

TOWN OF SOUTH WINDSOR
PLANNING & ZONING COMMISSION

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JUNE 14, 2022

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

ALTERNATES PRESENT: Carolyn Carey and Paul Bernstein

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

PLEDGE OF ALLEGIANCE

Commissioner Dexter read the legal notice into the record.

Chairman Pacekonis appointed Alternate Commissioner Carey for Commissioner Wagner.

CALL TO ORDER:

PUBLIC HEARING/ COUNCIL CHAMBERS- 7:00 P.M:

1. **Appl. 22-17P- Scannell Properties #644, LLC** – request for a minor Resubdivision for the redesign of the cul-de-sac at the northern end of Kennedy Road, I zone

Peter DeMallie of Design Professionals presented on behalf of the applicant. Mr. DeMallie commented that he would be presenting two applications, the first would focus on the resubdivision and the second would focus on the site plan. Mr. DeMallie reviewed the Power Point that detailed the resubdivision plan (Exhibit A). Mr. DeMallie introduced the design team that was present, Louis Vandeloecht from GMA Architects, Attorney Tom Cody of Robinson & Cole, Ben Wheeler Landscape Architect with Design Professionals, Daniel Jameson Project Manager and Project Engineering with Design Professionals, Dean Gustafson Soil Scientist from All Points Technology Co. and Christopher McLean Traffic Engineer from Langan Engineering. Mr. DeMallie commented that the applicant has submitted two application, with the only reason for resubdivision application being to change the right of way on Kennedy Road for design of a cul-de-sac. Mr. DeMallie reviewed the background on Kennedy Road, which has historically been the responsibility of the town. Mr. DeMallie explained that Kennedy Road initially was supposed to be 1,300 feet long running from Sullivan Avenue to railroad tracks, however, only 850 feet of the street was completed. The remaining 450 feet of street is currently considered a paper street, including provisions for a cul-de-sac. Additionally, there is a drainage easement proposed over to east side on property known as 68 Kennedy Road that would need to be considered should the road be completed. Mr. DeMallie explained that town staff had requested the applicant consider building the new cul-de-sac, which he does not feel is a requirement. The applicant chose to move forward with the site plan to reflect the proposed cul-de-sac.

Mr. DeMallie commented that the Town Engineer had requested the detention basin on 68 Kennedy Road be deeded to the town and the applicant has agreed to this request. Additionally, the Director of Planning had indicated that should all four parcels be consolidated, an odd shaped lot would be created, however, the applicant is not suggesting anything be built on the unusual shaped portions of the property. Mr. DeMallie then reviewed the four parcels. The first parcel located at 352 Sullivan Avenue is the larger parcel on westerly side of Kennedy Road and extends all the way to the railroad tracks. Adjacent to the first parcel is 67 Kennedy Road. These two parcels make up the majority of the land for the proposed development. Mr. DeMallie added that the third parcel is a very small piece located along the railroad tracks and is only .08 acres and is not identified in the assessor's office. Lastly, on the east side of Kennedy Road is the fourth parcel, known as 68 Kennedy Road, which is a small thin piece and is nearly all upland review area. This parcel is where the proposed cul-de-sac and detention basin would be located. Mr. DeMallie commented that the applicant is proposing donating the land at 68 Kennedy Road

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to the town, should the town be interested. They would also be looking to donate the 10-foot strip of land that abut the railroad tracks as well. Both proposed pieces of land that would potentially be donated to the town have conservation easements, which was just approved by the Inland Wetland Agency and Conservation Commission. Mr. DeMallie reviewed the costs associated with the development of the cul-de-sac. Mr. DeMallie commented that the Town Engineer recently suggested the reconstruction of Kennedy Road and inspection and potential repair of the drainage on the road as well. The applicant has looked into the cost of this request and does not agree with the proposal by town staff. Mr. DeMallie added that Kennedy Road is currently being used by FedEx and does not believe they have been asked to help with road improvements. Mr. DeMallie commented that the applicant has looked into adding a stop light on the intersection of Kennedy Road and Sullivan Avenue and is currently working with OSTA on this project. He added that this signal is warranted by OSTA even without the proposed development. Mr. DeMallie reiterated that the need for the improvements on Kennedy Road existed before the proposed project.

Daniel Jameson, Project Engineer with Design Professionals discussed the design of the cul-de-sac. Mr. Jameson explained that this cul-de-sac would be sized similar to industrial cul-de-sacs in South Windsor, such as Connecticut Avenue. Additionally, they used truck turn technology to confirm trucks could properly maneuver around. Mr. Jameson reviewed the drainage for the proposed application. He explained that the runoff from new pavement surface would drain to a proposed water quality basin on east side of cul-de-sac. This water quality basin would connect into the existing storm drainage system on Kennedy Road. Additionally, the detention basin would provide peak flows less than the existing condition to the storm drainage system. Mr. Jameson commented that the erosion and sedimentation control measures would be based off the 2002 Erosion and Sedimentation Control Guidelines for the State of Connecticut. Some of these measures include, silt fencing, inlet protection and a temporary sediment trap. Mr. Jameson reviewed the water quality measures, which would be based on the recommendations in the 2004 Connecticut Stormwater Quality Guidelines. Mr. Jameson commented that he did receive comments from Town Engineer Jeff Doolittle and he felt they could work with town staff to satisfy the proposed comments.

Peter DeMallie summarized that the applicant submitted this application per the request of town staff to finish the cul-de-sac on Kennedy Road. Mr. DeMallie added that the applicant is willing to incur the cost of this cul-de-sac, however, the applicant cannot support the reconstruction of the entire street. Mr. DeMallie commented that the FedEx facility is on the easterly side of Kennedy Road and this facility was proposed without incurring any of these costs.

Chairman Pacekonis asked for town staff comments.

