

Wallingford Planning and Zoning Commission

Monday, December 10, 2018

7:00 p.m.

Robert F. Parisi Council Chambers

Town Hall – 45 South Main Street

PRESENT: J.P. Venoit, Acting as Chair; Commissioners James Fitzsimmons Acting as Vice-Chair; Rocco Matarazzo, Acting as Secretary; Armand Menard; Steve Allinson, Alternate; Amy Torre, Zoning Enforcement Officer; Kacie Hand, Town Planner.

Acting-Chair Venoit called the Meeting to Order at 7:12 p.m. and the Pledge of Allegiance was recited. He welcomed Ms. Hand back to work.

Approval of Minutes – November 14, 2018

Mr. Fitzsimmons: Motion to approve the November 14, 2018 PZC Meeting Minutes as presented.

Mr. Matarazzo: Second

Vote: Unanimous

PUBLIC HEARINGS

Acting-Chair Venoit took the agenda in the following order:

NEW BUSINESS

4. Site Plan (approximately 5,200 sq. ft. water pollution control facility)/T.O.W. – Sewer Division/155 John Street - **#233-18**

Acting-Secretary Matarazzo noted all correspondence into the record: Inter-Departmental Referral dated Nov. 14, 2018 by the Fire Marshal; Inter-Departmental Referral dated Nov. 14, 2018 signed by the Environmental Planner; Correspondence dated Nov. 28, 2018 signed by Maureen Crowley, P.E., AECOM; Inter-Departmental Referral dated Nov. 14, 2018 signed by the Fire Marshal; Set of Plans dated Nov. 29, 2018.

Appearing in front of the PZC was Neil Amwake, General Manager, Water and Sewer Divisions and Dennis Setzko, Project Manager, AECOM. Mr. Amwake went over the application noting this involved phosphorus reduction program at the water pollution control facility. Mr. Amwake said the Water and Sewer Division, along with AECOM, are designing needed upgrades which are

needed to address new waste water discharge requirements for phosphorus effective April 1, 2022. Mr. Amwake presented a slideshow of the current waste water treatment plant. He said the goal is to ensure the waste water disposal needs for the Town are met for present and future flows. He said the Division is looking at a 20-year horizon.

Mr. Setzko went over the important features of the project. He showed a graphic showing the process buildings. He spoke about vehicle flow on John Street. Mr. Setzko noted that with the new phosphorus process, there will be additional truck deliveries. He showed a photo of what the plant will look like and showed a photo of the existing structures. Mr. Setzko showed the location of the existing storm drainage, noting nothing will be touched on the northeastern side of the site. He showed the location of discharges, one into the Quinnipiac River and another discharge into the wetland areas. He said a new storm drain will be added which will be connected into the existing storm drainage. He noted there will be a temporary floodplain impact. Mr. Setzko said added that during the temporary phase, there will be 55 cubic yards of material excavated.

Ms. Hand noted this project received Inland Wetlands & Watercourses approval. She said a normal plan review will be presented in January. Ms. Hand spoke about having an indication of the general number of trucks. She said she would like to see general compliance with the John Street setbacks. Mr. Matarazzo asked about the secondary pump station and its possible effect on parking. Mr. Setzko said there is parking in that area, and pointed out the secondary pump station will be constructed where the current parking is located. He said this parking will be relocated to areas by the tertiary building and will have the same number of spaces.

NO ACTION TAKEN – TABLED TO THE JANUARY 14, 2019 PZC MEETING

1. Special Permit (warehouse & offices)/5 Research Parkway Wallingford, LLC/5 Research Parkway - **#411-18**

Acting-Secretary Matarazzo read the Legal Notice and noted all correspondence for the record: correspondence dated Dec. 3, 2018; correspondence from Jack Arrigoni to the PZC; correspondence to the PZC dated 11/29/18 from Larry Modarski; correspondence to the PZC dated 11/28/18 from John Raccio Sr.; correspondence to the PZC from Robert DiMaio, dated 11/27/18; correspondence to the PZC dated Nov. 19, 2018 from Bill Pietrie; memorandum to Town Engineer Rob Baltramaitis, dated Nov. 13, 2018 from Steve Civitelli, Health Director; correspondence dated Oct. 11, 2018 to Erin O'Hare Environmental Planner, from Michelle Carlson, BL Companies; correspondence dated Oct. 11, 2018 to Erin O'Hare, Environmental Planner, from Michelle Carlson, BL Companies; correspondence dated Oct. 29, 2018 to Kacie Hand, Town Planner from Michelle Carlson, BL Companies; correspondence from the IWWC to Rob Baltramaitis, Town Engineer, dated Oct. 15, 2018; correspondence dated Oct. 22, 2018 to Erin O'Hare, Environmental Planner from Michelle Carlson, BL Companies; memorandum from Michelle Carlson, BL Companies to Kacie Hand, Town Planner; correspondence dated Dec. 4, 2018 from April DiPietro to Amy Torre, Zoning Enforcement Officer; correspondence from Robert DiMaio to

Kacie Hand, Town Planner, dated Dec. 5, 2018; correspondence to the PZC from Judith A. Singer, dated Dec. 4, 2018; correspondence dated Dec. 6, 2018 to the PZC from Edward R. Bradley; engineering summary report dated June 4, 2018; Inter-Office Memorandum to Kacie Hand, Town Planner from Erik Krueger, Sr. Engineer, Water and Sewer Divisions, dated Dec. 6, 2018; correspondence dated Dec. 7, 2018 to Kacie Hand, Town Planner to the PZC; correspondence dated Dec. 18, 2018 from the PZC from Bruce and Kathy Ollodart; Inter-Departmental Referral dated Nov. 6, 2018 from the Fire Marshal; correspondence Land Use Review from Rob Baltramaitis, Town Engineer, to the Chair of the PZC dated Dec. 7, 2018; correspondence dated Dec. 7, 2018 from David DiBlasi to the PZC; correspondence dated Dec. 10, 2018 from Patrick Heeran, to the PZC; correspondence dated Dec. 10, 2018 from the Heeran Law Office to the PZC; memorandum from Kacie Hand, Town Planner, to Erin O'Hare, Environmental Planner, dated Dec. 10, 2018; correspondence from Robert DiMaio to Amy Torre, ZEO, dated Dec. 6, 2018; set of plans dated Dec. 3, 2018; additional set of plans dated Dec. 3, 2018; correspondence showing sand filter basin sizing dated Dec. 3, 2018; correspondence from Fred Greenberg to Sharat Kollari, dated Dec. 3, 2018; traffic study dated Dec. 3, 2018; set of plans dated Dec. 3, 2018; set of plans dated June 4, 2018; attachment IU comments from the Fire Marshal, date of receipt was July 9, 2018, date of comment was Dec. 7, 2018.

Appearing in front of the PZC was Atty. Dennis Ceneviva, Ceneviva Law Firm, representing the Owner/Applicant, 5 Research Parkway, LLC; Michelle Carlson, Project Engineer, BL Companies; Kevin Kilgus, engineer, BL Companies; Fred Greenberg, Traffic Engineer, BL Companies; Brian Opp, Sr. Geotechnical Engineer, Terracon; Jim Griswold, Sr. Hydrogeologist, Terracon.

