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TOP STORY

# Toxic spills soar

## Trucks, not trains, responsible in Connecticut

By Eric Bedner / Journal Inquirer

Apr 1, 2023



Trucks pull into the FedEx facility in South Windsor on March 8.

Jim Michaud / Journal Inquirer

Both the number of incidents where hazardous materials have spilled on state highways and the cost for cleanup have risen sharply in recent years, according to a new report from the U.S.

Department of Transportation – figures that are substantially lower than the state’s environm. [Privacy](#) - [Terms](#)

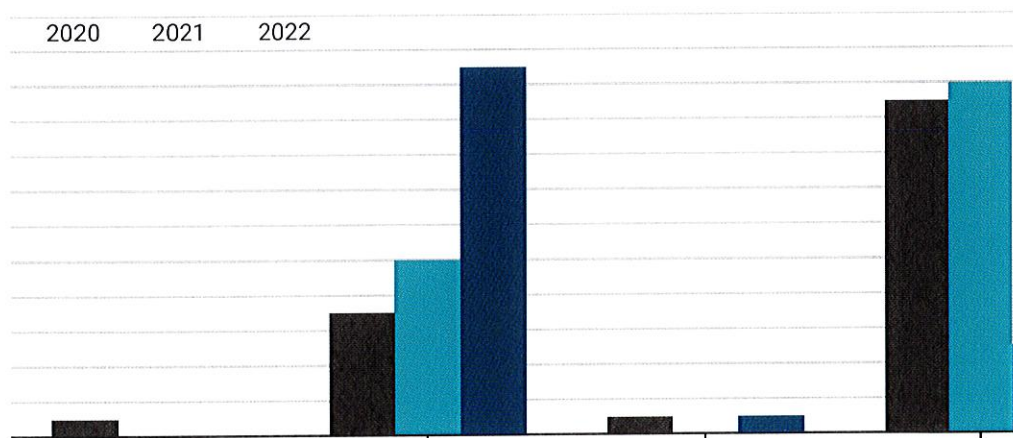
agency data.

According to data released last month by the federal DOT, the cost for cleaning up hazardous chemicals spilled on local roads and turnpikes grew by a factor of five in the last three years alone.

In 2020, a total of 298 toxic spills on Connecticut roads and highways were reported to the federal government, costing about \$49,000 in damages, according to the DOT data.

## Hazardous Spills on Connecticut Highways

There were a total of 298 incidents in 2020, 358 incidents in 2021 and 364 incidents in 2022 Below are the local towns impacted



Windsor

Chart: Journal Inquirer • Source: U.S. Department of Transportation • Get the data • Created with

Those numbers jumped to 358 incidents resulting in about \$80,000 in damages in 2021, and 364 spills costing about \$253,000 to clean up in 2022, according to the federal data.

Most of the spills in the north-central corridor reported to the U.S. DOT in recent years occurred in South Windsor and Windsor Locks. All of the spills reported in those towns came from FedEx facility trucks, the data shows.

The number of spills originating from FedEx facilities in South Windsor and Windsor Locks has fluctuated from a handful to more than 20 in the previous three years, according to the U.S. DOT numbers.

Conversely, state figures show far more spills reported in Connecticut compared to those released by the U.S. DOT.

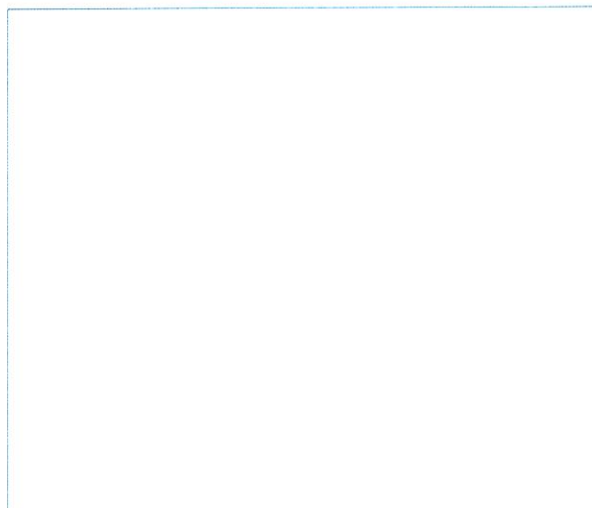
Statewide, there have been about 200,000 incidents in which hazardous materials have been spilled in Connecticut since January 1996 — an average of about 7,000 per year, according to numbers from the state Department of Energy and Environmental Protection.

Local officials say the discrepancy is largely caused by Connecticut's stringent reporting regulations compared to federal regulations, which only legally requires incidents to be reported when the quantity is significantly larger compared to the state threshold.

### **Local officials stunned**

Windsor Locks First Selectman Paul Harrington praised the town's working relationship with the DEEP, saying state officials routinely notify local leaders of even the smallest spills within town lines.

But he called it "bothersome" that he has not been made aware of any spills originating from the FedEx Freight facility in Windsor Locks.



According to the U.S. DOT, there have been a total of 44 spills related to the facility in the past three years.

“I think we have to open the lines of communication with FedEx,” Harrington said. “I have to put FedEx in my crosshairs. Are they calling in these spills and accidents?”

FedEx did not respond to repeated attempts from the Journal Inquirer seeking comment.

In South Windsor, local officials said there haven't been any incidents involving leaking hazardous materials at the FedEx Ground facility in town, to their knowledge. After speaking with local fire officials, Director of Information Technology Scott Roberts said the fire department did not respond to any spills at the facility and has only been called for fire alarms there in the past five years.