Director of Planning Michele Lipe read the Planning Report.

1. Request for resubdivision – request for a minor Resubdivision for the redesign of the cul-de-sac at the northern end of Kennedy Road, I zone. The original subdivision was approved in 1965; however, the entire roadway was not constructed at the time and currently there is no cul de sac at the northern end.
2. With this resubdivision, the applicant is proposing to construct a hammer head cul de sac to create a turnaround and would deed the needed ROW to become part of the town’s road network. They are not showing any changes to the remaining ROW to the north. It would be up to the Town Council to determine the deposition of the remaining ROW.
3. The resubdivision also show the merger of some existing properties to make one large lot, 19+ acres that will be the subject of the Warehouse/Distribution facility application. Staff have questioned the

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Lot Configuration (Section 2.2 of the zoning regulations) and the 10-foot access strip that is being left between the ROW and the railroad (Subdivision Regulations Section B.1.d)

4. The applicant has provided a zoning data table demonstrating compliance with the zoning regulations. Site plan approval would be required prior to any construction on the new lot.
5. Since the size of the lot is increasing substantially and a large property with feet of frontage on Sullivan frontage is being added to the subdivision, staff have recommended that a multi-use path or five-foot sidewalk be added to the plans along Sullivan Ave. Section B.6 Circulation Design System Section C states: The Commission may require sidewalks on existing street frontage, depending on pedestrian circulation patterns and existing site conditions. I would note that the current Plan of Conservation and Development does show proposed sidewalk along that stretch of Sullivan Ave.
6. Public water and sewer are currently available in Kennedy Road. The applicant does not need WPCA approval for the resubdivision.
7. There is a substantial amount of regulated wetlands on the building lot proposed. The IWA/CC granted approval for this resubdivision in conjunction with the site plan approval.

If this application is approved, the Planning Dept. requests no additional approval modifications other than those already noted.

Town Engineer Jeffrey Doolittle read the Engineering Report.

I have reviewed the above application plans and have the following comments

1. Kennedy Road is in poor condition and needs to be reconstructed with new base and at least 4 inches of HMA pavement before any more traffic and especially more heavy trucks use this road. Reconstruction of this road needs to be part of any development plans.
2. Include any soils borings or test pits that were dug in Kennedy Road, the proposed cul-de-sac and surrounding area.
3. Show detailed grading plans for the new cul-de-sac at the end of Kennedy Road.
4. The slope off the sides of the new cul-de-sac and Kennedy Road need to be 4H:1V or less for at least 7-10 feet to avoid the need for a guide rail.
5. The existing storm drainage pipes in Kennedy Road to their connection point in Sullivan Avenue need to be inspected and any needed repairs or replacements made as part of the road reconstruction.
6. The new storm drain pipes in the cul-de-sac need to be 15" RCP per Town Standards and because these will be shallow pipes.
7. I suggest the area of the proposed detention basin be deeded to the Town in lieu of a drainage easement to the Town.
8. Provide truck turning templates for the new cul-de-sac that show trucks will have enough room to turn around safely, without damaging the pavement.
9. At least one existing utility pole will need to be relocated for the new cul-de-sac. The lighting needed for a new cul-de-sac needs to be evaluated and any new LED lighting needed to meet current standards installed.
10. Provide for new sidewalks along the Sullivan Ave frontage of this property.

Please let me know if there are any questions.

Chairman Pacekonis asked for public comment. No public comment.

Chairman Pacekonis asked for Commission comments.

Commissioner Bernstein questioned if the purpose of the cul-de-sac was for vehicle turn around. Peter DeMallie responded that yes for turn around and for public works to use for snow removal.

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Commissioner Bernstein questioned if fire trucks or school buses could turn around in this cul-de-sac as well. Mr. DeMallie responded that both fire trucks and school buses could maneuver around this, adding that the cul-de-sac would be larger than a residential cul-de-sac.

Commissioner Vetere directed a question Michele Lipe regarding sidewalks in the area and if there were any nearby. Ms. Lipe responded that there was not a sidewalk nearby, however, the philosophy of the Commission, particularly as of recent, has been to request the installation of sidewalk in any new development.

Commissioner LeBlanc commented that he had concerns with the cul-de-sac being a place for truck drivers to sleep and a place for trash to build up, adding that he has noticed this problem at the Joanne Fabrics Plaza. Commissioner LeBlanc questioned if there is something that could be done to mitigate this issue. Peter DeMallie commented that he would review this during the site plan public hearing.

Commissioner Foley questioned how much land was going to be donated to the town. Mr. DeMallie responded that the applicant was offering 2.4 acres, which is the entire lot at 68 Kennedy, plus an additional .08 acre on the back side of the 352 Sullivan Avenue parcel. Commissioner Foley questioned if the cul-de-sac was a gain for the applicant. Mr. DeMallie explained that the applicant could build the site without the cul-de-sac, however, the cul-de-sac was requested by town staff. Commissioner Foley confirmed the donated land would go under a conservation easement and would be conserved by the town.

Commissioner Dexter questioned how FedEx exits their property. Mr. DeMallie responded that FedEx does utilize Kennedy Road to enter and exit their site. Commissioner Dexter questioned why Kennedy Road has not been maintained since it's a municipal road. Town Engineer Jeff Doolittle responded that the road has been maintained on a minimum level because until FedEx moved in, it was a lightly used road. Commissioner Dexter questioned if the two facilities could help incur the cost to maintain and help fix the road. Mr. Doolittle responded that anything would be possible. Commissioner Dexter commented that she would be in support of a stone path along the Sullivan Avenue frontage.