Atty. Ceneviva provided a summary of the project. He noted the parcel is slightly under 180 acres and is the current location of the Bristol Myers-Squibb building which is vacating the property the end of December, 2018. Atty. Ceneviva said the proposal is to develop the site which is permitted in the IX zone. He said no variances have been obtained and lot coverage and parking requirements have been complied with in accordance with the Zoning Regulations.

Atty. Ceneviva said the Applicant has looked into concerns raised at the last meeting in November from Town Staff and members of the public. He said the Applicant is back with significant changes which he said resolves a number of key issues, i.e., truck traffic on Carpenter Lane. He said one of the most significant changes since the November PZC meeting is that all truck traffic for both buildings will enter and exit onto Research Parkway. He noted there will be no truck traffic contemplated or allowed on Carpenter Lane. He said because of this, there will also be no need to do a change of grade on Carpenter Lane. Atty. Ceneviva pointed out the only access on Carpenter would be employee car traffic which would take a left out of the site to go to Carpenter Lane onto Research Parkway. He said there will also be no change to the drainage. Atty. Ceneviva said the construction area driveway for the trucks will also be moved and as a result, the parking area and the driveway will be 60 ft. further west away from the residences and further away from the water tower.

Atty. Ceneviva said this movement of the parking spaces and taking the truck traffic off of Carpenter Lane has reduced the site disturbance by approximately 124,000 sq. ft. or three acres in reduction which also protects the watershed. He said the paved area is also reduced by 9,621 sq. ft. Ms. Carlson went over the drawing layout, noting all truck traffic will now enter through Research Pkwy and split off into a gated driveway for Warehouse #2 and will continue straight into another gated access area for Warehouse #1. Mr. Kilgus put up an overlay drawing which clarified the changes. She said because of these changes, there will also be no lowering or regrading on the section of Carpenter Lane, and there will also be no regrading onto the Water Company or Eversource property which results in approximately 3 acres of disturbance that will not take place. She pointed out the location of the emergency access on the site plan which she said will be gated and to only be used by emergency vehicles. Ms. Carlson said the number of parking spaces in the employee lot will be retained and this lot will be brought 60 ft. away from the easternmost section of the property.

Atty. Ceneviva said he and his staff met with Ms. Torre, Ms. Hand, (via telephone) and the Town Engineer on Nov. 27 to discuss these changes. He said these changes are designed to meet concerns of Town Staff and the neighbors regarding truck traffic on Carpenter Lane. He said these changes need to go back to the DOT and OSTA for approval. He said there will be a revision on the certificate and because of the change of use, the traffic light on Rt. 68, the exit ramp on Rt. 15, and Research Pkwy will be looked into. Mr. Allinson noted that because there will be a DOT revision, there was a question about the traffic light in front of the entrance. He said because both warehouses will be sourced from this light, he asked if the position of what to do with this traffic light has changed.

Atty. Ceneviva said the Applicant's position is to retain the traffic light noting the Town Peer Reviewer has looked at this traffic light. He said with the addition of truck traffic generated to this site, he believed the light should remain. Mr. Allinson asked about the new noise study, pointing out backup tones required by OSHA which are excluded from both regulations. Mr. Allinson noted that it appears the tonal backup alarms were excluded. He asked if this was addressed.

Ms. Carlson explained these backup tones are not in the regulations because they are an OSHA requirement. Mr. Fitzsimmons asked about the noise information on page 3 of the report, noting that it speaks about trucks delivering packages to and from the warehouse 24 hours a day; the warehouse will contain a conveyor system which will sort incoming packages and load them into outgoing trailers; doors to the building will be typically closed and sound produced to the community will be negligible. Mr. Fitzsimmons cited his copy of the Town's noise ordinance, noting there are only nine exemptions, one being noise generated by construction or demolition activities during daytime hours. He asked what the plan would be for construction/demolition, what times and days of the week. Jeff Checkoway, of PMRG, said the typical construction hours are intended to be Monday through Friday, during typical business hours, 7 a.m. to 5 p.m. He said he couldn't say for certain there would be activities on Saturday, but stated there would be

no activity on Sundays. Mr. Fitzsimmons noted the only reason this is a Special Permit is because of traffic generation, not because of the noise and size of the project. Mr. Fitzsimmons pointed out this is a better plan because Carpenter Lane has been addressed. He said this plan doesn't show roadway improvements which would be to the betterment of the Town. Ms. Carlson said there will be no roadway improvements. Mr. Fitzsimmons asked if there were any plans to readjust the traffic light, i.e., longer green, shorter red. Ms. Carlson said that based upon their analysis; there are no plans to readjust the traffic light. She said if the Applicant gets PZC approval, they will have to go to OSTA and show them this development won't adversely impact the roadway network. Mr. Fitzsimmons asked what would happen if a truck accidentally drove up Carpenter Lane and pulled in. Ms. Carlson said the access to the employee lot isn't gated. She clarified that gated access is off Research Parkway. She said there will be a fence around the employee lot so no one can enter into the truck yard. She said the emergency access will also be gated.

Ms. Carlson said if the truck comes up Carpenter Lane they will have to do a K-Turn. Mr. Fitzsimmons said he reviewed last month's Minutes and asked a question regarding the single driveway. He asked how security would be addressed regarding the single access, noting there will be an improvement with vehicles using only Research Parkway. Ms. Carlson said there will be two separate gated entrances to the warehouse. She showed the location on the site plan. Mr. Fitzsimmons asked about the gate to the Bristol Myers-Squibb site. Ms. Carlson said this gate will be removed. Mr. Fitzsimmons noted a car could accidentally pull in here. He asked where the turnaround would be located. Ms. Carlson said a car can turn in there, and explained that in order to get to Warehouse #2 there will be a driveway for cars. She showed the site plan location. Ms. Carlson said this area will be wide enough for a car to turn around, and in the event the vehicle gets up to the guard shack, the vehicle could be let through to turn around. Ms. Carlson noted the security is for the trucks not cars.

Mr. Fitzsimmons spoke about the daycare center, noting he didn't see a request in the documentation a request regarding the daycare center and what specifically is being asked for and its electrical needs. Atty. Ceneviva noted this is addressed in document Exhibit 1F in a memo dated October 23, 2018. Ms. Carlson explained that as part of this application, they are asking to be able to provide gas and power to this building, pointing out that once the power plant is taken down on the site, there will be no power or gas to the building and this is why a separate gas and electric service is needed to the building.