But according to the federal DOT data, a total of 38 spills originated from the FedEx facility in South Windsor in the past three years.

The severity and clean-up responses have varied in each incident, but there has been nothing in Connecticut like the toxic damage from the March 15 train derailment in East Palestine, Ohio.

And while the national data shows a steady increase in spills in the state over the previous three years, “we're seeing the opposite trend,” Lori Saliby, director of the DEEP Emergency Response and Spill Prevention Division, said.

Primarily, that may be from having far fewer vehicles on the roads during the height of the COVID-19 pandemic, she suggested.

In Connecticut, DEEP's number of reported toxic spill incidents “dropped by a noticeable amount in 2021” and again in 2022, she said, with about 70% of spills reported in the state from petroleum products, such as gasoline, diesel, and heating oil.

Other spills include antifreeze leaks and oil from car accidents; downed utility poles during storms; and what DEEP categorizes as “other” chemicals, such as acid, ammonia, and asbestos, or releases from illicit drug operations and fires at former mills and factories.

State law and DEEP regulations require most spills to be reported to the agency, with a few exceptions, depending on the type of material and quantity.

The state regulations that have been in place for four decades and were most recently updated last year have reporting exceptions for less than five gallons of petroleum that is cleaned up within two hours and does not seep into water or pose any public health risk.

Saliby said that could be the reason for a significant discrepancy between federal and state data, including local FedEx facilities.

Of the FedEx toxic spills reported to the state last year, one was a truck that caught fire and DEEP was called to clean up the PFAS firefighting foam used to put it out. It did not involve any materials being shipped by the company, she said. Another FedEx incident DEEP responded to was a paint spill inside a truck after the load shifted while traveling on Interstate-84, she said.

While Saliby admits there is self-policing to a point, “I think it’s pretty well established by everyone who does business in Connecticut that you’re required to make these reports,” and there also are penalties for not reporting what is legally required.

“If you have a release that’s reportable, you’re required to call it in immediately,” Saliby said, noting that there is a 24-hour hotline.

## Who pays for cleanup

Cleanup of toxic spills can be costly, depending on the chemicals involved and how wide an area is affected.

DEEP will cover the cost of cleanup for smaller companies that may not be able to initially afford to pay for it on their own. The state agency will then seek to recoup the money when the company stabilizes, Saliby said.

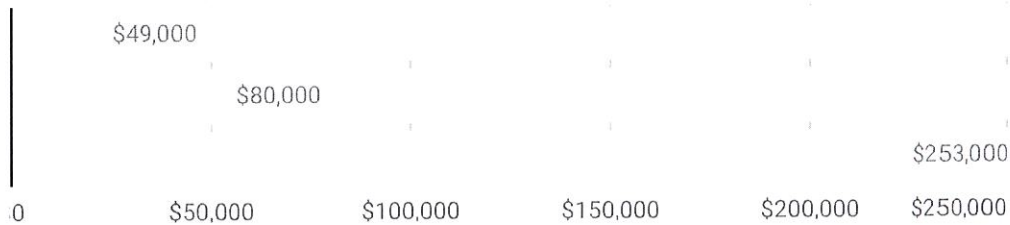
But generally, she said, “whoever created the spill is responsible for the cost of the cleanup.”

While there are a number of significant spills each year, Saliby said, “they’re nothing on the order or magnitude of what you are seeing in Ohio. Connecticut has fortunately not experienced anything like that.”

Significant incidents in recent years include thousands of gallons of petroleum released during an accident with a tanker truck and ensuring fentanyl wasn’t still in the air at a Hartford school last year after a student died from an overdose of the potent opioid.

## Cost from Damages Caused by Hazardous Spills on Connecticut Highways

Costs have quintupled in the last 2 years from \$49,000 in 2020 to \$253,000 in 2022



“Luckily, those are not that common. That’s the exception, not the rule,” Saliby said. A small percentage of spills in the state come from train cargo, she said.

Martin Oberman, chairman of the U.S. Surface Transportation Board, agreed that not even the toxic fireball over the Ohio derailment could shake his belief that railroads are a safer way to move hazardous chemicals than long-haul trucks.

Fewer than 1% of hazardous chemical spills occurred on railroads in 2022, compared to 94% for trucks, Oberman said.

“Would you rather have your family and your SUV driving down the highway at 75 miles an hour next to a truck filled with chlorine, and the guy doing the driving who didn’t get enough sleep, or would you rather have that chlorine on a railroad?” he asked during an interview with the Chicago Tribune last week. “The answer is pretty obvious.”

During six years ending last fall, the total number of long-haul truckload freight shipments grew by 27%, or nearly twice as fast as inflation-adjusted GDP, according to Larry Gross, an independent analyst in Durango, Colorado.

Intermodal shipments using railroads, meanwhile, grew by just 1.6%, Gross said.

**Follow Eric on Twitter @BednerEric.**

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## Town of South Windsor Land Use Agencies Abutters Notification Information

This packet has been compiled to assist applicants with the required notification to abutters for the following Planning & Zoning applications that require a public hearing: Zone Change, Open Space Subdivision, Resubdivision, Special Exception, Earth Filling/Removal, Temporary & Conditional Permit, Detached In-Law or Accessory Apartment, or Major Home Occupation.

### **Notices to Neighbors:**

The Town of South Windsor requires that for those applications noted above, “all adjoining land owners of record” be notified of a pending application within 7 days of an application being submitted. These notifications must be provided via Certificate of Mailing or Certified Mail to satisfy this requirement.

