsel and Town Citizens alike; as it makes good practical sense to do so. Our Town can continue to grow and prosper while at the same time protecting its Citizens and preserving its integrity.

Thank you for your time and Consideration,

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Andrews", written in a cursive style.

Pete Andrews

To: South Winsor Planning Zoning Commission.

1/24/2022

My name is Derrick J. Butler and I reside at 596 Governors Highway .

I write in to support Application 22-03p and please extend it to applications for freight terminals warehouses and distribution center construction in town.

I support a 12 -24 month moratorium to give town officials time to update PZC rules and regulations to give appropriate balance between growth and quality of life issues . This should include safety and public health concerns as well.

The high volume of truck traffic that these sites have produced is not safe ,especially as many of these sites are in close proximity to residential neighborhoods. We need proper buffers.

I include a couple of pictures taken in recent weeks showing accidents, break downs and other problems created as trailer drivers are running, in many cases through neighborhoods, and parking in no parking zones . This situation is created by insufficient staging areas at the facilities. No truck signage is not working.

I started the early part of my career at Hartford Despatch in East Hartford and was promoted to terminal manager in the 1990's. At that time East Hartford was overrun with warehouses and freight terminals and that had devastating effects on that area when the firms closed . Remember James and Prospect Streets and Park Ave in the 1990's?

Hartford Despatch had two divisions, One was the freight division with terminals throughout CT and Mass. The moving and storage division primarily focused on storage and operated out of separate buildings .

Back in the 1970's there were two fatal accidents involving outside trucking companies running at night to the warehouses in the Park Ave, Prospect , and Prestige Park area. One involved a motorcycle and the second was a neighborhood child on a bicycle. We should pause before something terrible happens in our town.

A moratorium would allow officials time to assess and adjust PZC ruiles and regualtions to provide propper balance between growth safety and quality of life in town.

Thank You, Kindly, for your time and consideration.

Derrick J Butler.

