



Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

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AMENDED FINAL AGENDA

The following Public Hearings will be heard at the Wallingford Planning and Zoning Commission's meeting of Monday, June 14, 2021 at 7:00 p.m. REMOTELY ONLY. The meeting can be accessed through:

<https://global.gotomeeting.com/join/970923141>

You can also dial in using your phone.

(For supported devices, tap a one-touch number below to join instantly.)

United States (Toll Free): 1 877 309 2073

- One-touch: tel:+18773092073,,970923141#

United States: +1 (646) 7493129

- One-touch: tel:+16467493129,,970923141#

Access Code: 970-923-141

Live Stream of the meeting will also be available on the Town of Wallingford You Tube Channel:

<https://www.youtube.com/c/wallingfordgovernmenttelevision>

Materials for this Public Hearing will be posted on the Town's website:

www.town.wallingford.ct.us

Call to Order

Pledge of Allegiance

Roll Call

Consideration of Minutes – May 10, 2021

PUBLIC HEARINGS

1. Special Permit (Convenience Store/Fueling Facility)/7-11, Inc./1033 North Colony Road #412-20
(WITHDRAWN)
2. Special Permit (Warehousing)/Montante Construction/5 Research Pkwy (CONTINUATION) #401-21
3. Special Permit/1070 North Farms Road, LLC/1117 and 2 Northrop Road (NO ACTION #402-21
REQUESTED)
4. Text Amendment/PZC/Food Trucks #901-21
5. Special Permit/McClain/Montessori School/143 Church St. #405-21

NEW BUSINESS

6. Site Plan/6 Research, LLC/4A Research Parkway #210-21

BOND RELEASES AND REDUCTIONS

7. Special Permit/AMAZON/425 South Cherry Street #414-19
8. Special Permit/Blichfeldt-Quality Subaru/711 North Colony Road #416-16

REPORTS OF OFFICERS AND STAFF

9. Administrative Approvals
 - a. Site Plan Revision/Gouveia Vineyards/1339 Whirlwind Hill Road #306-21
 - b. Change of Use/K. Zelich/1 South Colony Street #307-21
10. ZBA Decisions – May 17, 2021
11. ZBA Notice – June 21, 2021
12. Zoning Enforcement Log

Individuals in need of auxiliary aids for effective communication in programs and services of the Town of Wallingford are invited to make their needs and preferences known to the ADA Compliance Coordinator at 203-294-2070 five (5) days prior to meeting date.



Town of Wallingford, Connecticut

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LEGAL NOTICE

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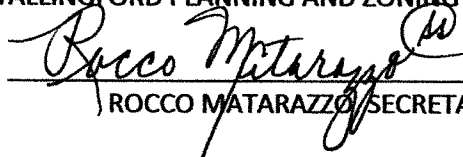
<https://www.youtube.com/c/wallingfordgovernmenttelevision>

Materials for this Public Hearing will be posted on the Town's website: www.town.wallingford.ct.us

PUBLIC HEARINGS

1. #405-21 – Special Permit for a Montessori School located at 143 Church Street. Zone: TC
2. #901-21- Zoning Regulation Amendment to add to existing Section 4.2.E.3.i.V and to add new Section 4.2.E3.i.IX to the Wallingford Zoning Regulations to permit mobile food vendors at Wineries.

WALLINGFORD PLANNING AND ZONING COMMISSION


ROCCO MATARAZZO, SECRETARY

DATED AT WALLINGFORD

May 12, 2021

PUBLICATION DATES

June 3, 2021

June 10, 2021

Individuals in need of auxiliary aids for effective communication in programs and services of the Town of Wallingford are invited to make their needs and preferences known to the ADA Compliance Coordinator at 203-294-2070 five (5) days prior to meeting date.

Wallingford Planning & Zoning Commission
Monday, May 10, 2021
Remote Meeting
MINUTES

Acting Chairman Venoit called the meeting to order at approximately 7:00 p.m.

Pledge of Allegiance was recited by all.

Roll Call: Present: James Fitzsimmons, Regular Member; Jeff Kohan, Regular Member; Rocco Matarazzo, Secretary; JP Venoit, Acting Chair; Steven Allinson, (voting for Seichter); Jaime Hine, Alternate; Staff: Thomas Talbot, Planner; Kevin Pagini, Town Planner; Amy Torre, Zoning Enforcement Officer.
Absent: Jim Seichter, Chairman; Armand Menard, Alternate.