To locate abutting property owners that you must notify go to <http://southwindsor.mapxpress.net/> and enter address of the subject property. Click on 'GO', then click on 'Zoom to GIS', then click on subject property building icon on map. Next, click on 'Find Abutters' in lower section of window.

USPS Certificate of Mailing forms can be found at: <https://about.usps.com/forms/ps3665.pdf>. Please be advised that you will be required to provide the signed copy of the form from the Post Office as part of your application. If you cannot provide this form your application cannot be heard.

Or for information about Certified Mail go to: <https://faq.usps.com/s/article/What-is-Certified-Mail>  
To use this method you must complete the required forms at a Post Office. Please be advised that you will be required to provide certified mail receipts for each piece of mail as part of your application. If you cannot provide them your application cannot be heard.

On the page below a template letter has been provided for your reference. You must fill in the sections in **bold print** with the information pertinent to your specific application.

### **Signs on Property:**

The South Windsor Zoning Regulations also require that signs be posted on the property advertising the public hearing. Signs are to be posted on the subject property ten consecutive days prior to the public hearing/meeting and are available in the Planning Department on the second floor of the Town Hall, 1540 Sullivan Avenue, South Windsor, CT. Signs should be clearly visible from the road to general public passing by the property.

If you have any questions about this process please contact the land use office at 860-644-2511 Ext 329, or [planning@southwindsor.org](mailto:planning@southwindsor.org)

**Date Sent Here**

**Abutter Name Here**

**Abutter Address Here**

In accordance with Section 8.7 of the Town of South Windsor Zoning Regulations, you are hereby notified that an application has been filed on the property abutting yours and is subject to a hearing by the Planning & Zoning Commission. The application and plans are on file with the South Windsor Planning Department.

As an abutting property owner you are invited to the hearing to ask questions and/or give comments. You may also submit written comments regarding the application prior to the hearing if you so desire.

For additional information regarding the specific date this application will be heard, please contact the South Windsor Planning Department (860) 644-2511, ext. 329 or visit: [www.southwindsor-ct.gov/planning-department/pages/pending-and-recently-approved-applications](http://www.southwindsor-ct.gov/planning-department/pages/pending-and-recently-approved-applications)

Sincerely,  
**(Your Name Here)**

**TOWN OF SOUTH WINDSOR  
INLAND WETLANDS AGENCY / CONSERVATION COMMISSION**

**MINUTES:** September 1, 2021

**MEMBERS PRESENT:** Adam Reed, John Blondin, John Phillips, Barbara Kelly, Paul Coté, James Macdonald, Arthur Jennings, Richard Muller

**ALTERNATES PRESENT:** Daniel Katzbek

**STAFF PRESENT:** Jeff Folger, Sr Environmental Planner  
Michael Lehmann, IT  
Caitlin O'Neil, Recording Secretary

**COUNCIL LIAISON PRESENT:** Steven King, Council Liaison  
Chairperson Kelly called the meeting to order at 7:00 p.m.

**PUBLIC PARTICIPATION:** None

**PERMIT EXTENSIONS:** None

**CORRESPONDENCE AND REPORTS:** Two intervener petitions were received for Appl. 21-36P. Commissioner Phillips moved to add intervener discussion to the agenda. Commissioner Blondin seconded the motion. The Motion passed unanimously

The applicant's attorney, Attorney James Connor, objected the two intervener petition's and commented that the application had not been provided to the applicant's for review. Attorney Connor commented that his client had the right review and respond to the intervener's petition.

Commissioner Phillips responded that according to the Statue the term "any" is used in regards to who can file a petition. Commission Phillips further explained the interveners have the right to provide expert testimony and then the applicant could provide rebuttal.

Attorney Connor questioned when he and his client would be able to review the petition. Chairperson Kelly responded that the Commission had just received the petition and Town Staff would make copies for the applicant.

Commissioner Phillips commented that the first petition to intervene was submitted by David Mills, John Holowczak, Karen Viklinetz and Gerald Jeyaraj. Commissioner Phillips commented that the petition appeared to meet all necessary requirement for intervener status. Commissioner Phillips moved to confirm the intervener status. Commissioner Blondin seconded the motion. Motion passed unanimously. Chairperson Kelly clarified that the Commission was accepting the petition but the interveners would need to provide expert testimony for the consideration of the Commission. Commissioner Jennings confirmed that wetlands would be the only issue that could be brought to this Commission.

The second intervener petition was submitted by Raghuraj Chandra with identical in wording to the first petition. Commissioner Phillips moved to accept intervener status. Commissioner Jennings seconded the motion. The motion passed unanimously.

**BONDS:** None

**MINUTES:** 08-04-21. Commissioner Muller commented on a correction on page 2 from 36,000 sq. ft. to 360,000 sq. ft. Commissioner Phillips moved to accept the minutes on 8/4/21 with correction of square footage on page 2. Commissioner Cote seconded the motion. 7/21/21 minutes would be tabled until next meeting.

**CONSERVATION COMMISSION:**

Environmental Planner Jeff Folger commented there would be another plant clearing party at the Town Hall on September 4 to help continue maintenance on invasive species. Additionally, still in line for getting a bridge built across the brook at Town Hall. Mr. Folger commented that an Eagle Scout would be building this bridge come the fall. Mr. Folger added that there would possibly be two Eagle Scout candidates as well.

Chairperson Kelly commented that tonight's meeting would be televised on channel 16 on Cox Cable or GMedia via the Town website.