Commissioner Cavagnaro questioned why Kennedy Road was not completed back in the 1960s. Michele Lipe responded that from reading minutes from that time frame, the Woodcock family had donated the right of way to the town and the town built as far as they could with the funds they had available at the time. The hope was that, in future years the town may complete the road as other development warranted. Ms. Lipe reviewed history of Kennedy Road and previously denied applications. Ms. Lipe added that FedEx did not take a lot off of Kennedy Road, they look a strip of a right away and added it to a lot, therefore, they did not go through a resubdivision process. Mr. DeMallie commented that Larry Geissler of Design Professionals obtained original subdivision map from 1965 and a copy of the deed from the Woodcock family to the Town of South Windsor. Mr. DeMallie added that they could provide this information if the Commission was interested.

Chairman Pacekonis questioned if snow would be pushed into the detention basin since it is near the cul-de-sac. Peter DeMallie commented that there are other areas that are not the detention basin that snow could be push against. Chairman Pacekonis questioned if the basin could be designed different to allow a snow shelf for snow storage. Daniel Jameson responded that they had been requested to provide a change of slope on the cul-de-sac, and in making this change they could also provide a shelf to provide additional snow storage. Chairman Pacekonis questioned how far from edge of road does basin start. Mr. Jameson explained that the top of pond starts 6 feet away from the edge of the curb and this would be widened slightly to 7-10 feet. Mr. Jameson commented that in making this change in that area, plus the additional areas mentioned by Mr. DeMallie, there would then be ample space for snow storage.

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Chairman Pacekonis questioned if the applicant has any issue with the town staff improvement recommendations. Peter DeMallie commented that Town Engineer Jeff Doolittle and Daniel Jameson would meet and review some of the issues in more detail. Mr. DeMallie added that major items such as the road being rebuilt and inspection of the storm drainage while the road is ripped are items that could not be addressed.

Chairman Pacekonis questioned Jeff Doolittle how a business could still run and function if there was a total rebuild of the roadway. Mr. Doolittle responded that this can be done in stages and reviewed the process. Mr. DeMallie commented that he would request the Commission keep the public hearing open to allow the applicant to meet with the Town Manager to further discuss improvements on Kennedy Road.

Commissioner Bernstein questioned what the advantages or disadvantages would be to have some of the land donated to the town. Jeff Doolittle responded that the town would have this land for town use and would also provide access to the railroad should the town need to access it in the future. Michele Lipe added that since it is conservation land, it wouldn't be detrimental for the town to own it and also agreed with Mr. Doolittle's comment about the importance of having access to the railroad.

Commissioner LeBlanc motioned to continue the public hearing to the June 28th meeting.

Commissioner Vetere seconded the motion. The motion passed unanimously.

2. **Appl. 22-18P Scannell Properties #644, LLC** – request for a site plan approval for a 241,800 sq ft warehouse and distribution center on 19.2 acres, on properties located at 67, 68 Kennedy Road and 352 Sullivan Ave., I zone.

Peter DeMallie of Design Professionals presented again on behalf of the applicant and re-introduced the design team. Mr. DeMallie distributed the Power Point he would be presenting (Exhibit B) to the Commission. Mr. DeMallie stressed that this would be a proposed warehouse/distribution center with loading docks on only one side of the building, and no cross docking. Mr. DeMallie commented that the Commission has previously approved all five of Scannell's warehouse and proceeded to review the approved the five developments, which includes Mobis/Hyundai, Vistar, Coca-Cola, Home Depot and Amazon. Mr. DeMallie commented that these five developments have greatly contributed to the economic development in South Windsor between tax revenue and building permit fees. At this time the proposed 67 Kennedy Road development does not have a tenant, which is typical.

Mr. DeMallie then reviewed some the uses of the nearby properties. The surrounding properties included the FedEx facility, which is much larger than the proposed facility and Woodcock Refrigeration. Additional businesses that are close by are a manufacturing enterprise, large landscaping company, and R&L Carrier, which is a truck terminal. Mr. DeMallie commented that the general nature of this area is industrial and there are no neighborhoods nearby.

Mr. DeMallie then reviewed some of the features of the site. The application that is being proposed would be a 240,000 square foot facility with 59 tractor-trailer spaces on the far west side of the building. The east side of the building would feature three entrances with 142 automobile parking spaces. Mr. DeMallie commented that there would be a detention basin to the west side near the tractor trailer court and a total of 6,000 square feet of office space on the corners on the east side. Mr. DeMallie reviewed the reserve parking spaces, which would be reflected differently on the site plan by the next meeting to show a 130 reserve parking spaces in the truck trailer space area. He added that facilities like these do not need

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the reserve parking spaces but the Zoning Regulations require this to be shown, therefore, the site plan will reflect a total of 272 automobile parking spaces. Mr. DeMallie commented that the impervious coverage on the site is currently 54.6%, which would change if the town accepted the proposed donated land, however, the impervious coverage would still meet the 65% cap even with this change.

Additionally, they would be proposing fifteen EV charging stations, five of which would be installed and active upon completion. Mr. DeMallie commented that they are currently showing an egress driveway from the site onto Sullivan Avenue, however, Town Engineer Jeff Doolittle asked for this to be removed or reconfigured. Mr. DeMallie commented that they would work with town staff to address this issue, adding that he was unsure if the Fire Marshall would want a fire access drive. Mr. DeMallie commented that if they do not have another point of egress for the trucks then they would end up with a turnaround in the tractor-trailer court on the west side and would likely lose some trailer parking spaces.

Mr. DeMallie commented that they are proposing 25 loading docks, however, these would also feature knock out panels. If a tenant wanted to utilize these panels they could increase the loading docks by an additional 20 spaces for a maximum of 45 loading docks on the site. Mr. DeMallie explained that the northerly and southerly end of the loading dock court there would be spaces available for maintenance vehicles or it could be used as an area for dumpsters. Mr. DeMallie commented that there is 4 acres of conservation land on this site and would have Dean Gustafson, Wetland Scientist review this area in more detail. Mr. DeMallie reviewed the requested lighting height waiver to allow 35-foot light poles in the truck court area. He confirmed that these light poles would be full cut off and dark sky compliant.