Consideration of Minutes – April 12, 2021

Commissioner Fitzsimmons: Motion to accept the Planning and Zoning Minutes of the April 12, 2021 meeting as submitted.

Commissioner Fitzsimmons noted a correction to the minutes, on page 8. His amendment to the motion should read:

Commissioner Fitzsimmons: Second and asked to add and in support of the Plan of Conservation and Development.

Commissioner Kohan: Seconded with the correction

Vote: Unanimous to approve

Acting Chairman Venoit reviewed the remote meeting protocol and noted that the following agenda items will not be heard this evening at the request of the applicants. These will be heard at the June meeting.

1. Public Hearing: Special Permit (Convenience Store/Fueling Facility)/7-11 Inc./1033 No. Colony Rd #412-20
5. Public Hearing: Text Amendment/PZC/Food Trucks #901-21
6. New Business: Site Plan/6 Research, LLC/4A Research Parkway #210-21

PUBLIC HEARINGS

3. Special Permit/1070 North Farms Rd. LLC/1117 and 2 Northrop Road #402-21

Acting Chair Venoit announced that this applicant has requested the Public Hearing be opened and continued to the next meeting.

Commissioner Kohan stated that he objected to this procedure last month. He stated that he believes it puts us and the applicant in a tough position. The intent is to get all the information in a timely manner.

Acting Chairman Venoit agreed with the concern.

Commissioner Hine noted that this is the second application to do this and asked why. Mr. Talbot replied that their peer review was not ready in time and that they are willing to give up 30 days so they don't have to re-notice. Commissioner Hine asked if the Governor's Executive Order extending the deadline for these applications is still in effect. Mr. Talbot stated he believes it is.

Commissioner Fitzsimmons stated that the applicant knows what they are doing and he is not opposed.

Commissioner Fitzsimmons: Motion to open the public hearing application for #402-21, Special permit for a 25,000 sq. ft. warehouse/office on 46.05 acres of property located at 1117 Northrop Road and 2 Northrop Industrial Park Road East and to continue to the June meeting.

Commissioner Kohan: Second

Vote: Allinson – yes; Fitzsimmons – yes; Kohan – yes; Matarazzo – yes; Acting Chairman Venoit – yes

The application is continued.

2. Special Permit (Warehousing)/Montante Construction/5 Research Parkway #401-21

Commissioner Matarazzo read the legal notice and noted all correspondence: Special Permit for a 219,000 sq. ft. warehouse facility on 179.85 acres on property located at 5 Research Parkway. Zones: IX, WPD and it's a continuation. Correspondence dated March 31, 2021 from Thomas Talbot, Planner to Montante Construction, LLC; correspondence dated April 1, 2021 from VN Engineers, Inc. to Thomas Talbot, Planner; Inter-Department Referral, dated January 8, 2021 from the Fire Marshal; correspondence dated April 5, 2021, from James and Carol Mikulski to Wallingford Planning and Zoning Office; correspondence dated April 7, 2021 from Jeffrey Dewey, BL Companies to Thomas Talbot, Planner; correspondence dated April 9, 2021 from Michael Dion, BL Companies to Thomas Talbot, Planner; Interoffice Memorandum dated April 8, 2021 from Erik Krueger, Senior Engineer, Water & Sewer Divisions to Thomas Talbot, Planner; email dated May 13, 2021 from Alison Kapushinski, Town Engineer, to Jeffrey Dewey, BL Companies; correspondence dated April 22, 2021 from Dale and Nancy Hourigan to Wallingford Planning & Zoning Commission; Memorandum dated April 28, 2021 from Alison Kapushinski, Town Engineer to Planning & Zoning Commission; correspondence dated April 29, 2021 from Robert & Jane DeMaio to Wallingford Planning & Zoning Commission; Executive Summary, received April 30, 2021 from BL Companies; correspondence dated April 22, 2021 from Michael Dion, BL Companies to Thomas Talbot, Planner; correspondence dated May 2, 2021, from Tom and Louse LaButis to Kevin Pagini and Planning & Zoning Commission; correspondence dated May 3, 2021 from Christopher Van Zanten, VN Engineers to Kevin Pagini, Town Planner; email dated May 3, 2021 from Roger Anderson to Kevin Pagini, Town Planner; Memorandum dated May 5, 2021 from Erin O'Hare, Environmental Planner to Kevin Pagini, Town Planner; memorandum dated April 28, 2021 from Alison Kapushinski, Town Engineer, to Planning & Zoning Commission; correspondence dated May 4, 2021 from Jack Arigoni to Wallingford Planning & Zoning Commission; email, May 6, 2021 from Penny

Angelastro to Wallingford Town Planner Kevin Pagini; email dated May 4, 2021 from Joan Munger; email dated May 6, 2021 from Shirley and James Shadish to Kevin Pagini, Town Planner.