Mr. Kallori, Traffic Engineer, said the State will look into the concern that trucks may pile up inside the left turn lane on Research Parkway and block the access. He said it comes down to working hours and the frequency of the truck deliveries. He noted there are approximately 350 vehicles attempting to turn left onto Research Parkway in the morning. Mr. Kallori pointed out that if the trucks miss the first exit, they will have to make a U-Turn on Research Parkway. He said the state will also look into the traffic signal. Ms. Hand spoke about the Special Permit based on the traffic generation. She emphasized this application is a permitted use in this zone, meaning warehouses are allowed in this zone. Ms. Hand said the amount of generated traffic is triggering the Special

Permit use. Ms. Hand said this area has been commercially zoned for quite some time because it is located near the highway. She pointed out that some of the IX zone is located in the watershed, which is an overlay district which adds a level of complication noting the Applicant not only has to comply with the IX zone regulations, they also have to comply with the watershed zone which has additional restrictions in terms of what type of materials can be used and storm water issues. She said the various Town Departments have worked diligently to address the issues that would arise. Ms. Hand said these are huge buildings and is something where the Town has attempted to put on a lot of layers of protection. She noted the Applicant has agreed to everything requested of them to do.

Ms. Hand also spoke the watershed and existing sedimentation and erosion controls. She said there are recommended conditions of approval associated with this application. Ms. Hand spoke about potential impacts to wells because of possible blasting; site impact to the wells, noise, circulation, traffic and trucks along with lighting requirements. She pointed out some of the Conditions of Approval. She noted there are stormwater permits which must be approved by the DEEP if local land use approvals are received; there is a storm water permit for construction activities previous to the construction and a storm water permit required for construction commercial. She noted another Condition is the retaining of a third-party Consultant retained by the Town and paid for by the Applicant to oversee sedimentation and erosion control site activities during demolition and construction. Ms. Hand emphasized the Town staff pushed for this third-party reviewer which she said was an added level of protection for the Town. She said this person will be working for the Town. She said this ensures someone will be on-site all the time.

Ms. Hand spoke about an operations and maintenance plan; a contingency plan and a construction and contingency plan for major storms and emergency spills. She said this is a condition the owner, current and future, must adhere to. Ms. Hand spoke about the wells noting there were Conditions of Approval mentioned by Mr. Baltramaitis. She said the requirement that a pre-blast survey be done within 1,500 ft. of any blasting. She said there would also be well testing for both quantity and quality of the water. Ms. Hand said this testing also applies to any work performed within 1,000 ft. of any earthwork. She said property owners will be notified. Ms. Hand spoke about damage to structures or well water quality within the surveyed properties resulting from blasting or construction, being remedied at no cost to the homeowners. She said the Applicant has agreed to this condition.

Ms. Hand said there is a Condition of Approval which ensures the property will not be used as a truck terminal. She said no vehicle repairs or washing can occur on-site nor can the site be used as long-term storage for inactive vehicles or vehicles not immediately associated with the site. Ms. Hand addressed the noise issue, noting she recommended the Condition the Applicant understand that compliance with the Town's noise ordinance is required not withstanding any other State or Federal requirements or restrictions. Regarding lighting, Ms. Hand said only 25 ft. high light poles will be allowed and must be full cut-off. Mr. Fitzsimmons spoke about the blasting, noting there was significant blasting at Bristol Myers-Squibb. He asked if and when there would

be blasting and the asked about the best/worst case scenario. Mr. Opp said soil borings were done and the need for blasting would be determined when the site was being excavated. He said the material will mostly be rippable, (removed by an excavator), but there might be some areas that need to be blasted. Mr. Fitzsimmons spoke about the top three issues raised by neighbors, the noise, the traffic and blasting. He noted the comments regarding blasting referring to "if the neighbor allows the well testing". He asked what would be done if a neighbor didn't allow a pre-blasting inspection.

Mr. Opp said if there is no access, there is no precedence to do the pre-blast survey. He said this harms both parties, because the pre-blast survey is intended to protect both the Applicant and the property owner. He said one property could be omitted, but if the other neighbors allowed access, there would be blasting. Mr. Fitzsimmons asked about traffic, citing a letter dated last Thursday, "Peer Review Response #2 – "the Applicant's Traffic Consultant has not evaluated this intersection based on the new site plan". He also cited concerns in the letter of trucks possibly stacking up while trying to enter Research Parkway, Rt. 68 intersection during the morning peak rush, thus blocking the intersection. He noted the letter stated the traffic is significantly higher (three times) during the morning, than the evening rush. He noted the letter suggested stacking and asked what the word "platooning" meant.

Mr. Kollari explained the concern regarding platooning is that the trucks would be on the inside left turn lane trying to turn into Research Parkway. He said there is almost 600 ft. to the ramps which could fill up quickly. He said the Applicant would have to go to the State and OSTA to get approval. He said it is hard to predict the exact operation when both sites are occupied. He said an evaluation is being requested of the analysis. He said he looked at Mr. Greenberg's analysis but the future needs to be looked into. He said this is up to DOT which is part of their review process. Mr. Fitzsimmons said the light on Research Parkway is the Town's, and it has been a while since there has been a major traffic generator. He asked Mr. Kollari if the State would listen to the Town. Mr. Kollari said as part of the OSTA process, the Conditions of Approval are usually submitted to DOT as part of their approval process. He said usually DOT needs Town approval first. He noted that when BMS was here, there were two left turn lanes. Mr. Fitzsimmons noted the traffic study only looks at peak morning and afternoon traffic. He said this application will have 24 hour a day truck traffic.

Mr. Allinson asked Ms. Hand about well remediation, the process and a bond. Ms. Hand said she didn't believe the Town could legally require a bond. She noted there will be a post-construction survey done as well of both the structures and the water quality and quantity prior to issuance of C.O. for the building. Mr. Matarazzo asked about the demolition phase and irrigation trucks for dust control. Atty. Ceneviva said there is a construction sequence and this is part of the plan. Mr. Matarazzo asked about noise levels and if there is a plan to address this. He said he is trying to avoid having to deal with the noise levels as was the case with Thurston Foods and refrigeration trucks. Atty. Ceneviva noted tenants can change periodically over the life of the building. He noted that with each tenant, there will be an obligation over their lease terms to comply with the

noise requirements. Mr. Matarazzo asked about the possible bottlenecking of traffic coming off of Research Parkway to the site and suggested some sort of staging area for trucks. Mr. Greenberg, Traffic Engineer, BL Companies, said there is a significant distance with all the trucks coming off of Research Parkway in the interior roadway to stack the trucks. He said there is also room for stacking at the guardhouse areas. He said there is no reason to believe any trucks would stack on Research Parkway. Mr. Matarazzo said there will not only be this sites truck, but others that also utilize this area.

Mr. Greenberg said there is plenty of room on the Applicant's site to stack the trucks. He pointed out that he didn't anticipate any of their trucks to go through the Research Parkway and Carpenter Lane intersections under this plan. Mr. Matarazzo asked about trucks coming in off Rt. 68 onto Research Parkway. Mr. Greenberg said he anticipates most of the site traffic to use what is now the center lane on Rt. 68, which he noted between 6 a.m. and 9 a.m. is a left turn lane. He said all of the truck traffic will be turning right into the old BMS driveway. He said if one looks at total traffic based on data, the total site would generate approximately 42 trucks in the morning during peak hour. Ms. Carlson said there is roughly 600 ft. to the guard shack and noted there is plenty of truck storage on site before even considering the driveway. She said this all seems to operate fine.