Mr. DeMallie reviewed the request for sidewalks on Sullivan Avenue and commented that they would like to wait and see what happens with the process and additional improvement requests before they agree to install sidewalks. Mr. DeMallie explained that the improvements on the site plan could impact the budget and, therefore, make sidewalks financially unrealistic. Mr. DeMallie commented that he would like the Commission to take into consideration that FedEx was not required to install sidewalks.

Daniel Jameson Project Engineer with Design Professionals commented that he would discuss the engineering highlights of the site plan, specifically the stormwater design. Mr. Jameson explained that when evaluating the current surface there are four existing design points, the first one being an 18-inch metal pipe that convey stormwater underneath the railroad and to the north. The second being the sheet flow that would leave the northwestern corner of the property and be conveyed west along the railroad. Also, regarding the water from the southern half of the site, there is a drainage divide in between the two wetland pockets where water would ultimately meet up and enter the stormwater collection system on Sullivan Avenue. Lastly, there is a small portion on southeastern corner that does flow over to the Kennedy Road catch basin.

Mr. Jameson reviewed the detention basin and water quality system. Currently, they are proposing four stormwater detention systems, five of which would be underground. Mr. Jameson reviewed these underground chamber systems in more detail. The largest detention on this basin on this site would be located on the western side, which would collect water along with the surface basin and surface flow from the trailer parking area. This water quality basin would then collect this water and send it to the underground system. The final outlet for the underground detention system is an outlet control structure. There would be two outlets, one that will send water to wetland mitigation system to provide hydration, both outlets make ultimately bring water to the 18-inch metal pipe. Mr. Jameson commented on remarks made by the Town Engineer regarding the outlet control structure, which he has remedied. Mr. Jameson commented that the five underground chamber systems would be installed with isolation rolls and the number of chambers was based on water quality flow calculation per the 2004 Connecticut Stormwater

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Quality Manual. Mr. Jameson commented on the erosion and sedimentation control measures which include silt fence and a series of diversion swales to convey stormwater to temporary detention basin. Lastly, Mr. Jameson reviewed Doolittle's concerns about the need of the 18-inch pipe and its location and Mr. Jameson commented that the property owner did reach out to owner of the railroad to discuss securing the appropriate drainage rights.

Chris McLean from Langan Engineering reviewed the traffic report. Mr. McLean reiterated that the proposed site would be a 241,000 square foot warehouse with 25 loading docks, 52 trailers spaces and 142 vehicle parking spaces. Mr. McLean reviewed the site access and site design, which features three primary access points all off of Kennedy Road with the northern most point has been designed to accommodate entering and existing of the tractor trailer trucks. Mr. McLean commented on the analyzation of the four main intersections on Sullivan Avenue; Sullivan Avenue and John Fitch Boulevard, Sullivan and Rye Street, Sullivan and Kennedy Road and Sullivan and Ayers Road. Mr. McLean commented that the traffic study had been submitted to OSTA for review and OSTA has approved the methodology of the report. Mr. McLean reviewed the methodology that has been used for the traffic study, which is the ITE Trip Generation Manual 11th Edition. The ITE requires they use a code for analysis and they used a warehouse option for the land use. Mr. McLean reviewed the proposed trip generation with the 53 total trips during the morning peak hour and 55 trips in the evening peak hour with 420 total trips for the entire day, this total number includes both trucks and cars. He commented that the morning peak trip includes seven truck trips and ten truck trips in the evening peak hour. There would be a total of 138 total truck trips with 69 in and 69 out for the entire day. Mr. McLean analyzed the four sections mentioned with no change of level of service for the proposed volume of vehicles and no significant change to the queuing lengths. Mr. McLean commented that the traffic study looked into whether a traffic signal at the Kennedy Road and Sullivan Avenue intersection would be warranted and the analysis indicates that a light is warranted. Mr. McLean commented that they are currently waiting for OSTA to confirm if a traffic light should be installed. Mr. McLean commented that Scannell would pay for a traffic signal should one be needed.

Mr. McLean commented on the access management for the site. He explained that Scannell is proposing an access easement in the southwest corner of Sullivan Avenue and 330 Sullivan Avenue in order to accommodate of any future connection. This would allow for access directly across from Schweir Road, which would create a four-way intersection. Chairman Pacekonis questioned if they had a drawing to show this easement.

Ben Wheeler of Design Professionals commented that he would be review the landscape and lighting plan for the site. Mr. Wheeler commented that there would be extensive landscaping along Sullivan Avenue, similar to the Mobis and Vistar warehouses. There would be some grading to provide additional screening, grade increases near Sullivan Avenue then drops to the building elevation and would also include a small berm. Mr. Wheeler commented that along the east side of Kennedy Road they would be proposing a mixture of street trees including deciduous and flowering trees. With these trees the applicant would meet the zoning requirement of one tree per every ten parking spaces. Additionally, the parking lot entrances would have a mix of deciduous shrubs, flowering shrubs and perennials. Mr. Wheeler commented that the north end of the site would be wetland mitigation area, which would be seeded with a wetland seed mix. Mr. Wheeler commented that they worked with Wetland Scientist Dean Gustafson to provide a planting plan that meets the needs of this area and try to recreate the wetlands that were historically present before the development of Kennedy Road. Mr. Wheeler highlighted some of the features of the surface detention basin on west side of truck court. Mr. Wheeler commented that also along western property line are groups of evergreen trees to provide cover and habitat for wildlife.