Commissioner Hine asked about some additional documents he has that appear to pertain to this application. Mr. Talbot clarified that they are all part of item G in the packet.

Acting Chairman Venoit noted that the Commission does not have the final plans that were approved by the Inland Wetlands Commission and also do not have the revised report on the traffic peer review.

Thomas Cody, an attorney at Robinson & Cole, 280 Trumbull Street in Hartford presented for the applicant, Montante Construction. He stated that the full report was sent to the Planning and Zoning Commission at the end of last week, including the report from the Environmental Planner and the notice of decision with all the conditions of approval. Regarding the Peer Review of the Traffic Study, the first review was completed and the applicant responded on April 7th and made an additional submission on April 30th. VN Engineers has not yet reviewed the supplemental materials. Atty. Cody stated that the applicant expects the public hearing to be continued and they consent to the extension. He summarized the application for the former Bristol Myers Squibb location. He explained that all the buildings have been removed from the 180 acres, leaving the two parking fields. He noted that two warehouse buildings with over 1.1 million sq. ft. of building space was approved for the property by the Inland Wetlands Watercourses Commission in 2018 and the special permit application was denied by Planning & Zoning. Atty. Cody explained that they are proposing a much smaller building at 219,000 sq. ft. This application had significant review during the Inland Wetland process including peer review of the Erosion & Sedimentation Control measures and stormwater management. He stated that Inland Wetlands and Watercourses approved the wetlands permit on April 7th with conditions including an independent erosion control plant implementation monitor to monitor the construction activities. The monitor will be selected by the town and will report to town staff but will be paid for by the permittee. Atty. Cody stated that one of their main design goals was to take advantage of as many existing development infrastructure aspects as possible which means using the existing driveways and impervious surfaces. He shared the proposed site plan. Principle access will be retained at Research Parkway with limited secondary access on Carpenter Lane. The application complies with zoning bulk and dimensional criteria.

Jessica Schumer, Economic Development Manager for Amazon, based at 7 West 34th St, New York, presented the planned operations of this last-mile delivery station. The facility will operate 7 days a week, 24 hours a day. She explained that they expect to have 25 – 35 tractor-trailer trucks enter the property, 80% in the overnight hours. The building will have 17 loading docks. Employees will mostly use the Carpenter Lane access and they also mostly arrive overnight. They anticipate 150 to 200 full-time employees. In addition, there will be a fleet of delivery vans (DSPs), owned by Amazon but driven by third-party contractors. There will be 300 – 400 vans per day during the non-holiday period. The vans stay on the property and the drivers leave their personal cars there during the day. The vans are sent out in waves of about 120 vans starting around 9am and are out all day. They also use Amazon Flex

drivers who do deliveries in their personal cars starting late afternoon. They expect up to 90 of these a day. The vans come back starting around 7pm.

Michael Dion, BL Companies, 355 Research Parkway explained the traffic study. There will be 1508 parking spaces. Mr. Dion stated that during steady-state (non-holiday) they would need just over 800 parking spaces and during the holiday peak that would go up to 1400. The property was previously approved Office of Safety and Traffic Administration (OSTA) site, so that is another layer of review of the traffic information. In response to the initial peer review, they added two more intersections to the study and included morning and evening peak hours counts as well as generator counts. Amazon has scheduled their deliveries so they are during off-peak traffic. Their proposal has been approved by CT DOT. He stated that they looked for proposed development that would impact traffic and didn't find any. Based on their steady-state operations, they estimate 148 trips mid-day and 136 trips during PM peak hour. Their analysis shows the impact on traffic will be less than peak hours when Bristol Myers Squibb was there. He reported that with their expected volume the service grading at most nearby intersections is acceptable to the traveling public. When they add in holiday peak season traffic the expectation is that only a couple of intersections will have poor service. They have made recommendations to OSTA to restripe the left onto Barnes Road from Research Parkway to 11 feet for a wider turning radius. They also recommend stop signs and stop bars and a raised median to eliminate right out of the site onto Carpenter Lane and a left into the site from Carpenter Lane. Mr. Dion said that they are waiting for Peer Review comments on the revised study and then the study will be submitted to OSTA for review.