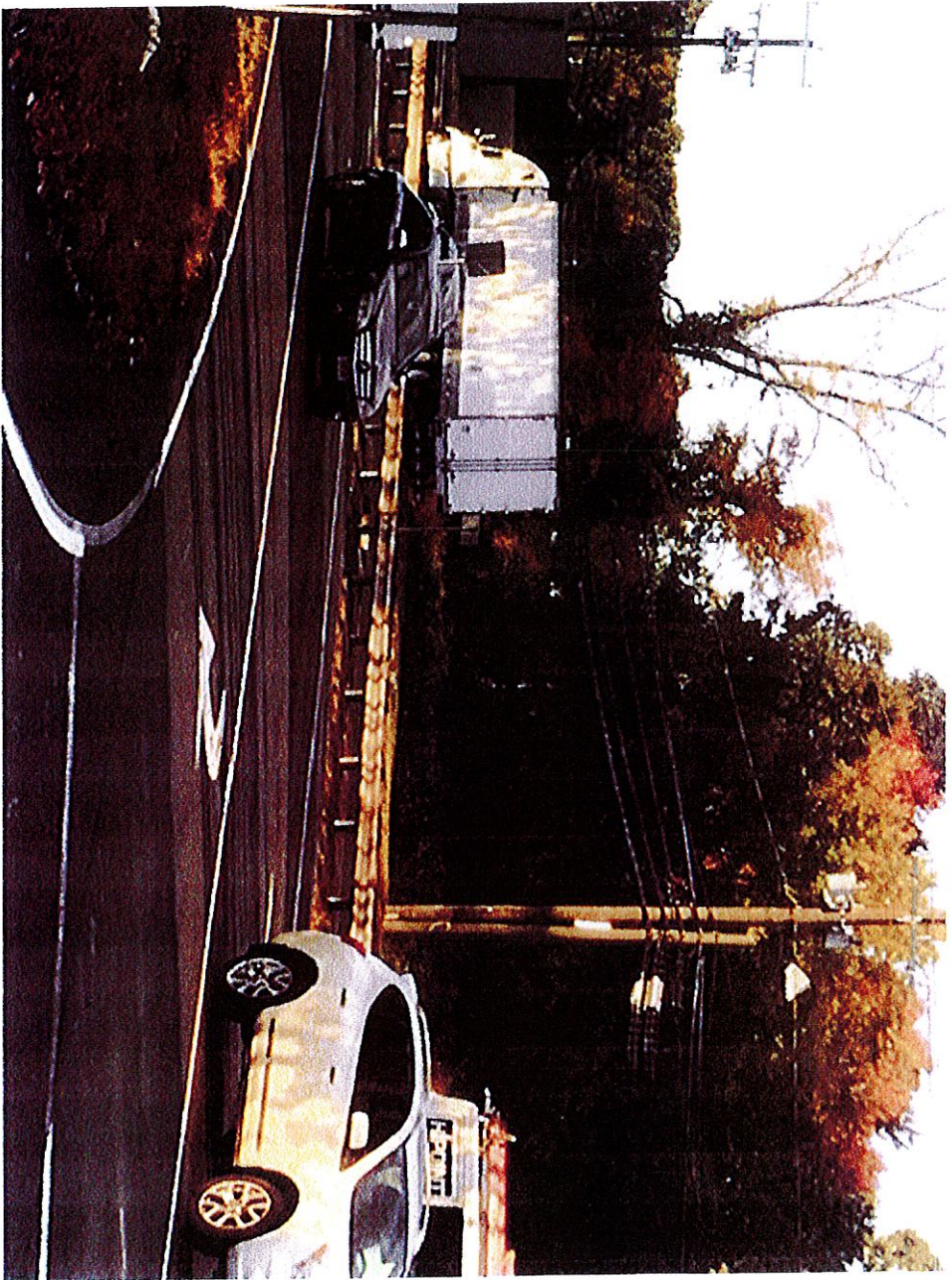




1/18/22 Trailer Parking (staged)
Corner Rex & Moscalo Rd.
In front of No Trailer Parking Sign



Governors Hwy
Brenks Feeder



Off Site Staging
Just Past Corner
Governors & rte 5
South



* Air Products - Asen, Hydrogen, Nitrogen Carbon Dioxide /

12/1/2021
Air Products Bad Judges
Stuck

Governors Hwy + Highway S.

Turkington & Kvietkauskas
90 Beldon Road

January 21, 2022

Planning and Zoning Commissioners
Town of South Windsor
c/o Town Planning Office
1540 Sullivan Avenue
South Windsor, CT 06074

REF: Application 22-03P Moratorium on Warehouse and Distribution Center Applications

Dear Commissioners,

We strongly support the application for a moratorium on warehouse and distribution center applications.

A moratorium would allow the Commission time to study noise and traffic regulations and how these regulations should be applied to industrial and commercial applications for zones within 1,500 feet of residential properties going forward. It would allow time to assess the current 100 foot buffer to residential abutters as well as set limitations on types of industrial and commercial developments allowed within close proximity to residential properties. Additionally, the Inland Wetlands and Conservation Commission would have the opportunity to update their current regulations, dating over two decades old. A moratorium would simultaneously allow the Commission boards to add provisions such as requiring applicants to pay for a third-party delineation concerning numerous aspects of an application.

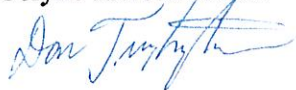
The traffic caused by the many warehouses throughout town has nullified any tax benefits. The impact to our roads, watershed, and community well-being is stressed. The resources such large scale warehouses consume have exhausted town land and threatens the scarce remains.

As life-long residents of South Windsor, please stand with us and help lead the movement to make necessary changes to zone regulations that will make a lasting positive impact on the community.

Sincerely,



Dan Turkington and Celyne Kvietkauskas



35 Cody Circle
South Windsor, CT. 06074
January 20, 2022

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

REF: Application 22-03P Moratorium on Warehouse and Distribution Center Applications (or . . . 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.)

Dear Commissioners;

Greetings and a sincere thank you for your service during these challenging times. We have been proud residents of South Windsor for 46 years. Our family has grown and benefitted from the wonderful education, recreation and services provided to all the families in this beautiful town.

That said, we are very concerned about the impact of the alarming growth that is happening in so many areas, and the decisions that have led to increased congestion, truck and auto traffic, air, soil and water pollution and its health impact on all of us!. All in all, decisions made by the various Commissions and Town Council, we strongly believe, need to be thought through slowly and realistically, without political pressure or that of influential private planners and developers, to assess the collateral impact (health, safety and quality) on the residents and residential neighborhoods, and the direct and in-direct cost, short and long term, to the taxpayers.