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Mr. Wheeler then reviewed the lighting plan, which would feature high efficiency LED, full cut off light light fixtures, similar fixtures that have been utilized on other Scannell projects. Mr. Wheeler commented that there would be pole mounted lights at each entrance off of Kennedy Road for safe ingress and egress. Additionally, on the east side of the building there would be mounted lights for automobile parking area that would be 25 feet tall. Mr. Wheeler commented that they would be requesting a lighting height waiver for the west side of the property near the loading docks to allow 35-foot-high light poles. Mr. Wheeler commented that they did receive a favorable review from Architectural Design Review Committee. Mr. Wheeler reviewed computer generated renderings of the site. He reviewed the southeast corner of the site at day one and then reviewed a 10-year rendering to showed the growth of trees and plantings. Mr. Wheeler mentioned that the Architectural Design Review Committee felt there was too much screening on corner of Sullivan Avenue and requested the applicant reduced the screening in this area.

Lewis Vandeloecht of GMA Architects reviewed the building design. Mr. Vandeloecht reviewed the floor plan of the building, which would feature a small office bump out in the two corners of the building that would each be approximately 3,000 square feet. Mr. Vandeloecht commented that the building does feature knock out panel to allow for additional loading docks should a tenant want them. Mr. Vandeloecht explained that the building would be a painted concrete panel, similar to other buildings built by Scannell. Mr. Vandeloecht added that the building would include two story glass elevations where office space would be located in the building, the entrance would be well defined and they intend to break up the concrete walls with different colors and patterns. Mr. Vandeloecht reviewed back side of the building which would mainly feature loading docks and also reviewed additional perspectives of the proposed building. Ben Wheeler added that they would be proposing the same paint scheme as Home Depot and Amazon development. Mr. Wheeler commented that this paint scheme was well received when discussed with the Architectural Design Review Committee. Mr. Vandeloecht presented a video to highlight the screening on the site at 10-year maturity.

Dean Gustafson, Wetland Scientist with All Points Technology, discussed the impacts on the wetlands. Mr. Gustafson commented that there are unavoidable wetland impacts and to compensate he did a comprehensive mitigation plan. Mr. Gustafson commented on three elements of the plan; wetland enhancement in northern area, wetland creation area of about 25,000 square feet in the northwest corner, combine these new wetlands area with existing wetland area, which would provide valuable wildlife habitat. Mr. Gustafson commented that they would be providing a significant ecologically mitigation package with this site plan. Mr. Gustafson commented that this habitat area would be connected to other open space area and would also connect to the Rye Street Park.

Peter DeMallie summarized the proposed application and reiterated that there was no nearby residential area, the site would be surrounded by other Industrial or Commercial zones. Additionally, the project would add to the tax base and would be an attractive business on Sullivan Avenue. Mr. DeMallie commented that he would like to consider keeping the public hearing open to allow time to discuss and address town staff comments and concerns.

Chairman Pacekonis asked for town staff comments.

Director of Planning Michele Lipe read the Planning Report.

1. Request for site plan approval for a 235,800 sq ft distribution facility (including approximately 6,000 sf of office space) on 19+ acres of property, combining properties located at 67 & 68 Kennedy Road, 352 Sullivan Ave, I zone

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2. The intended use is offices and warehouse space for a distribution facility. There is no known tenant at this time and there is no outdoor storage proposed with this application.
3. Maximum impervious coverage allowed is 65%; 54.6% proposed. Proposed building will be 40 feet in height. Front yard setback for the building is about 55 feet along Sullivan Ave and 115 feet along Kennedy Road. The parking requirement based on the uses and an estimate of 55 employees is 271 spaces; 142 spaces are shown with 59 trailer spaces. The applicant has shown areas where reserve parking could be accommodated; however, staff have questioned the location of reserve parking along the access drive and the calculations which count the reserve parking and trailer parking spaces which are in the same location - essentially double counting some of the spaces.
4. The proposal also includes 5 EV Charging stations (including 1 handicap spaces) and 10 EV ready spaces. In the event that reserve parking is built, the applicant will need to increase the number of EV chargers in accordance with the regulations.
5. There are 25 loading docks (expandable to 48) shown servicing this facility and 59 trailer spaces. These loading docks and spaces are located on the westerly side of the building. The regulations prohibit loading docks from facing the public highway and activities must be screened from the roadway. These docks do not face Sullivan Ave and the applicant is proposing a six-foot berm and plantings along the site's frontage to screen the activities. There are also plantings shown along
6. There are two access drives servicing the employee parking on Kennedy Road and one drive at the northern end off the cul de sac to accommodate the truck traffic. There are no gates or fencing shown on the property. There is currently a right out only drive shown along Sullivan Ave. We have expressed concern about the design "right out" only access drive shown on the plans. We have also asked the applicant to address access management requirements as they apply to the property to the west.
7. There are no sidewalk or pathways shown on the plans and the current sidewalk plan in the POCD shows sidewalks along this stretch of Sullivan Ave. Staff have requested a pathway or sidewalk be incorporated.
8. A traffic study has been submitted and reviewed by the staff. The findings indicate that the road network currently meets the warrants for a light to be installed at the intersection, however there are no improvements proposed at this time. Office of State Traffic Administration approval is required; and OSTA has full jurisdiction over traffic signals and road improvements on State roads. The Police Department will be consulted by the state during the OSTA process. The final plans submitted shall reflect any requirements of the State's approval.
9. This property is adjacent to industrially zoned property on all sides and does not require a buffer under the zoning regulations. A berm with a variety of screening trees are being shown planted along the frontage. A detailed landscape plan has been included along the site's frontage and throughout the parking areas meeting our interior parking landscaping requirements.
10. for the site has been provided
11. All proposed lighting are dark sky compliant, full cutoff fixtures. The lighting includes wall paks as well as 25' poles in the employee parking areas. Similar to the other distribution facilities recently approved along Sullivan Ave and Kennedy Road, the applicant has requested a waiver per Section 6.3.3E to allow 12 light poles, 35-foot-high in the truck loading dock area. The Commission can grant this waiver after finding that:
 - traffic or other hazards will not be created; general property values will be conserved;
 - no adverse effects on existing uses in the area; general welfare of the community will be served; no adverse environmental impacts will be created;
 - topography of the land makes the property suitable for higher poles.