PUBLIC COMMENT – 9:05 p.m.

Jim Wolfe, Economic Development Commission, noted the last few meetings were very informative and was happy to see the neighbors express their opinions. He said he believed a lot was accomplished on both sides and the project is an asset to the Town in terms of revenue.

Roger Anderson, Valley View Drive, asked if any of the people involved in this application would be affected by this project. He said he felt the neighborhood was destroyed with this presentation. He noted that where the post office facility is located on Research Parkway, at 3 p.m., no vehicle can get by there because of the trucks going in and out of that facility. He pointed out the post office has 57 docking sites on that property which are almost all filled. He said what is now being proposed is at the opposite end of Research Parkway where the entire neighborhood will be squeezed. He pointed out there are 300 houses in the northeast corner and will all be affected by this project. Mr. Anderson said people can't come out of their houses and a lawsuit may be the way to go.

Atty. Patrick Heeran, 176 N. Main Street, Southington, representing various property owners, and representing his parents on 206 High Hill Road along with other land abutters, said he has filed an appeal on the decision of the IWWC stating the erosion and sedimentation control plan is "completely bogus". He said we have heard the Town needs this money because of tax dollars. He said he didn't believe the sedimentation and erosion control plans were reviewed by anyone of note and this plan is a great danger to Mackenzie Reservoir. Atty. Heeran said he is also concerned about the wells in the neighborhood and the traffic. He said this plan is truly big. He

said there was no empirical data on the traffic control plan it was all modeled. He asked the PZC if they are considering a bond as part of this Special Application. He said a \$300,000 bond is completely inadequate and doesn't protect the citizens of Wallingford.

Robert Demaio, 14 Marie Lane, spoke about the Zoning Regulation which speaks about appropriateness of location or use. He said the Regulation also spoke about preservation and character of the neighborhood and peak traffic loads and hazards created by the use. Mr. Demaio said he has heard many times this is a "permitted use" and noted an CT Appellate Court decided that before the PZC can determine a specialty permit is compatible with the uses permitted as a right, it is required to first judge whether any concerns would adversely impact the surrounding neighborhoods. He referenced the Applicant's hourly truck volume report dated July 2018 and revised Oct. 2018, calling for 2,000 tractor trailers for both warehouses over a 16-hour day which is 120 trips per hour. He noted the current property has zero trips per hour. He said the neighborhood and the nearby school will be completely overwhelmed.

Mr. Demaio pointed out to the PZC that each tractor trailers carry 250 gallons for diesel fuel and with 2,000 trucks a day, half a million of gallon fuel will be introduced to watershed property. He noted the Town does a good job maintaining the watershed and pointed out Town staff comes around looking at lawnmowers and tractor trailers outside looking for oil leaks. He said he believes it is ironic to be going from looking at an oil leak from a John Deere tractor to half a million gallons of diesel fuel on this property. Mr. Demaio spoke about noise. He noted the Federal Highway Administration cited sound barriers do very little for homes on a hillside overlooking traffic. He said the entire High Hill area meets this definition.

Jen Frechette, 29 Valley View Dr., shared photos with the PZC and spoke about the 7.5 Regulations. She pointed out some of Colare's photos of Marie Lane which she said she believed were deceptive. She said Calare's photos of Marie Lane out to High Hill Road is covered with trees and foliage, but her photos, taken slightly to the right and left, clearly show the buildings. She said there is no natural sound barrier and the neighborhood is on a hill. She noted at the last meeting Atty. Ceneviva stated noise travels downwards which she said was bending the truth. She noted noise travels in all directions and why she can hear the highway which is lower and further away.

Ms. Frechette spoke about the backup alarms and refrigeration trucks which can idle all night. She noted drivers can also idle their trucks for heat when the temperature goes below 20 degrees. She said the neighbors will have to deal all day long with the crashing of metal when the trucks connect. Ms. Frechette said mega warehouses and neighborhoods don't mix. She also spoke about traffic noting there are currently 184 truck docks on Research Parkway and Collari is proposing to construct 244 more which is a 133% increase. She said the adjacent streets can't handle this traffic. She said this project needs to be stopped because it is too big and too loud to be a good neighbor. She urged the PZC to vote no.

Robert Balenti, 21 Oxford Trail, noted that when BMS was constructed, the wells and Spring Lake was heavily impacted and is a major concern for he and his neighbor. He said his well is 5,140 ft. from the site. He asked if the construction debris will be covered from wind, rain and falling debris. He noted the trucks are loud and wondered if the runoff from the 1.2 million ft. of roof added to the Muddy River and the storm drain system will be handled appropriately.

Tom Labutis, 1232 Barnes Road, questioned the testing of the residential wells within 1,500 ft. of blasting. He asked how many residential wells this would affect. He also commented on the traffic and wondered if there was a traffic study done for Amazon at 29 Research Parkway noting that when he goes to work on Research Parkway, he notices Amazon trucks at times, are lined up on Research Parkway.

Joe Heeron, 206 High Hill Road, said he has lived on this street for 40 years. He said he had two areas of concerns: storage of hazardous waste and is it permitted in the warehouses. He said he believed it was and there was a quality standard which governs the management of this hazardous waste. Mr. Heeron said he was also concerned about the storage of this hazardous waste in the event of an accident. He asked if there was a restriction on what could be stored in terms of hazardous waste. Mr. Heeron said he was overwhelmed by the size of this warehouse. He noted 1.1 million sq. ft. is bigger than anything in Wallingford and in CT and Hanger One in California where aircraft are built. He said there is no experience with the resources the Town may have to provide to service these facilities. He asked if any studies were done as far as how much Police and Fire would be needed. Mr. Heeron said this application needs more time and believes it is being rushed.

Donald Comstock, 108 High Hill Road, said there is a small buffer of trees between himself and the Eversource properties. He said wind carries sound and this is a concern. He also spoke about the back up alarms on the trucks making noise all night long. He also said there will be a major traffic problem noting that CT Steel Corp. had a large staging area and trucks were backed up onto Toelles Road. Mr. Comstock spoke about his well noting he is approximately 500 to 800 ft. from the front of his home to the BMS building. He asked about the timeframe for well testing and blasting. Mr. Comstock asked what happens in the future if the well collapse and he has no water. He said the traffic will back up onto Research Parkway and possibly onto I-91.

Dan Donahue, 309 High Hill Road, asked if a tenant could pump out the aquifer. He also asked if the building became a Federal Gov't building, would they be exempt from taxes. He said he supported the people on this side of town even though he resides on the other side of town and noted he used to be a real estate agent and property taxes should be reduced in this area because of this proposal.

Jean Wronka, High Hill Road, asked about the Special Permit and wondered if it was just for traffic. She asked about DOT and if the PZC would vote on this tonight without all the input. Ms. Wronka noted the back up noise from the trucks can be 97 decibels noting that the regulations

state 80 decibels is the limit. She said 24 hours of this noise should be looked into. Ms. Wronka asked about the cost estimate and whether this will earn money for the town. She asked if taxes will be paid even though someone owns the property but there is no tenant and asked if this was going to be locate a mile from the PZC members homes, would they pass the application.