We strongly support Kathy Kerrigan's request, but think that you and related Commissions need to take **a 12 month pause**, in order to review policy and regulations to our benefit and protection, and look beyond our boundaries to find and integrate best practices into them.

A moratorium would:

Allow the Commission time to study whether noise regulations for the Buckland Gateway should be made applicable to Industrial and Commercial applications for land within 1500 feet of residential property

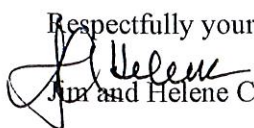
Allow the Commission time to assess whether Industrial or commercial land abutting Residential land, whether the current 100-foot buffer, split between the two types of land, is reasonable when compared to other towns in Connecticut where 150-foot buffers are required all on the Industrial or Commercial land

Allow time to determine whether limitations on the types of Industrial development can occur when directly abutting residential land, for example only light industrial uses can be considered

Allow the Inland Wetlands and Conservation Commission to update its regulations, currently 21 years (over 2 decades old).

Allow the IWA-CC to put in place regulations requiring the Applicant to pay for the costs of a 3rd party delineation, as is common on other Connecticut towns.

Respectfully yours,


Jim and Helene Clyburn

Oneil, Caitlin

From: Jesse Giammarino via Town of South Windsor CT <cmsmailer@civicplus.com>
Sent: Saturday, March 19, 2022 9:17 PM
To: Planning
Subject: [External]Form submission from: Contact Us

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

Submitted on Saturday, March 19, 2022 - 9:16pm
Submitted by anonymous user: 2600:8805:d085:5800:2ca1:7210:f14b:8670
Submitted values are:

Subject: For the Planning / Zoning / Wetlands Departments

Message: Proposed Moratorium on New Distribution Centers and Warehouses 3/22/22. Please consider at what point in the PNZ process the Fire Marshal reviews site plans for these enormous warehouses. Not sure if the fire marshal would normally review plans before construction permitting, which obviously would be after PNZ plan acceptance. It occurred to me after a neighbor shared a news article about one of these distribution centers went up in flames and affected 4 counties. Please consider this as part of a mandatory site plan acceptance for buildings over a certain amount of square footage that would require a water tower and possible external diesel pump building. These were not shown on the application of 25 Talbot Lane, would this building require it based on the available water supply on Govenors highway?

==Please provide the following information==

Your Name: Jesse Giammarino

Your E-mail Address: j.giammarino@me.com

Organization:

Phone Number: 8602090723

==Address==

Street: 139 Judy Ln

City: South Windsor

State: Connecticut

Zipcode: 06074

The results of this submission may be viewed at:

<https://www.southwindsor-ct.gov/node/2/submission/53921>

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

South Windsor, CT. 06074
March 13, 2022

Dear Commissioners;

Greetings and a sincere thank you for your service during these challenging times.

To Commissioner Wagner, I wanted to say that during my career I was trained to do investigations into serious safety incidences and when I heard Atty Connor answer your question, as he did, I was immediately reminded that when asking questions, if a person answers a question but not the one asked, that this is intentional deflecting so as to avoid the truth. Thank you for catching that and getting the answer, which in my opinion answers the deeper question as to whether the developer and the designers company cares at all about the town, its neighborhoods and the people living here.

FIRST, DO NO HARM; Governor Lamont just announced that he is looking at strengthening the standards for truck emissions. The effect to the air quality, and ground and noise pollution, will be staggering, and it will be harmful. Increased traffic on neighborhood streets with back-ups and idling poisons our children, grandchildren and you!

DO THE RIGHT THING: Consumer Reports has a national community forum centering on the detrimental effects of Amazon Warehouse/Distribution Centers across the country. Its not just a Talbott Lane/Governors Highway issue but one this beautiful Town should avoid. Warehouses and distribution centers are moving toward as much automation as they can and so the promise of jobs is only words. As to businesses, Amazon and others have not lived here for 46 years. They will close if the money isn't there, leaving empty buildings and destroyed land. Look at Sullivan Avenues retail/businesses, the Mall and Evergreen Walk in spite of promises and recent re-arrangement to salvage it. Aldi's, Whole Foods and Costco all in a very small radius and selling food while Geissler's, a longtime member of this community, awaits a ventilator. Many of this towns' children, and many of the adults still living here, grew up working there. The cost to the town to build and maintain the roads will be in the millions!