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12. The applicant has provided a colored elevation. They intend to have both a free standing at the intersection of Sullivan Ave and Kennedy Road and building signage .
13. Architectural and Design Review Committee reviewed this project on May 1 and were satisfied with the building elevations as presented.
14. The site is served by public water and sewer. Water Pollution Control Authority approval is required.
15. The Fire Marshal's office and Police will be reviewing the revised layout (just received) and I will forward any comments at the meeting on 6/28/22.
16. There are areas of regulated wetlands on the site. IWA/CC held two public hearings and approved the project is on May 18 with the following conditions:
 - If the undeveloped portion of Kennedy Road is abandoned by the Town it shall be protected by a conservation easement and the fill and debris shall be removed.
 - The outlet design of OCS 4 shall be modified, reviewed, and approved by Town staff.
 - The storm water management plan shall be modified to have a more frequent inspections and maintenance schedule and shall be reviewed and approved by Town staff.
 - Bonds shall be collected in the amount of:
 - \$30,000 for Installation maintenance of erosion and sediment controls
 - \$50,000 for Installation of storm water system
 - \$50,000 for Construction of proposed mitigation area

That concluded the Planning Department report at this time. We will be reviewing the revised plans and may have further comments.

Town Engineer Jeffrey Doolittle read the Engineering Report.

I have reviewed the above application plans received in May and have the following comments

1. The one way exit driveway from the site onto Sullivan Avenue needs to be straightened so it is perpendicular to Sullivan Avenue and it should be relocated to the north property line so it is across from Schweir Road for safety reasons and for the access management plan with the parcel to the west. Such a change could impact the size of the northern detention/water quality basin by this driveway heading northwest out of the parking area and then turning about 90 degrees southwest to connect to Sullivan Avenue by the property line, across from Schweir Road. This driveway and its layout needs to be re-evaluated and any impacts on the size of the northern detention /water quality basin addressed.
2. How would reserve parking spaces be used where they are also in trailer parking spaces?
3. The site plan shows ramps for trucks to drive into the building. What will be done with trucks in the building and where will they exit?
4. The southern driveway from Kennedy Road to the front (eastern) parking lot goes up about 11.4% which is very steep. This driveway should be regraded to have no more than 10% slope.
5. The largest part of the stormwater system will take stormwater from the proposed building roof and parking areas on both sides. This system includes the stormwater quality/detention basin on the north west part of the site and underground storage and detention beneath both parking areas. It will discharge to the north corner of the site to an existing drainage swale along the railroad tracks and an existing 18" CMP that goes under the railroad tracks to a natural drainage channel and stream through the property north of the railroad tracks. This system will also discharge to the proposed wetlands restoration area on the north side of the site. To make sure this system operates

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satisfactorily as designed the existing 18" CMP under the railroad tracks needs to be inspected, cleaned and repaired or replaced as needed to be in very good condition, and a drainage easement or right to drain needs to be established or updated for the proposed stormwater flow from this developed property under the railroad tracks to the existing drainage channel and stream on the property on the north side of the railroad tracks at 250 Rye Street.

6. I suggest the outlet structure from this stormwater system (labeled as OCS-04) include a second high level outlet orifice or lower top of weir at or just above the elevation of the overflow from the proposed wetlands restoration area toward the railroad tracks (approximately 83.5). This would allow additional high level stormwater discharge directly to the 18" pipe under the railroad tracks when the wetlands restoration area is full of water.
7. A few of the stormwater pipe sizes and slopes may need to be modified to insure they have enough capacity and at least 1 foot of freeboard for the design flows as shown in the stormwater management report.
8. This stormwater management system will need to be inspected, cleaned and maintained on a more frequent schedule than usual because most of the system is underground and the outlet control structures have very small orifices.
9. Revise the landscape plan to move large trees and shrubs away from water lines to the south side of the proposed building from Kennedy Road and Sullivan Avenue.
10. On Sheet C-D6 there is a table of information for the Outlet Control Structures that includes OCS-7. Where is OCS-7? I did not see it on the drainage plan.
11. Provide truck turning movements for this site plan.
12. Will there be any floor drains inside the building?
13. Install a sanitary monitoring manhole close to or in the ROW for Kennedy Road. If it is on this property, an easement needs to be provided to the Town for access and inspection.
14. What are the expected peak and average sanitary sewer flows from this development?
15. A traffic signal needs to be seriously considered at the intersection of Sullivan Ave and Kennedy Rd.
16. See my comments for the Subdivision relative to Kennedy Road.
17. WPCA review and approval is needed for all development on this site.

Chairman Pacekonis asked for public comment.

Kathy Kerrigan of 1838 Main Street spoke against the application and submitted a letter into the record (Exhibit C). Ms. Kerrigan highlighted that the Commission recently unanimously approved a warehouse moratorium and the applicant submitted this application two days before the moratorium took effect.

John Holowczak of 39 Cody Circle spoke against the application citing concerns with the parking spaces on the plan.

Jared Lewis of 170 Long Hill Road spoke against the application and commented on concerns with the traffic study and the general increase of truck traffic in South Windsor.

Chairman Pacekonis asked for Commissioner comments.