**WETLAND OFFICER:**

Environmental Planner Jeff Folger commented that they have been very active with maintaining erosion control with various construction projects. Mr. Folger commented that there has been a tremendous amount of flooding in basements in town and lot-to-lot drainage issues. Mr. Folger added that there have been several storm water systems that have backed up. Mr. Folger gave an update on the issue at 40 Sea Pave regarding the wetland violation, the owner had started re-grading the property and Mr. Folger would follow up with owner about the next steps.

**PUBLIC HEARING:**

1. **Appl. #21-36P** – 25 Talbot Lane – 25 & 5 Talbot Lane, 475 & 551 Governors Hwy – IWA/Conservation Commission application for the construction of an industrial distribution center, parking and storage areas, stormwater structures and associated utilities on property located southerly of Governors Highway and easterly of Talbot Lane - Industrial (I) Zone (Continued from 8/4/21)

Chairperson Kelly explained the break down of the meeting, first public comment would be finished, then the intervener would have an opportunity to present information and then allow the applicant to comment on updated information and then allow the Commission to ask questions. Environmental Planner Jeff Folger corrected his former statement on the method of notifying applicant regarding approval letters, they are sent via certified mail, return receipt requested.



Commissioner Philips reviewed the parameters for the public hearing.

Chairperson Kelly asked for any public comment.

Tim Wentzell of 630 Governor's Highway, Tony Snuck of 560 Governor's Highway, Scot Chipman of 58 Edgewood Drive, Jesse Giammarino of 139 Judy Lane, Shanmaya (Ram?) of 140 Cody Circle, Jim Clyburn of 35 Cody Circle, William Jones of 570 Governor's Highway all spoke against the application. Some of the concerns cited were drainage issues, chemical run off and water table concerns.

Commission Philips and Chairperson Kelly commented that they understood the publics concerns but many issues presented in the public hearings were issues for other agencies.

Public commented ended at 7:48pm.

John Holowczak of 39 Cody Circle, represented both interveners applications. Mr. Holowczak reviewed a map that included Talbot Lane, Governor's Highway, Edgewood Drive and Cody Circle to demonstrate where the property lies within the watershed. Mr. Holowczak commented that he believes this watercourse moves north to south down to the Podunk River which he commented could be a potential migratory path for wildlife.

Mr. Holowczak reviewed the site and presented map given by Peter DeMallie in 1994 when Mr. Holowczak had built his home. Mr. Holowczak commented on a conversation the two had in 1994. Mr.



Holowczak explained that he had concerns about the industrial lot being developed, now known as 25 Talbot Lane, and was told by Mr. DeMallie development on this site would not be possible because of the amount of wetlands. Mr. Holowczak reviewed an old resubdivision map that was developed for the French Social Circle. Mr. Holowczak highlights where he believes additional wetlands may potentially be on the site. Commissioner Phillips commented that improper mapping was not listed in the verified pleading allegations.

Mr. Holowczak commented they hired soil scientist Steven Danzer to perform a wetland investigation, which was dated August 25, 2021. Mr. Holowczak reviewed some of the report and commented on the final comments from Mr. Danzer's report that states that there is a substantial discrepancy in wetland's reporting from the 1994 to 2021 survey. Mr. Danzer's report commented on the need for the site to have another delineation done. Chairperson Kelly clarified which soil was tested for wetland's on the map. Mr. Holowczak commented that the wetland's tested by Mr. Danzer were neighboring properties since there was a no trespassing sign on 25 Talbot Lane. Commissioner Phillips reminded Mr. Holowczak that he needs to comment on the allegations stated in the intervener petition. Mr. Holowczak continues his comments on potential incorrect wetland's calculation. Mr. Holowczak commented that the wetland's may go further than what applicant has addressed, specifically, in the northwest corner of the site.

Mr. Holowczak commented on grading changes made by the applicant along Governor's Highway. Commissioner Phillips questioned the purpose of this information in regards to the intervener application. Mr. Holowczak commented on yard drains adjacent to Governor's Highway. Commissioner Phillips commented that stormwater drainage would not be in relation to the Inland/Wetland Commission. Mr. Holowczak commented that he does not consider this proposed building as a necessity like a hospital or a firehouse. Mr. Holowczak commented that he would like clarification on alternative uses for the site.

Mr. Holowczak reviewed and submitted paperwork regarding snapping turtles from the CT DEEP website.

Janet Holowczak, an intervener, submitted Wetland Management Guidebook from the US EPA website. Commissioner Phillips commented the purpose of intervener is to allow submission of expert testimony on the subject matter. The Commission agreed to accept the document and to reopen the public comment. The Commission agreed to accept the paperwork for the commission for review.

Matthew Nochisaki, a graduate from the University of Delaware with a degree in entomology. Mr. Nochisaki reviewed his credentials, however, he is not board certified. Commission Phillips commented that Mr. Nochisaki does not need to be licensed to be considered an expert and his credentials would meet the criteria for testimony. Mr. Nochisaki commented on his involvement in the relocation of Tiger Beetles at the Coca Cola distribution site and the sanctuary created for these insects at Carla's Pasta site. Mr. Nochisaki reviewed on field observations of insects and wildlife on the proposed site. Mr. Nochisaki commented on the potential habitat loss for insects and wildlife with the proposed distribution center.

Erik Eichler, a board certified Criminal Defense Investigator and Forensic Science Investigator. Mr. Eichler commented on concerns of trees being removed and stripping the natural filtration of the area, causing debris to enter the wetlands. Mr. Eichler also commented on concerns with additional debris and oil being pushed into the waterways via snowplows.