The schools will be pushed even further affecting the long-standing quality of educational here.

We say again that we are very concerned about the impact of the alarming growth that is happening in so many areas. All in all, decisions made by the various Commissions and Town Council, we strongly believe, need to be thought through slowly and realistically, without Town Hall or political pressure, or that of influential private planners and developers, to assess the collateral impact (health, safety and quality) on the residents and residential neighborhoods, and the direct and in-direct cost, short and long term, to the taxpayers.

We strongly support a 12 month pause, in order to review all related Commission policies and regulations to our benefit and protection, and look beyond our boundaries to find and integrate best practices into them.

Respectfully yours,
Jim and Helene Clyburn

New Analysis: Amazon Warehouses Impose Hidden Costs on Communities

BY [STACY MITCHELL](#) | DATE: 22 OCT 2015 | [f](#) [t](#) [r](#) [v](#)

Amazon is on a building spree, and many local officials are eager to bring one of its giant fulfillment centers to their own backyard. But a new analysis from the Institute for Local Self-Reliance (ILSR) indicates that communities are losing more than they gain in these projects.

Contact: Stacy Mitchell, 207-232-3681
Co-Director, Institute for Local Self-Reliance (ILSR)

Cities are so eager to lure Amazon that many have resorted to offering the company lavish tax breaks and other public assistance. Between 2012 and 2014, public records show, Amazon picked up \$431 million in local tax incentives to finance its warehouse expansion.

Yet, Amazon fulfillment centers impose so many hidden costs on local economies, ILSR contends, that cities ought to reconsider welcoming them at all, much less greasing the way with public funds.

According to [5 Things Local Officials Need to Know Before Welcoming an Amazon Warehouse](#), a factsheet released today by ILSR:

- Amazon doesn't deliver real job growth. The company employs just 19 people per \$10 million in sales, compared to 47 people per \$10 million in sales at local brick-and-mortar retailers. This means that as Amazon grows and crowds out other businesses, the result is a net decrease in jobs.
- Amazon's regular fulfillment center employees are paid about 16 percent less than the U.S. average wage for warehouse workers. Most of those working in its warehouses earn even less than that: as many as two-thirds are temporary workers hired through staffing agencies.

- In sharp contrast to businesses that rely on local supply chains, Amazon warehouses deliver virtually no spin-off benefits for area firms.
- Even as it collects public subsidies, Amazon often sidesteps its tax obligations. For more than 20 years, the company sought to avoid collecting sales tax, even going so far as to conceal its physical presence in some states. Today, Amazon still does not collect sales taxes in 19 states.
- Amazon warehouses place a heavy burden on public services and infrastructure, most notably the roads surrounding its warehouses. This causes traffic, safety, and pavement wear impacts, all of which lead to higher public costs.

"Community leaders have barely begun to grapple with the implications of Amazon's growth," said Stacy Mitchell, senior researcher and co-director at ILSR. "Amazon is upending the age-old relationship between commerce and place, and with this shift comes significant costs for local economies. Our analysis puts hard numbers to some of these costs. It should spur cities that are courting Amazon warehouses to reconsider."

###

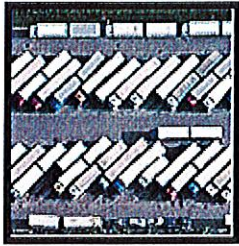
The Institute for Local Self-Reliance (ILSR) is a 41-year-old nonprofit research and educational organization based in Minneapolis, MN, Portland, ME, and Washington, DC. ILSR's mission is to provide innovative strategies, working models, and timely research to support strong communities and local economies. More at <http://www.ilsr.org>



Impact of Distribution Centers on our Community

We have researched the effects of distribution centers on communities like our own. Relevant news articles and government documents are not hard to find. Included here are excerpts and links to several excellent articles that explain unexpected economic repercussions, including effects on roadways and other infrastructure, along with how the job market is affected. Other articles describe increased traffic, air pollution, noise pollution, and serious health effects from distribution centers developed too close to residential areas. *You will quickly see that the detrimental impact to our community far outweighs any positive economic benefit for Morgan Hill's future.*

Economic Issues



City to Limit Large Warehouses to Protect City Infrastructure and Attract Other Types of Businesses