Paula Barrows, 19 Tammy Hill Rd., thanked Mr. Fitzsimmons for taking the time to drive around the area. She discussed the new Amazon facility up the street in North Haven which will open in May. She said this facility is 858,000 sq. ft. with 64 loading docks on 165 acres. She noted this is the former Pratt & Whitney industrial site and is removed from residential areas. Ms. Barrows said this sight is between Exit 12 and Exit 13 on I-91 so there are options. She said the proposed site in Wallingford could paralyze traffic. Ms. Barrows asked if the noise study took into account the specific topography of the area, i.e. Beseck Mountain and the way sound bounces off of it. She also asked if the Electric Company knows about the possible blasting and is did they give their input.

Joan DiPasquale, 1276 Barnes Road, told the PZC she receives a pre-survey well water testing or scan. She said this is the first sample of water in the morning. She asked if this company is going to come in to every house first every morning. She also asked what the recourse would be if a homeowner notices a problem after the blasting but before construction is complete. Ms. DiPasquale asked what her recourse would be after she has her well tested independently and the test results are different.

Margaret Heeron, 206 High Hill Road spoke about electric company blasting, noting two years after the blasting was completed, their well collapsed at a cost of \$20,000 which was not reimbursable. She said their old well was 180 ft. deep and had to dig 400 ft. down. She said the protection failed and asked if there was any new alternatives. Ms. Heeron asked what would be done in this situation if this occurred two years later from this latest round of blasting.

Scott Gray, 14 Oxford Trail, said he lives on Spring Lake and noted he spoke at last month's meeting pointing out the lake was been destroyed by sedimentation when BMS was constructed. He said this proposed project is too big for the neighborhood and the well protection system is inadequate. Mr. Gray said as far as traffic is concerned, Rt 68 and I-91 are a mess with BMS not even operating now. He said the air pollution has increased and the motion that light generated at night not spilling over into our neighborhoods is ridiculous.

Kathy Granucci, 53 S. Orchard Street, said she agreed with everything she heard tonight. She said that to take the beautiful BMS property and commit a blight on nature is an abomination. She said the noise, water and air pollution and hazardous traffic will be a blight on the landscape.

Keith Laursen, Tammy Hill Road, spoke about the guard shacks and the problem with the trucks making the wrong decision, will result in the trucks having to turn around because they can't make the Y-Turn and have to go back onto Research Parkway. He asked if the refrigerated trucks idling was part of the noise study and highly recommended this study be done to include the

refrigerated trucks. Mr. Laursen said there were complaints with Thurston Foods with only 14 docks and this project will have 244 docks.

Rachel DiPietro, 2 Tammy Hill Rd. said she circulated a petition which has 400 resident signatures throughout different neighborhoods. She said the concern last meeting was impact to the buses as well as to existing traffic. She said she spoke with the Durham Transportation representative who said she was shocked to hear of this proposal and the impact to the bus routes was too large to quantify. Ms. DiPietro said nearly every single bus route will be impacted and the impact will be at the light on Rt. 68 and Research Parkway.

Bob Birdsey, High Hill Road, said he is in the blast zone. He said the description of the warehouse sounded benign, but as it developed he learned about a lot of trucks, now continuous, 24 hours a day. He said this is not the warehouse he used to know. Mr. Birdsey said a warehouse/office complex didn't sound too bad, but now it seems we are getting a warehouse/truck terminal.

Dilip Patel, 14 Whisk-Key-Wind Road, said he heard the discussion about trucks making a left turn from the center lane on Rt. 68 to Research Pkwy. He said there will be instances of two trucks, center lane and left lane, trying to make the turn onto Research Pkwy. He asked if this is physically possible and is a good possibility this will occur in this situation.

Michael Hannon, 323 N. Colony Road, said one thing not mentioned tonight that this project will effect, is that Carpenter Lane is the key road the members of New Life Church take. He said they also take Research Parkway. Mr. Hannon said the trucks block the way and literally will have to continue up Rt. 68 to High Hill Rd. Mr. Hannon said going this way up High Hill Rd. will add an additional mile in driving for the trucks. Mr. Hannon said he didn't believe some members of the church have the capability to afford gas which is high. He said this church has touched Wallingford in ways not imagined. Mr. Hannon spoke about the back up alarms comparing them to smoke alarms and having to listen to them every single day of their lives.

David Deblasi, 14 Tammy Hill Road, spoke about the blasting and the noise and traffic. He said he submitted a letter regarding the traffic, noting the parking lot on the left hand side in the site plan, is closer to High Hill Road and if one comes from Durham or N. Branford and this address is typed in, the navigation will bring a vehicle up High Hill Rd. Mr. Deblasi spoke about environmental problems with this proposal noting these trucks hold 40 quarts of oil which is too much to be near a watershed. He said this is a unique piece of property and this project is a disgrace.

Judy Singer, acknowledged all the hard work everyone including the Applicant and audience has done. She said she submitted brief statements to the PZC and read through them. She asked the permit be denied. She said spill mishaps are likely to occur with the trucks which will have unknown contents. She asked about a contingency spill plan if the water supply has to be replaced. She spoke about the compatible water supply which she said cannot be compromised to grow the tax base. She said safe drinking water may be compromised.

Sonya Wuulf, 14 Oxford Trail on Spring Lake, thanked everyone for the energy and research. She said she appreciated the quandary of needing tax money and was sad when BMS moved out and a piece of tax base was lost. She said she agrees with what was said to demolish this building which she said is too destructive of an operation after all it took to construct the building in the first place. Ms. Wuulf said she bought her home in Wallingford because she enjoys the Town's character and doesn't want to live in the industrial part of town. Ms. Wuulf said she can't father one million sq. ft. up against residential areas. She said lives the same distance from the highway as to this proposed facility and said she can hear the highway all the time but more so when the wind blows from the north and northwest. She said she also hears the highway in the winter when the windows are closed.

Ms. Wuulf said she appreciates the Applicant trying to address the neighbors concerns, but noted this is something that cannot be made right once it is done; a water source cannot be replaced. Ms. Wuulf also said there are too many unknowns: how many trucks, who will be there, how many trucks will overturn. She said she hears the sirens from accidents every day from the highway and will have to find another way to go home. Ms. Wuulf said all of this will have to be looked into.

James Heilman, 188 High Hill Rd. thanked the PZC for taking time to do what they are doing and noted he was a former chair of the Inland Wetlands Commission. He said he reviewed the application and said he was shocked and appalled the final analysis had begun with the Chair saying this enormous project is all about the construction. He said independent people came in and reviewed the construction aspect. He said this is one of the most protected wetlands the IWWC has ever worked with. Mr. Heilman said there is a fatal flaw to the wetlands application that the PZC has received. He said it is clear the intent is to protect the water sources in town and it was the wetlands job to do this from their prospective. He said there was a fatal flaw in this. Mr. Heilman spoke about both wetlands shown on the slide presentation which are at the intersection of Research Parkway and Carpenter Lane.