Derrek Butler, involved in Trucking and Warehouse Management for over 30 years. Mr. Butler commented on concerns of air quality due to trucks performing pre trips on a daily basis. Mr. Butler detailed how tractor trailers are cleaned and the potential likelihood of the trucks being washed on site. Mr. Butler commented on concerns of truck washing on site and added that active chemicals used to wash trucks are sodium hydro chloride and ammonia.

Chairperson Kelly commented that the applicant for 25 Talbot had the opportunity to respond to issues raised.

Peter DeMallie reviewed and submitted for the record the resumes of all the experts testifying during the meeting. Mr. DeMallie reviewed some of the updated application items submitted on August 26, 2021. Mr. DeMallie commented that the total wetlands area of the 30-acre site is a total of 2.21%, not a significant amount of wetlands on the site. Mr. DeMallie reviewed responses to the questions from the Commissioner from last meeting. Mr. DeMallie commented that on item that was addressed was wetland delineation by John Ianni, which has been replaced with a new wetland delineation by Jim McManus. Mr. DeMallie commented that there would be no truck washing on site. Mr. DeMallie commented that various experts would review water table concerns, mosquito control, dust control measures and feasible alternatives. Mr. DeMallie commented on the Town of South Windsor's IWA/CC official wetland's map, which states that this map is for general use and is not based on soil scientist flagging. Furthermore, the map is meant for general planning purposes and specific field surveys would be needed for determination of regulatory wetland boundaries.

Jim McManus soil scientist with J&M Consulting reviewed his updated wetlands investigation report. Mr. McManus reviewed how to differentiate wetland's soil from regulator soil. Mr. McManus commented that he went to the site today with Town Environmental Planner Jeff Folger and reviewed the soils found on the site and how he would determine what is considered wetlands. Mr. McManus explained that the areas studied today were not wetland soils.

Ben Wheeler reviewed prudent alternatives for the site. Mr. Wheeler commented that there would be an alternative of an 182,000 SF industrial building with truck circulation and parking lot and trailer parking around the site. Mr. Wheeler commented that this alternative does not reduce site development cost. Additionally, an industrial subdivision lot is not nearly as marketable as a larger distribution center. Mr. Wheeler summarized that due to these various reasons, the applicant is not considering an alternative plan further. Peter DeMallie added that the smaller industrial building would also not afford a large buffer like current plan allows.

Sean Duffy, Director of Industrial Practice at Cushman and Wakefield commented on the marketability of a smaller distribution center. Mr. Duffy explained that the market calls for larger distribution centers and by making the building smaller, it would diminish his ability to market the property.

Ben Wheeler addressed the mosquito control and larvacide plan. Mr. Wheeler added that the mosquito control plan has been reviewed with Environmental Planner Jeff Folger and the Town of South Windsor uses similar measures to control mosquitoes.

Matthew Glunt, Geotechnical Engineer with GEI Consultants. Mr. Glunt commented on site drainage and ground water control for the site. Mr. Glunt commented on the site drainage impacts on ground water on the site and surrounding properties. Mr. Glunt commented that this drainage impact would be controlled by the proposed eastern stormwater basin.

Emily Perko Ecologist and registered soil scientist with GEI. Ms. Perko summarized the Ecology Summary Report. Ms. Perko commented that current site is not suitable for turtle habitats due to lack of surface water flow. Ms. Perko commented that there is a need for aquatic habitats on the site, which would be provided with the proposed wetland plan.

Daniel Jameson, Project Manager from Design Professionals. Mr. Jameson reviewed the hydration to the ditches discharging to Cody Circle and changes in the grading by Governor's Highway. Mr. Jameson commented the change of grading was per the request of the Town Engineer Jeffrey Doolittle.

Peter DeMallie made closing statements and commented that the recently built Carla's Pasta was approved by the IWA/CC and that project had ditches filled that were approximately 4 times the amount of the wetland's than what is found on this application's site. Mr. DeMallie added that he felt this plan was the most feasible and prudent plan for the site. Mr. DeMallie commented that the wetland delineation recently performed by Jim McManus were done to the standards of the Commission. Mr. DeMallie added that the design team went to extraordinary lengths to provide the largest buffers possible to respect the abutting neighborhoods.

Attorney James Connor requested time to review the intervention petition and numerous exhibits presented at tonight's meeting. Attorney Connor submitted an extension granted by the applicant to extend the hearing to October 6, 2021. Chairperson Kelly agreed to extending the meeting for the applicant to October 6, 2021 to give the Commission time to review the additional documents and exhibits submitted.

Commissioner Phillips questioned Environmental Planner Jeff Folger if there should be a 3<sup>rd</sup> party soil scientist. Mr. Folger commented that he had walked the site with Chairperson Kelly and again with Mr. McManus and felt the soil findings were accurate. However, Mr. Folger commented that time is available to contract a 3<sup>rd</sup> party soil scientist to review wetland delineation and in the spirit of getting as much information as possible, a 3<sup>rd</sup> soil scientist could render an additional opinion. The Commission agreed that they would like a 3<sup>rd</sup> party soil scientist to be contracted by the Town of South Windsor. Jim McManus questioned if he could be present for the 3<sup>rd</sup> party scientist review. Mr. Folger commented that if Mr. McManus was allowed then intervener's scientist should also be allowed to be present.

Peter DeMallie confirmed applicant was in agreement to have all parties in attendance for the soil scientist.

John Holowczak commented on Mr. Ianni's 2018 soil report, specifically, citing that there was a severe draught ahead of the soil testing in 2017. Mr. Folger commented on the confusions between Ianni's initial and subsequent delineation, therefore, the applicant has thrown out Ianni's delineation and had Mr. McManus complete a new full delineation which has been distributed.