One truck is equal to 8,000 cars

Any developer planning to build a trucking-intensive warehouse in Kent Valley, WA will need to put on the brakes and make a U-turn. Kent City Council unanimously approved a land-use zoning ordinance to limit any new large warehouses. City leaders are looking to change the valley from less of a warehouse center and more of an aerospace center or similar industries that bring in more tax revenue and fewer trucks that quickly wear out the roads. New buildings will be restricted to no more than one dock-high loading door per 40,000 square feet of gross floor area. The footprint area of new buildings is limited to 125,000 square feet. “It’s a policy for the amount of trucking activity,” said the city long range planning manager, in her report to the council, “One truck is equal to about 8,000 cars when it comes to impact on our pavement. And those costs are borne by the city, which puts us in a difficult fiscal situation to keep that infrastructure maintained.” Council and staff would like to attract a wider-range of businesses to undeveloped land rather than recent interest shown by developers to build more warehouses.



How Many Taxpayer Dollars Is a Warehouse Job Worth?

Low pay, grueling work

Local tax incentives have helped fuel Amazon’s rapid growth of its distribution network in this country. In 2015 and 2016 alone, local governments committed roughly a quarter billion dollars in subsidies to Amazon facilities, according to Good Jobs First, a progressive nonprofit that tracks subsidy awards. Amazon raked in another \$600 million in the decade leading up to 2015. In many cases, government officials offered tax breaks with little or no public discussion about

wages or working conditions. As the retailer expands to new areas in its effort to dominate same-day delivery, more cities and counties will have to ask themselves: How much public money is an Amazon warehouse job really worth? “The jobs Amazon creates in these warehouses are not good jobs. Even the direct hires are relatively low paid, and the work is grueling,” said co-director of the Institute for Local Self-Reliance, a nonprofit that’s been critical of tax subsidies for large national retailers. “The notion that investing this kind of money in an Amazon warehouse as a long-term economic development strategy is really incorrect.”



Fulfillment Centers Not Good for Regional Economies - Study by Economic Policy Institute

Centers are taxpayer subsidized

A study completed by the Economic Policy Institute, reports that Amazon fulfillment centers don’t create a boost in local economy as promised. The findings, contrary to Amazon’s claims about positive job growth, indicate that fulfillment centers opened in counties over the last 15 years are not generating broader economic growth. Amazon asserts their fulfillment centers will bring thousands of jobs to a city or county. Many of these developments, however, are taxpayer subsidized. The study reports that Amazon has received an estimated \$1 billion in state and local subsidies in exchange for hundreds of jobs indicating it isn’t working out financially for taxpayers. Data analyzed to measure employment in counties where fulfillment warehouses opened showed a small reduction in overall employment countywide, which further supports the EPI’s thesis that fulfillment warehouses don’t bring job growth. The EPI study concedes that some jobs are created but it’s unlikely they are making a significant impact on regional economies.

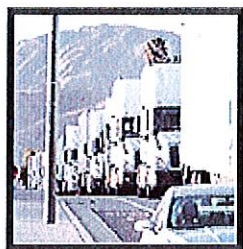


City with Two Large Distribution Centers Ponders Need for Tax Increase to Improve City Services

DC tax revenue not coming back

City of Redlands, CA faces fiscal challenges so severe the City Council might propose a sales tax increase on the November 2020 ballot. Redlands is home to two Amazon distribution centers that generate a fortune in sales, yet the bulk of the sales tax from those centers goes to the state. The city's property tax revenues are expected to rise modestly this year because of new construction, increased property sales and higher assessed valuations. At the same time, sales tax revenue is expected to be flat or even decline thanks in part to online shopping. That has a negative impact on municipal government. Assembly Bill 147 enacts provisions granted in a 2018 U.S. Supreme Court ruling which upheld the state's right to collect sales taxes from an online retailer even though it has no physical presence in the state. The bill was signed into law by Gov. Newsom. It's estimated that cities could receive a boost in sales tax revenue of 1.8 to 3.5 percent once the new law is fully implemented in coming years, but the reality is there's little interest or incentive in Sacramento to send this revenue back to local communities.