Mr. Heilman pointed out the uniqueness of these wetlands, noting the other wetlands are through systems being fed by water resources coming from various directions from other areas. He said what is unique about this site is the largest of the wetland areas, in the western area, is being served water coming from the west under research Parkway and even more of it comes from the north of Research Parkway at the intersection of Carpenter Lane. He said this water is conveyed into this southernmost area and down into the rest of the water system. He said he is extremely concerned about the large wetland which he said has no sources. Mr. Heilman said to the north is a tiny recharge area and the wetland to the middle has almost nothing coming into it. Mr. Heilman said this particular wetland is at the top of the system and is the source area and is rarely looked at with a wetlands commission. He said there is no inflow except for one significant area.

Mr. Heilman spoke about the blasting area which was described as a glacial till with high permeability. He asked everyone to look at the porous material which in the spring acts like a sponge. He spoke about the drainage pipe, which he said are huge. He said because of this, the wetlands is doomed to complete and utter destruction 20 to 30 years down the road because it will be completely dewatered. He said this warehouse will take away this recharge. Mr. Heilman said the wetland commission failed to recognize this concern.

Joshua Trager, 7 Marie Lane, said he knows the basis of the PZC decision will be based upon traffic. He said he purchased his property a few months ago and was an investment in this town. He said he chose to come here because of the beauty of the High Hill area. He said he has sold municipal bonds for people trying to pave roads for \$300,000. He said if \$300,000 is the bond amount for a \$210 million project, this is insane. He pointed out spills happen at least 10% of the time with tractor trailers. He said with 20,000 trucks going in and out of this area, one should expect at least 20 spills every day. Mr. Trager asked if the traffic study factored in auto accidents. Mr. Trager noted it was hard for him to believe this specific of a facility was being constructed without knowing the tenant. He also asked what measures would be used to punish trucks going onto High Hill Road.

Susan Durant, Cliffside Drive, said even though the project will bring needed revenue to the town, it won't bring anything else but a lot of negatives. She noted one subject not discussed was the health effects of diesel exhaust. She shared research which pointed out diesel exhaust is a known carcinogen which causes lung cancer. Ms. Durant said in addition to everything else we can look forward to lung cancer.

Karen Vastarelli, 214 High Hill Road, said many people here have done research. She said from her house she can hear the highway and the new firehouse on N. Farms Rd. and the train from the center of town. She said she can't imagine the level of noise from these warehouse trucks even at an acceptable level would be acceptable in anyone in the neighborhood. She spoke about living near the North Haven Stop and Shop warehouse years ago which she said went on day and night. She also spoke about soot and stated once the trucks start coming in with west wind prevailing, most of the neighboring area will be covered in soot which is black and stains everything and didn't believe this would be an asset to the neighborhood.

Mohammad Hanif, 20 Cliffside Drive, said his concern is about the traffic. He said there was a mosque proposal on Grieb Road on Rt. 68 which was rejected but noted it was the right decision because of traffic.

Tim Ryan, Economic Development, said that prior to tonight, he was a silent observer. He said the commissions have done their due diligence very thoroughly. He said neighbors have voiced their concerns very respectfully. He said dozens of experts have opined on this application and noted he has a tendency to trust expert opinion. Mr. Ryan said the Applicant has listened and made many amendments to this plan. He said as a result, there is a much better plan than what

was presented six months ago, which is reflective of a good process. He referenced a discussion which took place 30 years ago with the BMS application. He said Don Roe described significant opposition to this application and that it was very controversial. Mr. Ryan said it has been proven that BMS was beneficial to the Town. Mr. Ryan said BMS contributed nearly \$80 million to the local economy. Mr. Ryan said this is a huge project, but noted BMS had originally been approved for 3 million sq. ft. on this very site.

Bruce Oligart, 15 Cliffside Drive, told the PZC he submitted a letter. He said the e-commerce movement which began in early 2000, has now expanded to this area. He said the traffic will generate problems and pointed out California has the worst air quality and air pollution. He spoke about the symptoms of long and short term exposure to this pollution.

Jack Arrigoni, 18 Martin Trail, thanked staff and spoke about truck regulations and standards. He said he saw a lot of red flags in Eric Krueger's memorandum but not an endorsement for this project. Mr. Arrigoni spoke about snow, salt and sand and how it will negatively affect the Town's largest watershed. He pointed out that a one-inch snowstorm, stating this facility will have to have to remove snow from 32 acres, counting the driveways and parking lots, not counting the buildings. Mr. Arrigoni said this is equivalent to the amount of pavement for 3.7 miles of I-91 all six lanes which is 32 acres. Mr. Arrigoni said that on the site plan there are 17 locations called "snow storage" of a total area of 3/8ths of an acre. He stated that one inch of snow on 32 acres piled on 3/8ths of an acre, the pile will be seven feet high; six-inch snowstorm, the pile will be 42 ft. He also said while looking at the site plan, he counted 47 parking spaces which are covered with snow storage. Mr. Arrigoni said his concern is where the snow will be placed if the snow can't be placed in the parking spaces. He said the snow can't be placed along the east wall because of a retaining wall or can't be placed in the north, south or west because of swales, wetlands and borders. He said the only place left is the greenbelt on both sides of the river. He said no plowed or dumped snow should be placed in this greenbelt area.

Hillary Greene, 6 Marie Lane, said some of the people's concerns were addressed but she didn't believe the original intent was to protect the Town or the neighborhoods. She said her concern is if the warehouses are built near residential areas and they are not occupied, the owners will fill the space with companies who come with the money.

Juliet Buccilli, 39 Cliffside Drive, thanked everyone for their hard work and research. She said as a mother, and her neighborhood has been experiencing a changeover of younger children. She said her children go outside. She said as a cancer worker, she cringes telling her children not to go outside over fear of their health. She also spoke about children's health and safety and what we are putting at risk. Ms. Buccilli said one of the issues was buses and the children.

Dale Hourigan, Marie Lane, told the PZC this project will have a significant impact on the I-91 and Rt. 68 interchange. He said he is confident that at times, this area will be impassible. Mr. Hourigan said Quarry Lane, Tammy Hill and High Hill Road will become a cut through. He noted

that High Hill Road is a country lane and the only illuminating street lamps exist at the intersections and there are no sidewalks. He said this is the area people walk with their children, pets and babies. He said there is very little Police enforcement in this area. He asked who would protect this area and ensure this neighborhood is safe. Mr. Hourigan said with 488 parking spots and people entering from Carpenter Lane, he wondered how long will it take before these people realize they can bypass I-91 and Rt. 68 and go through our neighborhood. He pleaded with the PZC to deny this application.