Commissioner Philips moved to continue the public hearing to October 6 2021.  
Commissioner Jennings seconded the motion. The motion passed unanimously.

**NEW BUSINESS:**

1. **Appl. #21-36P** – 25 Talbot Lane – 25 & 5 Talbot Lane, 475 & 551 Governors Hwy – IWA/Conservation Commission application for the construction of an industrial distribution center, parking and storage areas, stormwater structures and associated utilities on property located southerly of Governors Highway and easterly of Talbot Lane - Industrial (I) Zone

**OLD BUSINESS:** None.

**OTHER BUSINESS:**

**APPLICATIONS RECEIVED:**

1. **Appl. 21-43P**, The Promenade Shops at Evergreen Walk- 528 Evergreen Way - IWA/CC application for the re-development/construction of an educational building, parking access road, stormwater management and associated utilities on a portion of land west of Buckland Rd and south of Hemlock Ave. Gateway Development (GD) Zone.
2. **Appl. 21-44P**, The Promenade Shops at Evergreen Walk- 601 Evergreen Way - IWA/CC application for the construction of a retail building, parking access road, stormwater management and associated utilities on a portion of land west of Buckland Rd and south of Hemlock Ave. Gateway Development (GD) Zone.

**ADJOURNMENT:**

Meeting adjourned at 9:51pm.

Respectfully submitted:  
Caitlin O'Neil  
Recording Secretary



*From  
IWACC  
Application  
22-30P*

August 23, 2022

**Town of South Windsor**  
1540 Sullivan Avenue  
South Windsor, CT 06074

Attn: Ms. Michele Lipe & Mr. Jeffrey Folger

**RE: 195 Governor’s Highway Site Modifications  
Conservation Review Application  
Drainage Memo  
Commission Number: 024DF2.01**

Dear Recipients:

Loureiro Engineering Associates, Inc. (LEA) has been retained by Hyaxiom – A Doosan Company (Doosan) for the design and permitting of new site modifications at their facility located at 195 Governor’s Highway. A USGS topographic quadrangle map showing the site location is attached. The intent of the site modifications is to provide improved access for trucks to the existing building, which will undergo interior renovations to support the new operations, for delivery and pick-up of manufactured products.

**Background**

The majority of the new work will occur within areas of existing impervious cover, and will not have any impact on the amount of runoff generated or the drainage characteristics of the subject property. One area of the project site, where a new paved driveway will be constructed within an area of existing lawn cover, will result in an increase in impervious coverage when compared to existing conditions. In order to satisfy the Town’s requirements for a conservation review application, this drainage area was analyzed and the new grassed depression depicted on the drawings has been modeled and sized to ensure that it will be adequate enough to capture and store the Water Quality Volume (WQV) associated with this drainage area, and also be able to attenuate runoff from the new impervious areas.

Stormwater runoff from the majority of the project work area (existing buildings, existing and new parking lots and access drives, and lawn areas) will be collected by an existing stormwater management system, which consists of existing drainage structures and connected pipe networks which exist within and adjacent to the existing pavement areas. The existing drainage system will be maintained with minor modifications in the new conditions, and ultimately discharges to an existing drainage system located within Governor’s Highway. Therefore, any runoff generated across the new driveway area, as well as the remainder of the site area, will be considered to be draining to this existing drainage system after passing through the existing paved parking areas.

**Loureiro Engineering Associates, Inc.**

100 Northwest Drive • Plainville, CT 06062 • 860.747.6181 • Fax 860.747.8822 • www.Loureiro.com

**AN EMPLOYEE-OWNED COMPANY**

**Affirmative Action / Equal Opportunity Employer**



Analyzing the amount of runoff that enters the existing parking lot from the new driveway area therefore provides a viable point of study for impacts on the receiving existing drainage system.

**Stormwater Evaluation**

The overall work area associated with the project is approximately 2.5 acres, which includes areas that will not experience any change in cover type or drainage patterns as a result of the new work. However, for this drainage statement, only the proposed redevelopment area of approximately 1.9 acres in the vicinity of the new access drive and grassed depression was analyzed for pre and post runoff conditions, in order to provide sizing of the grassed depression as requested by the Town.

LEA evaluated the existing conditions of the approximately 1.9-acre study area and determined approximately 2% impervious cover across the area. The area’s composite curve number, CN, is 80. The existing conditions were modeled as one watershed as depicted on the attached watershed map, Figure 2. The Natural Resources Conservation Service (NRCS, formerly SCS) characterized the pervious portions of the property as Urban Land. In general, Urban Land is classified as an area of developed land and is typically designated as a Type D soil site. A Type D soil has been used for the analysis.

The new improvements associated with the new paved access drive will result in an increase to impervious surfacing to approximately 21% over the study area. The composite CN in the new condition is 88. The new conditions were modeled as two watersheds as depicted on the attached watershed map, Figure 3. To mitigate the increase in imperviousness, a grassed depression will be created to store the contributing Water Quality Volume and provide attenuation of peak flow rates and volumes of discharge when compared to existing conditions. As shown in the summary table provided below, pre- and post-development flows associated with the study area were analyzed up to the 100-year storm event in accordance with Town regulations, and a reduction in peak flow rates of discharge was achieved for all analyzed storm events.