Commissioner Carey commented on concerns with trucks turning onto Sullivan Avenue and glad to see that this issue was going to be addressed. Commissioner Carey questioned why the loading dock were visible from Sullivan Avenue and why there was more screening onto Kennedy Road. Commissioner Carey also questioned where the snow shelf would be located on the site. Ben Wheeler reviewed the landscape plan showing snow storage area between the auto parking area and Kennedy Road. Mr. Wheeler commented that this area may not seem large, however, after running calculations and this area could provide enough storage for up to 80% of the snow that falls in Connecticut. Additionally, should

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there be a winter where there was more snow the applicant has agreed to contract a company in this instance to remove snow to somewhere off site. Commissioner Carey asked for clarification on distance from Sullivan Avenue to the building, and questioned if it was 55 feet. Michele Lipe commented that she calculated 55 feet from the building to the property line. Peter DeMallie commented that 55 feet was the correct distance and confirmed that they also take this measurement from the property line. Commissioner Carey questioned if the number of loading docks impacts the truck traffic. Chris McLean from Langan Engineering explained that the truck traffic is based on the square footage of the building per the ITE Trip Generation Manual. Truck traffic is not based on the number of loading docks or trailer spaces. Commissioner Carey commented that Mr. McLean stated that there would be a nominal impact of traffic. She went on to question if this impact would still be nominal during peak periods. Mr. McLean responded that the study was taken with the consideration of peak travel periods and the same consideration was used for the queuing and delays. He added that per his report there was no change to the level of service.

Commissioner Cavagnaro questioned the security on the site, specifically in the parking areas. Peter DeMallie responded that the site plan does not propose a gate or fencing but the security would also be dependent on a tenant's needs. Should a tenant require either option they would return to the Commission for approval. Commissioner Cavagnaro questioned the hours of operation. Mr. DeMallie commented that most warehouses operate 24 hours a day, 7 days a week and reviewed security protocols that could be used depending on a tenant. Commissioner Cavagnaro questioned if the number of employees that would work at this site was still anticipated to be 110 and how that would relate to the parking on site. Mr. DeMallie responded that during peak shift there would be adequate parking for employees on site and more. Commissioner Cavagnaro questioned if a sign could be installed west on Sullivan Ave that would announce trucks merging onto Sullivan Avenue. Mr. DeMallie responded that they are no longer proposing trucks merging onto Sullivan Avenue from the egress drive and they would review this further with town staff.

Commissioner Dexter agreed that the exit onto Sullivan would not be a good idea unless they were able to utilize the access easement for a four-way intersection with Sullivan Avenue and Schweir Road. Commissioner Dexter questioned if there was any possibility that a potential tenant would want to use the rail. Peter DeMallie explained that this area is mostly wetlands and the applicant is looking to make this area a conservation area. Commissioner Dexter commented that in years back they allowed an applicant to provide parking spaces using pervious coverage instead of paving and questioned if this would be possible in this instance. Michele Lipe commented that this was a trade-off to allow them to up 70% pervious coverage. Lipe stated this would not be the case with this application. Commissioner Dexter commented on the traffic study, which reviewed the intersection of Ayers Road and Sullivan Avenue and questioned if it would be more beneficial to review other intersections beyond this one. Mr. DeMallie commented that he would review this with town staff.

Commissioner Foley commented that he would like to see an irrigation system on the site. Ben Wheeler responded that this would be discussed with applicant and depending on the number of requirements the applicant would consider adding this. Commissioner Foley reviewed the proposed snow storage and commented that he wanted to be sure the landscapes areas would not be used as a snow storage. Mr. Wheeler commented that the snow storage would not be near the landscaping on the Sullivan Avenue frontage and the landscape islands on the site.

Commissioner Foley questioned if Langan Engineering was the same company that prepared the traffic study for the FedEx facility. Chris McLean responded no. Commissioner Foley suggested that the light

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being proposed at the intersection of Kennedy Road and Sullivan Avenue should have a “No Right Turn on Red” sign to help avoid accidents. Town Engineer Jeff Doolittle and Chris McLean both commented that they could request this from the state. Commissioner Foley agreed that he would like to see sidewalks in front of this development as well, adding that the development of sidewalks on Sullivan Avenue needs to start somewhere. Commissioner Foley questioned if a tenant utilized the knock outs in the loading dock area would the numbers from the traffic study change and explained he had a concern with queuing issues. Mr. McLean commented that the ITE Trip Generation Manual is based on square footage of a building and not the amount of loading docks. Commissioner Foley questioned if data was based off of tractor-trailer trucks or smaller trucks that may utilize the site. Mr. McLean commented that this does include both types of trucks, however, it does not distinguish between types of trucks or automobiles.

Commissioner LeBlanc commented on concerns with trucks queuing on Kennedy Road and the potential impact on the nearby smaller businesses along Sullivan Avenue. Commissioner LeBlanc commented on the landscape plan renderings and questioned how close the telephone poles and wires were to the trees. Ben Wheeler responded that the utility poles are right along edge of the road and the landscape would be set back from those poles. Additionally, the trees are beyond the underground detention basin too as to not interfere. Commissioner LeBlanc commented on a potential issue in the future regarding the water main in town not being able to support multiple large developments.

Commissioner Vetere echoed the concern regarding the snow shelf. Commissioner Vetere clarified the numbers from the traffic study, 420 vehicle trips a day, with 69 trucks in and out as part of that total trip count. Chris McLean responded that this was correct.

Commissioner Bernstein questioned the distance from the proposed site to residential homes. Peter DeMallie responded that there were some homes on Troy Road, which was the backside of the property, but was unsure of the exact closest home. Mr. DeMallie added that there were no residences within 500 feet from the site. Commissioner Bernstein commented on the traffic flow on site and questioned if a perimeter road would be something to consider to enhance the traffic flow. Mr. DeMallie commented that there was suitable traffic flow on site and explained that there was adequate truck maneuvering space, no need for trucks to do blind side back ins and cars would have two access points onto Kennedy Road as well. Commissioner Bernstein confirmed that the vast majority of the trucks would be using Route 5 to access to the site. Chris McLean from Langan Engineering commented that a majority of truck traffic would be heading to and from Route 5. Commissioner Bernstein commented that in his opinion, including a light at the Ayers Road intersection would not be necessity. Mr. McLean commented that the traffic study just collected data at Ayers Road intersection. He commented that the reason they included this Ayers Road intersection was due to the fact that it was located near residential homes and they were interested in finding out if workers would travel to the site from these neighborhoods.