Bruce Anesi, 91 High Hill Rd., talked about traffic. He said this project will back up traffic to I-91 and truckers will figure this out, and come up take a left, go across I-91, take a right onto Northrup Road, and a right by the bus company, where the children take the bus and then the truckers will take a right onto Research Parkway going southbound and there will be trucks trying to enter this single entry point. He asked if this had been studied. Mr. Anesi said he went to the Calare website and noted a press release on Feb. 14, 2018, the day the BMS property was purchased. He stated the press release noted that 5 Research Parkway provided an "unparalleled opportunity" for companies in the pharmaceutical, bio-tech, manufacturing, health care and service industries seeking a facility in the Southern CT region. Mr. Anesi said there was no mention of trucking. Mr. Anesi said the press release mentioned the "extensive acreage" and "unique layout" of the campus which could accommodate a multiple of uses in addition to redevelopment to meet the needs of future tenants. Mr. Anesi said this meant that the day Calare purchased the property, they already envisioned redeveloping it and didn't intend on putting a tenant there.

Mr. Anesi said he lives a third of a mile from the property and from his front window, can see the buildings. He said this will impact his property and urged the PZC to take into consideration what was stated and his thoughts about Calare and their intentions. He urged the PZC to keep the comments of Town Councilor Vinny Testa in mind when he stated the cons of this project outweigh the pros. He asked the PZC to deny this application.

Atty. David Rosenberg, said he was asked to come tonight by a number of residents to figure out if there are grounds for a temporary restraining order. He said a lawsuit may also be warranted. He said there are a number of questions regarding traffic patterns and an acoustic study which also hasn't been reviewed by the public. He said there are also environmental issues that need the due consideration of the PZC. Atty. Rosenberg asked the PZC to table this application to allow the public to have this information and make an informed consent. He noted the economic benefits of this project is not a consideration for the PZC.

Ed Bradley, 2 Hampton Trail, said he spoke at the last public hearing and gave a history of what he was involved in with the BMS site. He said Hampton Trail is located north of Spring Lake which abuts his property. He said this is supposed to be the main course of the river and noted this area of town is tranquil in which the Muddy River, a Class A stream, flows from its headwaters into Spring Lake and into MacKenzie Reservoir. He said Spring Lake provides a habitat for small animals and birds. He said the wetlands around this area maintain the quality of the aquifer which

is vital to the health of the wells in the area. He noted approximately 100 residents in this area are on wells. Mr. Bradley spoke about the damage to the environment caused by BMS construction. He said the reduction of the quality of the runoff from this site threatens the wetlands, Spring Lake and the Muddy River. He said the River bank also has been breached and there is a continuous flow of the Muddy River not only through the west side of his property, but to the east of his property.

Mr. Bradley attached two sheets and 18 photos which show the existing flooding. He reminded the PZC they are the erosion and flood control board. He said this application should be denied.

William Brennan, noted he lives parallel to Research Parkway. He spoke about traffic and trucks. He spoke about this area being a cut through and noted the 18 wheelers routinely cut through this area already.

Brian Freeman, 5 Hampton Trail, said he is opposed to the construction. He spoke about hazardous chemicals being brought into this area. He asked if there has been any restrictions placed on the watershed and if not, why not.

Acting-Chair Venoit called for a five-minute recess at 11:45 p.m.

Acting-Chair Venoit reconvened the Meeting at 11:54 p.m.

Ms. Hand noted the PZC is just about out of time for the Public Hearing, which has been opened for 65 days. She said there is a cushion statutorily, there are 65 other days that can be applied but have been used up. She said there is only 11 days left so the Public Hearing has to be closed tonight basically. Ms. Hand said once the Public Hearing is closed, the PZC has 65 days to take action. She said the PZC has the option of taking action on this application next month (January). She noted that once the Public Hearing is closed, no new information can be accepted, nor can there be additional input or ask questions. She said there can be discussion as a Commission before voting, but there can be no additional information from the Applicant, herself or the public.

Mr. Matarazzo said a good deal of information has been received and was not comfortable acting on this application tonight. Mr. Fitzsimmons said there was a large volume of information but said he wanted the Applicant to have a chance to answer the public. Mr. Matarazzo said there are a lot of valid questions from the public that need to be answered. Ms. Hand noted that the noise information, a submittal from Jen Frechette regarding the PZC requirements and the health information regarding diesel exhaust, was received on the record tonight. She added there was also three hours of testimony and three or four attachments on the table.

Atty. Ceneviva, responding to public questions, noted that warehouses are a permitted use in this zone and there is no contemplation of gas at this site. He noted Mr. Demaio spoke about the number of truck trips. He pointed out Mr. Greenberg said Mr. Demaio's information was inaccurate. Atty. Ceneviva said the lanes on Rt. 68 to take left turns at the time when both lights

indicate a left turn, those lanes have been striped and created so trucks can turn in them and stay in them. He said the DOT created this. Mr. Greenberg commented on the design at this intersection. He said the entire interchange was reconstructed in the early 2000's. He said the double left turn was provided because of morning traffic volumes. He said he didn't know where the 2,000 trucks in 16 hours statement by Mr. Demaio came from. Mr. Greenberg said he is estimating 600 trips a day, 300 in and 300 out.

Atty. Ceneviva addressed the concern of idling trucks all night. He noted there is a CT Statute which limits truck idling to three minutes; Research Parkway was designed for vehicles, it is the industrial park; storage of hazardous waste is not envisioned by the client; North Haven has Amazon at the old Pratt & Whitney site which is approximately 850,000 sq. ft. and was 1.5 million sq. ft. previously; Manchester JC Penney distribution facility is 2 million sq. ft.; Stop and Shop in Windsor Locks is 1.1 million sq. ft. He said this is the wave of new development of warehouse locations. Atty. Ceneviva addressed comments about the threat of this development on Wallingford's watershed. He said a lot of time was spent to ensure this would not occur. He said almost all of I-91 is located in the watershed. He pointed out this project is designed to protect the watershed better than the current development on the site.

Atty. Ceneviva addressed Mr. Arrigoni's comments regarding Mr. Krueger's "interesting comments". Atty. Ceneviva acknowledged this but pointed out Mr. Krueger's letter with conditions of approval. He noted Mr. Krueger's Dec. 6, 2018 memorandum and noted his "conditions of approval" not "conditions of denial". Atty. Ceneviva also noted Mr. Baltramaitis' Dec. 7, 2018 memorandum stating "suggested conditions of approval". He noted there are no reasons given for denial. Atty. Ceneviva pointed out Ms. Hand's Dec. 7, 2018 "updated conditions of approval". He said there is unanimous presentation by staff providing "conditions of approval".

Atty. Ceneviva said it is hard to ignore there is a plan that has been reviewed by staff and independent peer reviewers. He said no staff has suggested reasons for denial. Mr. Fitzsimmons addressed questions on the noise study which asked if refrigeration trucks were included. Mr. Fitzsimmons noted that on page 10 of the traffic study, it talks about tonal back-up alarms, trailer disconnect; tractor to high idle, truck pass-by, but no reference to refrigerator trucks. Atty. Ceneviva acknowledge the tractor trailers were not done for sound. He said the models for typical warehouse space of this size was looked at. He noted 98.5% of warehouse tenants don't use refrigerated vehicles. Mr. Fitzsimmons said he didn't believe comments by Atty. Ceneviva regarding Town Staff writing the PZC memos as conditions of approval was very fair to the people in the audience. He noted Town Staff serves the Town which is their day job. He said being on the PZC is not his day job. Mr. Fitzsimmons said the PZC owns the decision, but the staff supports us. He pointed out it is very rare for the Town Staff to say this should be denied, but it is their job to figure out whether the project fits the regulations. He said Town Staff did their jobs but then it is up to the PZC.