	2-Year Event		10-Year Event		25-Year Event		100-year Event	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Peak discharge (cfs) from study area to existing parking lot (to existing drainage system)	1.85	0.93	4.00	1.89	5.42	2.51	7.63	7.02

The grassed depression was sized to attenuate the discharge up to the 100-year storm event, which was the constraining factor on the design sizing of the depression. As a result, the design volume is far greater than the required Water Quality Volume storage capacity as calculated in accordance with Connecticut Department of Energy and Environmental Protection (DEEP) guidelines for stormwater discharge, and the Connecticut Stormwater Quality Manual (CTSWQM), which requires 100% of the first 1 inch of rainfall across the contributing area to be stored. As shown in



the attached Water Quality Volume & Flow calculations worksheet, the required Water Quality Volume storage associated with the study area is 1,604 CF. The grassed depression as depicted on the revised drawings (submitted for this conservation review under separate cover) provides 12,604 CF of storage capacity.

The watershed analysis for the new development was completed using the HydroCAD Software Solutions computer program. The HydroCAD program runoff method selected for the watershed modeling is based on NRCS TR-20 methods. The methods described in the NRCS TR-55 manual were followed to calculate the curve number and time of concentration input data for this model. A curve number of CN 98 was used for all impervious surfaces. The pervious surfaces for the site were modeled using the prescribed curve number for good grass cover, CN 80. These values are associated with surfaces over Hydrological Group D soils per the NRCS TR-55 Drainage Manual. While it is expected that any ponded stormwater within the grassed depression will infiltrate into the native soils below within 24 – 72 hours after a rain event, no infiltration rate was applied to the model for the sizing of the grassed depression to provide a conservative analysis.

The output reports for the HydroCAD models for both the existing and new conditions are attached. These reports provide the information associated with the watershed characteristics, peak flow rates and volumes of discharge, rainfall data, and the storage capacity, peak ponding elevations, and outlet conditions for the grassed depression.

A plan was developed to establish erosion and sedimentation controls to stabilize the site during construction and protect receiving stormwater systems and off-site areas adjacent to the project. Designated stockpile areas, compost socks, silt sack inlet protection, and erosion control matting will be implemented and maintained to ensure proper site stabilization during construction.



## Conclusion

In conclusion, post-construction flows entering the existing drainage system will be reduced as a result of the incorporation of the grassed depression into the design to mitigate the addition of impervious area associated with the new paved access drive. The design provides a qualitative improvement to stormwater as well with the inclusion of the grassed depression to storm and infiltrate the WQV. Based on the results of the analysis described herein the project will not have an adverse impact on receiving watersheds or drainage systems. We are hopeful that this correspondence meets your requirements for the conservation review application and allows the project permitting process to continue forward towards obtaining an approval.

Sincerely,

**LOUREIRO ENGINEERING ASSOCIATES, INC.**

Tristan Wallace, PE  
Senior Project Manager

PE

### Attachments:

- USGS Site Location Map
- Watershed Area Maps
- Water Quality Flow & Volume Calculations
- HydroCAD Model Output Reports



TOWN HALL 860-644-2511  
1540 Sullivan Ave, S Windsor, CT 06074

TOWN SPOTLIGHT ONLINE SERVICES DEPARTMENTS GOVERNMENT DOING BUSINESS FIND IT FAST

- About the Inland Wetlands Agency / Conservation Commission
- Application Forms & Checklists
- IWACC Pending Applications
- Legal Notices
- Planning Department
- Planning and Zoning Commission
- Regulations & Maps
- Zoning Board of Appeals

**Contact Info**  
**Phone:**  
 Planning Department: (860) 644-2511 ext. 2253  
**Address:**  
 1540 Sullivan Avenue  
 South Windsor, CT 06074  
 United States  
 See map: Google Maps

Home » Boards » Inland Wetlands Agency / Conservation Commission

## IWACC Pending Applications

### Pending Applications

**Application:** 23-13P  
**Name/Description:** CDS Estimating, 470 Governors Hwy. – Determination of Public Hearing - IWA/CC application for the approval of a wetlands mitigation plan to compensate for current wetland disturbances on property located northerly of Governors Hwy, Industrial (I) zone. Click here for Application 23-13P Site Plan, Abutter Letter, and Aerial  
**Meeting Date:** 4/19/23

**Application:** 23-11P  
**Name/Description:** Industrial Flex Space – request for site plan approval for 39,850 sf of “flex” space contained within in multiple buildings, on property located at 75 Connecticut Avenue, I zone. Click here for Application 23-11P Site Plan, Soil Investigation Report, Stormwater Report, Abutter Letter, Abutter List, Wetland Delineation Map, Proof of Mailing, Updated Delineation Report, Revised Property Survey, Landscape Profile Plan, Revised Landscape Plan, Wetland Letter John Holowczak and Wetland Function and Values Report.  
**Meeting Date:** 3/29/23

### Recently Acted On Applications

**Application:** 23-04W  
**Name/Description:** Town of South Windsor Pleasant Valley Road Culvert Reconstruction – IWA/Conservation Commission application for the re-construction two culvert crossings of Pleasant Valley Road, including grading, and associated utilities. The areas are located east of



### Town of South Windsor Land Use Agencies Abutters Notification Information

This packet has been compiled to assist applicants with the required notification to abutters for the following Planning & Zoning applications that require a public hearing: Zone Change, Open Space Subdivision, Resubdivision, Special Exception, Earth Filling/Removal, Temporary & Conditional Permit, Detached In-Law or Accessory Apartment, or Major Home Occupation.

#### Notices to Neighbors:

The Town of South Windsor requires that for those applications noted above, "all adjoining land owners of record" be notified of a pending application within 7 days of an application being submitted. These notifications must be provided via Certificate of Mailing or Certified Mail to satisfy this requirement.