Environmental Concerns



Cyber Monday Shopping Polluting Small Town; Lawsuits Showcase Dark Side of E-commerce Boom

Big toll on communities

As the [rapid growth of e-commerce](#) has created a seemingly insatiable demand for logistics facilities, this town in Southern California has become one of the nation's largest hubs for warehouses. Even though it measures just 6 square miles, Bloomington already has four large warehouses. "There's no bigger hotbed for this issue than the Inland Empire area of Los Angeles, which has seen a massive proliferation of warehouses," says staff attorney for Earthjustice, an environmental law firm. "It's under the guise of adding jobs, but if you look under the hood, it's exacting a big toll on communities, and changing the landscape of the area." Earthjustice filed a lawsuit against the Board of Supervisors, alleging the review process for a recent project, specifically the Environmental Impact Report, does not meet standards of the California Environmental Quality Act (CEQA), and did not properly factor in air pollution and traffic impacts.



Harbor Gateway Neighborhood Fighting Massive Distribution Center

Strange city planning process

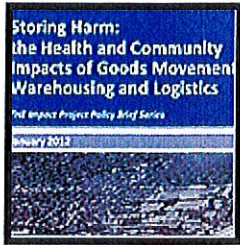
Residents in a Los Angeles suburb are pushing for a delay in the approval of a massive distribution center in their neighborhood, citing “a strange city planning process that deliberately overlooked concerns of residents”, including air and noise pollution and how much traffic the development will generate since the builder is seeking approval to allow 24/7 operation. Traffic and air quality studies, paid for by the developer, concluded the 466,402 SF project poses no significant environmental issues or health concerns. Opponents are challenging this finding and want an independent environmental/traffic analysis. Some residents fear community concerns are getting little or no attention. One resident commented that “trucks will go right past my bedroom door. It’s going to kill me literally.”



Attorney General Intervenes in Fresno Residents' Lawsuit Against Industrial Park Project

Lacks Environmental Review

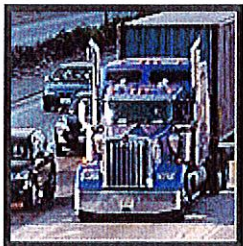
Plans to develop a 110 acre industrial park directly across from a Fresno residential community and elementary school have been interrupted by a lawsuit filed by residents against their city. They argue that the approved project poses significant hazards from increased traffic and pollution and the city did not fully evaluate potential ill effects that the project would have on nearby residents. California’s Attorney General intervened on behalf of the citizens to void Fresno City Council's approval of the project, issuing an injunction to prevent the city or developer from moving forward on the project until a full environmental review is conducted and measures are taken to offset any negative effects on neighbors. A spokesperson representing residents stated "like all Fresno residents, we deserve clean air to breathe and water to drink in our homes and a healthy neighborhood for our children to grow up in."



Storing Harm: Health and Community Impact of Goods Movement, Warehousing, Logistics

Threat to public health

Environmental advocates are following growth in the logistics industry with great concern: These giant warehouses are a sprawling and ugly land use that overwhelms the scale of adjacent residential and commercial neighborhoods. Also, distribution center activity significantly impacts public health due to particulate pollution emitted by trucks transporting goods to and from these facilities. The fastest growing cluster of warehouses serving the logistics industry lies in the Inland Empire. Unchecked growth in this network of warehouses is transforming the landscape of the valley and health of its residents in a dramatic fashion. Farmland has been converted to immense, windowless warehouses surrounded by asphalt and chain link fencing—and some of the worst air pollution in the nation. This study highlights environmental and health issues surrounding distribution centers and suggests guidelines for cities to adopt regarding these developments.

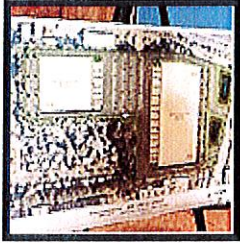


Warehouses as an Environmental Justice Issue, by USC and Union of Concerned Scientists

Pollution, traffic, road damage

Driven by the fast-paced e-commerce industry, warehousing construction has grown dramatically over the past 10 years in the US and bringing with it, big negatives like air pollution, noise, traffic safety and road damage predominantly to low-income, non-white suburban neighborhoods. Much of this growth is taking place in suburban areas with abundant cheap land apart from traditional industrial clusters. Developers are searching for locations with low land rent, low-wage labor pool, weak political power and favorable public policies. The exposure of residents, especially, the young and elderly, to truck emissions, like NOx and

particulate matter, cause asthma and other serious respiratory issues. The trend of warehouse construction in these areas with high residential density is now drawing the attention of the public, academia and policy makers.