Chairman Pacekonis commented that the regulations discuss showing the traffic movements on a site plan and questioned if the applicant has demonstrated this at this time. Ben Wheeler commented that the Town Engineer has already requested this and they would work together on this and present at the next meeting. Chairman Pacekonis commented on the west detention basin and the concern of an adequate snow shelf. Does not want the snow going into the detention basin and requested this also be demonstrated at the next public hearing. Chairman Pacekonis asked Ben Wheeler to review the reserve parking spaces, which are located where trailer spaces are currently shown. Mr. Wheeler reiterated that he agreed with Peter DeMallie’s previous comment, 140 parking spaces is more than adequate for this

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site and does not feel they will need this reserve parking. Chairman Pacekonis questioned if there was a plan showing the reserve parking spaces. Michele Lipe and Ben Wheeler clarified where this is shown on the site plan. Chairman Pacekonis questioned the safety of this reserve parking and felt there should be a better plan for this. Mr. Wheeler commented that this could be addressed at the next meeting.

Chairman Pacekonis questioned if the roof drain drains to the underground storage. Daniel Jameson confirmed that they would drain to the underground storage. Chairman Pacekonis commented on the proposed traffic light needed and his original concerns with this intersection when FedEx was approved. Chairman Pacekonis questioned if this traffic light was somehow missed when FedEx expanded and went back for review with the state. Michele Lipe responded that to her knowledge, when FedEx expanded their traffic study did not warrant a traffic light at that time. Ms. Lipe added that now with the increase in traffic that may be why the light is now necessary. Chairman Pacekonis commented that there is an access management requirement in the regulations and would like to see some type of plan regarding the Schweir Road intersection. He added that he assumed this would be the plate for a future applicant but would be curious see a future plan to better understand this item. Peter DeMallie commented that this could be reviewed for the next meeting.

Chairman Pacekonis questioned if Sullivan Avenue currently has bus line access. Peter DeMallie responded that it does not. Chairman Pacekonis questioned if person was walking on Sullivan Avenue to the proposed facility would they have sidewalk access to the front of the building. Mr. DeMallie commented that from the parking lot there would be sidewalk access to the front door, but they do not have a sidewalk in front of Sullivan Avenue, however, if one is mandated the design team would need to show a connection of the sidewalk to the front of the building. Chairman Pacekonis questioned if rooftop units would be seen from the road and also questioned the height of the rooftop units and the parapet walls and the distance between the parapet walls and the units. Lewis Vandeloecht responded that in order to show this they need to know where they need to run a line of site. Chairman Pacekonis commented that he wanted Mr. Vandeloecht to show that these units would not be visible from the street at any angle. Mr. Vandeloecht discussed the height of the parapet wall and how this can sometimes be tenant dependent. Chairman Pacekonis responded that he wants to be sure the parapet wall is high enough so units cannot be seen. Mr. Vandeloecht commented that he would work with town staff on distance for height.

Chairman Pacekonis questioned the turn requirements for the tractor-trailer spaces and requested these movements be demonstrated. Chairman Pacekonis added they he did not see any reserve area if cabs are removed like the site plan for Aldi's Distribution Center showed. He reiterated that he wanted these items addressed and reviewed at the next meeting. Chairman Pacekonis commented that Commissioner LeBlanc mentioned water storage concerns and questioned if his facility would have water storage tanks like other distribution centers. Ben Wheeler commented that neither the Mobis and Vistar warehouse has storage tanks as those sites are served by Connecticut Water. Mr. Wheeler went on to explain MDC requires a facility to show storage tanks, Connecticut Water is satisfied with a booster pump. Chairman Pacekonis questioned if there is a backup generator. Mr. Wheeler responded that there is no outdoor generator proposed. Chairman Pacekonis commented that he would like to make sure the Fire Marshall is comfortable with water needs. Mr. Wheeler responded that the final design is based on goods stored in the facility and this is when the suppression system is determined.

Commissioner Foley questioned if the Water Pollution Control Authority would need to approve the site plan. Peter DeMallie responded that they would need WPCA approval but first the applicant would need approval from the Planning and Zoning Commission.

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Chairman Pacekonis questioned how the Town Council views land being donated. Michele Lipe responded that from a tax standpoint, the tax on conservation land would be minimal. Peter DeMallie responded that the applicant did not have to donate the land, they were offering the option to the town. Ms. Lipe requested the applicant submit an extension at the next meeting since they had a July 1st deadline.

Commissioner LeBlanc motioned to continue the public hearing to June 28.

Commissioner Vetere seconded the motion. The motion passed unanimously.

REGULAR MEETING/COUNCIL CHAMBERS:

CALL TO ORDER:

PUBLIC PARTICIPATION:

NEW BUSINESS: Discussion/Decision/Actions regarding the following:

BONDS: Callings/Reductions/Settings

MINUTES:

OLD BUSINESS:

APPLICATIONS OFFICIALLY RECEIVED:

- 1. Appl. 22-22P Hartford Truck Equipment Site Plan-** request for site plan modification for a 45,000 sf. ft. storage building, 10,000 sq. ft. addition to existing building and additional storage areas, on property located 95 and 45 John Fitch Boulevard and 542 King Street, GC zone.

OTHER BUSINESS:

CORRESPONDENCE/REPORTS:

ADJOURNMENT:

Meeting adjourned at 10:17pm.

Respectfully Submitted,

Caitlin O'Neil, Recording Secretary