To locate abutting property owners that you must notify go to <https://southwindsor.maps.arcgis.com/> and enter address of the subject property. Click on 'GO', then click on 'Zoom to GIS', then click on subject property building icon on map. Next, click on 'Find Abutters' in lower section of window.

USPS Certificate of Mailing forms can be found at: <https://about.usps.com/forms/ps-3665.pdf>. Please be advised that you will be required to provide the signed copy of the form from the Post Office as part of your application. If you cannot provide this form your application cannot be heard.

Or for information about Certified Mail go to: <https://faq.usps.com/s/article/What-is-Certified-Mail>. To use this method you must complete the required forms at a Post Office. Please be advised that you will be required to provide certified mail receipts for each piece of mail as part of your application. If you cannot provide them your application cannot be heard.

On the page below a template letter has been provided for your reference. You must fill in the sections in **bold print** with the information pertinent to your specific application.

#### Signs on Property:

The South Windsor Zoning Regulations also require that signs be posted on the property advertising the public hearing. Signs are to be posted on the subject property



# Certificate of Mailing - The Basics



Certificate of Mailing general information, fees, eligible mail classes and services, and links to sample forms for the service.

🕒 Jul 10, 2022 · Knowledge

## Article Number

000006232

## Customer Information

### What is a Certificate of Mailing?

A **Certificate Of Mailing** provides evidence that you sent an item when you say you did. This official record only shows the date your mail was accepted. It does not provide record of delivery, proof of mailing, or insure items against loss.

The Postal Service® does not keep copies of Certificate of Mailing receipts. It is therefore critical that you retain your receipt. No signature or receipt is obtained when Certificate of Mailing items are delivered to the recipient.

- **No insurance is provided** against loss or damage.
- May be used for domestic or international mail.
- Can be paid for by affixing postage stamps, meter stamps, or permit imprints.

### Does it cost anything?

Fees vary, depending on whether the Certificate of Mailing is purchased with an Individual Article or an Individual Article with Firm Mailing Book. Fees are in addition to regular postage. For detailed information on fees, go to <https://www.usps.com/ship/insurance-extra-services.htm>: (for International prices, go to <https://www.usps.com/international/insurance-extra-services.htm>).

### What are the different Certificates of Mailing – what do they look like?

#### PS Form 3817

You can view the *Certificate of Mailing* form online at: PS Form 3817 (PDF). This form is used for both domestic and international Certificate of Mailing when the shipment contains one or two items.

#### PS Form 3665

Feedback

You can view the *Certificate of Mailing - Firm* form online at: PS Form 3665 (PDF). As of November 6th, 2016, this form can be used for both domestic and international Certificate of Mailing when the shipment contains three or more items.

As of January 22, 2017, the updated January 2017 version is available online in both a .pdf version and in a (form-fill feature) LiveCycle version. See both version of PS Form 3665 here.

In addition to the existing Domestic products, the January 2017 revision of the form also indicates that it can be used for unregistered First-Class Mail International, unregistered First-Class Package International Service, Free Matter for the Blind, and Airmail M-Bags items.

Customers who currently use privately printed versions of the PS Form 3665 will need to update their form to align with the new January 2017 version. Information on USPS approval for privately printed or computer-generated forms is included on the PS Form 3665. The approval process for these forms can be found in DMM 503, section 5.1.7, *Privately Printed Forms*.

### **PS Form 3877**

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### **PS Form 3606**

You can view the *Certificate of Bulk Mailing - International* form online at: PS Form 3606 (PDF). This form is used to verify the number of identical-weight pieces in bulk **international** mailings.

### **PS Form 3606-D**

You can view the *Certificate of Bulk Mailing - Domestic* form online at: PS Form 3606-D (PDF). This form is used to verify the number of identical-weight pieces in bulk **domestic** mailings.

### **What classes / services can be combined with a Certificate of Mailing?**

- Available with

- First-Class Mail®
- First-Class Package Service-Commercial™ (except for parcels mailed at commercial plus prices)
- Priority Mail® service
- USPS Retail Ground®
- Bound Printed Matter
- Library Mail
- Media Mail®

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# Certificate of Mailing - The Basics



Certificate of Mailing general information, fees, eligible mail classes and services, and links to sample forms for the service.

🕒 Jul 10, 2022 · Knowledge

## Article Number

000006232

## Customer Information

### What is a Certificate of Mailing?

A **Certificate Of Mailing** provides evidence that you sent an item when you say you did. This official record only shows the date your mail was accepted. It does not provide record of delivery, proof of mailing, or insure items against loss.

The Postal Service® does not keep copies of Certificate of Mailing receipts. It is therefore critical that you retain your receipt. No signature or receipt is obtained when Certificate of Mailing items are delivered to the recipient.

- **No insurance is provided** against loss or damage.
- May be used for domestic or international mail.
- Can be paid for by affixing postage stamps, meter stamps, or permit imprints.

### Does it cost anything?

Fees vary, depending on whether the Certificate of Mailing is purchased with an Individual Article or an Individual Article with Firm Mailing Book. Fees are in addition to regular postage. For detailed information on fees, go to <https://www.usps.com/ship/insurance-extra-services.htm>: (for International prices, go to <https://www.usps.com/international/insurance-extra-services.htm>).

### What are the different Certificates of Mailing – what do they look like?

#### PS Form 3817

You can view the *Certificate of Mailing* form online at: PS Form 3817 (PDF). This form is used for both domestic and international Certificate of Mailing when the shipment contains one or two items.

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