Planning Board Rejects Warehouse Application After Hearing Residents' Concerns

Couldn't ignore safety concerns

Project plans to build a pair of sprawling distribution-type warehouses next to residential neighborhoods were unanimously rejected by Lodi, NJ city planners. Residents shared concerns over soil contamination, safety, traffic congestion, air and noise pollution. Up to 6 tenants could occupy the new buildings and allowed to operate 24 hours per day. The developer for the project funded traffic studies predicting an increase of 506 trucks per day. Without knowing specifics on the tenants and hours of operation, this value seemed skewed to Lodi City Planning Board Members. They all voted to reject the application, saying they couldn't ignore the safety concerns for residents or the likely bumper to bumper traffic that would result.

Morgan Hill Responsible Growth Coalition is a nonprofit organization.

Registration Date: 6/11/2019

Non Profit Type: 501(c)(4)

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**NOTES FOR DELIBERATIONS ON PZC APPLICATION 22-03P - MORATORIUM ON
NEW WAREHOUSES AND DISTRIBUTION CENTERS**

Commissioner Alan Cavagnaro

March 22, 2022

PURPOSE:

The purpose of this report I have conducted is to remind our commission of what other municipalities in our country have done in terms of establishing moratoriums on warehouses, and/or distribution centers. South Windsor is not alone in the expansion of warehouses, and we have the chance to vote on language that can help give our staff breathing room to analyze what language needs to be changed in our regulations. Over the last two decades, South Windsor has gone through changes, allowing a plethora of warehouses, and distribution centers to populate our streets, ones that we all share together as neighbors.

BACKGROUND:

It is important to note that communities across the country with similar issues with their regulations have turned to establishing moratoriums on warehouses, and distribution centers. This is a recent trend seen in the suburban community of Los Angeles, California, also known as the "Inland Empire". In Californian cities and towns such as Riverside, Colton, Jurupa Valley, and Chino, they have previously implemented 45-day moratoriums on the construction of warehouses. San Bernardino, Perris, and Redlands, have recently voted on 45-day warehouse moratoriums, however those proposals failed through their respective City Councils.

Colton, California is an interesting case that suggests a 45-day moratorium may be too short. The city acted on a 45-day moratorium on May 3rd, 2021, however they voted to extend it for 10 months and 15 days, after the first 45 days expired because more time was needed to craft regulations to help satisfy the shortcomings of their regulations. In our own state, Wallingford, Connecticut was looking to accept a proposal enacting a moratorium, to protect the watershed protection district in their own town. That moratorium proposal contained language that cited warehouses and manufacturing development as an area for the moratorium to include. Norwalk, and Milford also went through similar moratoriums almost three years ago that included the language of, "self-storage development." These moratorium's intentions are similar to what

Appl. 22-03p, is proposing in South Windsor. To address the impacts of warehouses, distribution centers, truck storage yards, truck traffic, and air quality in our community.

IMPACT:

The impact that warehouses have in our community is generally noted that when warehouses are developed in clusters, they can serve as a serious health concern for the citizens around said neighborhood. We have our own cluster, having all of our warehouses developed on the western side of the town near John Fitch Boulevard, making it a possibility of concern for those citizens living in neighborhoods close to these warehouses.

CONCLUSION:

When Colton, California passed their warehouse moratorium, they implemented an ad-hoc committee tasked with setting forth recommendations on how to tackle community concerns on warehouses, and distribution centers. Some recommendations that the ad-hoc committee made were “making zone code amendments, requiring health risk assessments for facilities that attract over 150 truck trips a day, and ensuring facilities are not placed within 1,000 feet of sensitive areas as required by state law.” (KCET, 2022) ¹ Of course not all of these would be feasible in our case, but these are some ideas to shed light on as we approach this moratorium.

The increase of warehouses in South Windsor has been recognizable over the last several years, welcoming new developments such as the Coca Cola, Home Depot, and Amazon facilities off of Ellington Road. With more development to potentially occur in this portion of South Windsor, it makes sense for a one-year moratorium on the construction of warehouses, and distribution centers to ensure the regulations are protecting the citizens’ best interests to inhabit land in our community.

¹ <https://www.kcet.org/news-community/can-banning-new-warehouses-improve-air-quality-in-the-inland-empire>