Mr. Allinson asked about sleeper cabs on site. Atty. Ceneviva said this is not envisioned. Mr. Allinson said he just received the noise study today. He noted there was a question of whether topography was taken into account. Ms. Carlson said topography and cross elevations were taken into account. Regarding bus stops, Mr. Greenberg noted there are no bus tops on Research Parkway during the school day noting a study was done. Mr. Menard asked Ms. Hand about the daycare which wasn't discussed tonight. Ms. Hand said this is something the PZC should discuss. She said the zoning regulations state all utilities should be provided underground, but there can be exceptions for extensions of existing power lines by the Electric Division, lines in the public Right-Of-Way. She noted there are some existing lines in the area, but not on Research Parkway. Ms. Hand said her concern said she didn't think it was appropriate to make the exception here and have an above-ground electric line on Research Parkway. She said the proposal was to connect along Carini Drive with temporary above grounds with the underground on Research Pkwy. She said this has to be approved by the PZC which she noted was done on Clintonville Rd.

Acting-Chair Venoit noted public's comments regarding refrigeration citing Thurston Food. He noted even though the statement was made there that 98% of these trucks at the proposed warehouse site won't be refrigerated, there still could be refrigeration trucks and there was no mention of this in the survey. Ms. Carlson noted the sound study was conducted based upon typical warehouse uses which would be expected here. She said we do have to comply with the noise ordinances and will comply. Acting-Chair Venoit asked Mr. Greenberg to speak about traffic near the Postal facility. Mr. Greenberg noted maybe 15% of passenger cars and fewer of the trucks head up to this area. He noted it is a lot easier for the trucks to head towards I-91. He noted up the street in Meriden on Pomeroy Avenue, no truck traffic is allowed.

Ms. Hand spoke about the Special Permit vs. the standard site plan application. She noted that warehousing, under Section 4.9B5 in the Town Zoning Regulations is a permitted use in the zone. She said this came up under the Toelles Road application where it was a permitted use but there were special permit components. She said what requires a Special Permit here is because there are 100 peak hour vehicle trips. Ms. Hand said reasonable conditions of approval can be imposed on this application but the higher level of scrutiny for the Special Permit is the traffic. Ms. Hand noted the other components of this application, drainage requirements, the watershed with specific treatment requirements, have all been complied with. Ms. Hand commented she didn't know whether there was a traffic study done for Amazon at 29 Research Parkway and would have to check the file. Ms. Hand said she had a question of whether cost for road maintenance was considered and water draw and whether there was a limit for water draw down. She noted Water and Sewer didn't express a concern over this. Ms. Carlson said the Applicant will use public water from the Water Division noting this warehouse wouldn't be a high water use. Ms. Hand spoke about well testing procedures noting if this was brought their own test results indicating a problem, there would be no discrimination as long as the test was done correctly. Ms. Hand said she would require a sedimentation and erosion control bond once final plans are issued. She said she has a set formula she uses.

Ms. Hand said there was a question about whether the traffic study incorporated possible increases because of accidents. Mr. Greenberg said there is no way to predict this. Ms. Hand asked about the 300 in and 300 out vehicle estimate and whether this was reasonable. Mr. Kallori said the Applicant's consultant had used some guidelines in estimating this number of truck trips because there is no defined use. He said the 300 in and 300 out is a guesstimate. Mr. Greenberg said truck percentages were based on a 2016 study in California and was based upon air quality. Ms. Hand said she did an extensive review of the S&E controls, as well as the Town Engineer and the Environmental Planner. She said they found the proposed plan is compliant with Section 6.18 of the Town's Regulations. She said there are several additional elements put into place because of concern and to ensure they were strong on this site. Ms. Hand spoke about parking lot treatments noting there is a section in the watershed regulations which prohibits the use of sodium chloride for parking lot treatment. She noted the Water and Sewer Divisions did comment on this and agreed with this. Ms. Hand said other hazardous materials aren't regulated. She stated this would be under DEEP jurisdiction.

Ms. Hand addressed the questions on taxes. She noted any non-profit or government building is tax exempt. She said there are still taxes levied on empty buildings but would have to ask the Tax Assessor on the level of taxes. Mr. Fitzsimmons said he heard the consensus was to give the PZC a chance to reflect on what was stated tonight. He said he would be comfortable in closing the Public Hearing and tabling a decision to the January meeting. The Commission agreed. Mr. Matarazzo asked Mr. Greenberg about the April traffic study and the dates and wanted more clarification of trucks moving in on a daily basis. Mr. Greenberg said this would amount to 25 trucks per hour give or take. He said the traffic study was done April 26, 2018.

Mr. Fitzsimmons: Motion to close the Public Hearing at 12:45 p.m. and take up the matter at the January 14, 2019 meeting.

Mr. Menard: Second

Vote: Unanimous

OLD BUSINESS

2. Site Plan (vehicle storage facility)/Six Research, LLC/6 Reseach Parkway - **#214-18 – NOT DISCUSSED**

Ms. Hand noted the Applicant's Atty. Dennis Ceneviva agreed to the extension of the application.

3. Site Plan (remodel of basement into clubhouse, construct two outdoor pavilions)/PNA - **#217-18 (NO ACTION REQUESTED)**

BOND RELEASES AND REDUCTIONS

4. Subdivision/P. DiNatale/605 North Elm Street - **#101-17**

Ms. Hand said the bond releases are not ready.

REPORTS OF OFFICERS AND STAFF

5. Administrative Approvals
 - a. Site Plan/J. Flynn/226 North Plains Industrial Road - **#218-18**
 - b. Site Plan/John Gargano Limited Partnership/ 9 & 11 First Street - **#219-18**
 - c. Survey Waiver/F. Monocchi/15 Green Street
 - d. Site Plan/Hartford Materials, LLC/920 South Colony Road - **#220-18**
 - e. Site Plan/Pent Highway Holding Company/17 Pent Highway - **#221-18**
 - f. Site Plan/Bruno Lourenco – ALDI, Inc./1224 South Broad Street - **#222-18**
 - g. Survey Waiver/S. Halligan/489 Williams Road
6. ZBA Decisions of November 19, 2018
7. ZBA Notice of December 17, 2018

Ms. Torre said ZBA was quiet and there was only one application for a side-yard variance.

8. Zoning Enforcement Log

Ms. Torre said there were new items on the enforcement log. Acting-Chair Venoit thanked Ms. Torre for her fill-in work during the absence of the Town Planner.

ADJOURNMENT

Mr. Fitzsimmons made a motion to adjourn the Meeting at 12:48 p.m. Mr. Matarazzo seconded the motion which passed unanimously.

Respectfully submitted,

Cynthia A. Kleist

Recording Secretary