Wayne Violette, a landscape architect with BL Companies, 355 Research Parkway, reported that most of the existing vegetation and buffer will remain. They propose a Zone compliant landscape plan meeting front yard landscaping, residential buffer, parking interior, and perimeter regulations. They will supplement the buffer to the south with 96 six-foot evergreens. On the east side, they will retain the existing vegetative buffer. They will use large canopy trees in parking lot islands and along the perimeters. In the perimeters, they propose a seed mix of native grasses, wildflowers, and shrubs. In the stormwater management areas, they will use wet & dry tolerant restoration seed mixes for the basin bottoms and slopes. They will be planting over 180 trees in total and are exceeding the interior area landscaping requirement.

Christopher Gagnon, Architect, BL Companies reviewed the building design. This is a new construction with concrete walls and canopies over the loading areas for the vans. There will be 17 loading docks. The Height of the building is 44 ft. There is an 8 ft parapet wall to screen the roof units. Canopies will be 5500 square feet. He reported that there has been extensive 3rd party peer review of the building design.

Jeffrey Dewey, senior design engineer for stormwater management and erosion control for BL Companies. He explained the robust stormwater management system which conforms to the Wallingford Watershed Protection regulations. They will exceed the requirements of the CT DOT stormwater manual and the DEEP water quality manual. Roof areas will discharge to infiltration trenches

for groundwater recharge. They are proposing nine stormwater management basins and 8 sand filter basin systems. There will be multiple discharge points to minimize stormwater runoff concentration. There will be no increase in the peak run-off rate or volume. The proposed erosion control exceeds DEEP Erosion control manual. Plans include stormwater and erosion control for construction with multiple layers of protection. They worked with the Water Department and Erosion Control Peer Reviewer to create controls for any potential sedimentation in the site runoff. They provided a contingency plan should the other efforts have an issue. He reviewed their stormwater management Treatment Train system.

Atty. Cody summarized the redevelopment and reuse of this developed site. It complies with zoning regulations and the Inland Wetlands permit was approved with conditions. There have been extensive peer reviews of all aspects of the project. The design meets or exceeds all stormwater design standards and requirements. The traffic impact study demonstrates no significant impacts to the area roadway network. The design includes measures at Carpenter Lane to protect the neighborhood.

Commissioner Fitzsimmons asked for the PowerPoint presentation to be submitted for the record. Atty. Cody indicated it had already been submitted. Commissioner Fitzsimmons stated his concern that the Commission does not have all the information including the final maps from the Wetlands Review and the traffic peer review of the revised traffic study. He noted that the situation is similar to the application a couple of years ago for this site. He stated that he supports the continuation of the application. He stated that he believes this application falls under Section 7.5B, criteria 1 for appropriateness of location of use including size and intensity, and compatibility of use since it abuts a residential district. He asked for the applicant to provide written evidence that the application meets all the criteria in Section 7.5B, specifically A and B for the next meeting. Commissioner Fitzsimmons noted a concern with Carpenter Lane and asked if they had considered not opening that entrance to full access. Mr. Dion explained their mitigation efforts to stop vans from taking a right out of the site or left into the site. He stated they did not look at closing that entrance. He explained that Amazon tries to minimize associate vehicles in van traffic. Commissioner Fitzsimmons asked the applicant to consider limiting that entrance to emergency use only. Commissioner Fitzsimmons asked if Amazon Prime Day is considered a holiday. Commissioner Fitzsimmons asked for data from the last couple of years of Amazon Prime Days for the next meeting. Ms. Schumer replied that the holiday period is considered from mid-November to year-end but agreed that there is more volume around Amazon Prime Day. She explained that this site's operation will be a new design model and agreed to get back to the Commission to see what the expectation is for traffic volume for the Prime Day period. Commissioner Fitzsimmons asked about the impact of exterior lighting and noise pollution. Atty. Cody stated that they are aware of the noise code, Chapter 144, which sets noise limits for industrial sites based on surrounding land use. He reported that they have retained an acoustical engineer who believes that the project will comply. Atty. Cody agreed to provide a summary of the findings. Commissioner Fitzsimmons noted that the I-91 north exit would move from a D rating to an F rating based on the presentation. Mr. Dion noted that the plan will be shared with the town and is part of the OSTA proposal. The proposal is to restripe the ramp from a double left and single right turn to both double lanes. Commissioner Fitzsimmons noted that no roadway improvements other than striping are

proposed. Mr. Dion confirmed. Commissioner Fitzsimmons asked if the State requires Town approval before they will act. Mr. Dion confirmed. Commissioner Fitzsimmons referred to exhibit 401-21L, the Executive Summary of the traffic study. Specifically the line "It should be noted for the town of Wallingford planning purposes, delivery station shall be interpreted as warehouse." He asked who is proposing this and if the Town was asked to agree. Mr. Talbot stated that the assumption is based on the approval for the same type of operation as a warehouse on South Cherry Street. He doesn't know if there was a formal interpretation for that site. Atty. Cody stated that Amazon refers to facilities like this as a delivery station and it is a warehouse is under Wallingford Zoning regulations.

Commissioner Kohan asked in the past that the Commission define a warehouse. He does not believe this is a warehouse. A delivery station is not allowed in the zone. He believes this issue needs to be addressed. He stated that traffic on Carpenter Lane is a concern. He believes that not using Carpenter Lane is an important issue. There is another warehouse proposed on Northrop and a pending warehouse down the street that affects access to Rt. 68 and Rt. 91. He asked how many more additional trips will push these intersections to an F grade. He noted the comment on the maximum decibels at night of 51 and asked the duration of the truck's backup signals. He asked if the trucks are running continuously at night. He noted that the 219,000 sq ft warehouse with additional parking makes the proposed site larger than the prior site. He asked for an overlay view comparing the two sites and asked for the total surface area of the site (buildings and parking lots).

Commissioner Allinson thanked the presenters for the detailed presentation. He agreed with the request for how the use complies with Section 7.5 but asked that the entire section be addressed, not just A and B. He referenced Exhibit 401-21 J, memorandum from the Town Engineer, and asked to see the response to those concerns at the next meeting. Regarding the proposal for the Rt. 91 off-ramp, he asked if it was north or south. Mr. Dion replied it is the northbound off-ramp. Commissioner Allinson noted that the intersection has a no turn on red because of an obstructed view. He asked if that would affect the OSTA approval of the center lane for both left and right turns. Mr. Dion replied that the turn on red prohibition would not change but he thinks OSTA will approve the change. Commissioner Allinson noted his concern with tractor-trailers turning there. He asked to hear more at the next meeting on the parking area and use and a justification for such a large area. He noted that behind the property are high voltage lines where the vegetation was removed. The only insulation from sound is on the property. Due to the dip in the land, it will create echoes of sound. He asked if the acoustical engineer can visually inspect the adjacent property and provide some data on sound.

Commissioner Hine stated that the economic impact is not really a consideration but he noted that there will be a considerable number of vehicles owned by Amazon and leased back to the DSPs. He asked if they would be registered in CT. Ms. Schumer replied that the steady-state vehicles will be registered in Connecticut, but couldn't say for the additional rentals for the holiday season. Commissioner Hine had the impression that there were additions and revisions to the original traffic study. He expected the revised study to be submitted for review. Mr. Dion stated that they submitted the revised traffic study with the additional intersections and holiday hours on April 30th. Mr. Talbot noted that the packet only includes the Executive Summary, not the full 700 pages revised traffic study

as 401-21 L. Mr. Talbot will distribute the full report. Commissioner Hine asked if the revised study includes the number of trips anticipated during the holiday season. Mr. Talbot replied yes and that it justifies the parking spaces on the plan. Commissioner Hine noted that pending warehouse projects will affect traffic and asked if they were considered in the study. Mr. Dion stated that they were not aware of the warehouse on Northrop Road but can add it to the traffic study. Commissioner Hine noted his concern about the grade of F at the Rt. 91 intersection not including that project. Mr. Dion replied yes, they would include it. Commissioner Hine asked if any vans would be using the Carpenter Lane entrance in addition to the associates. Mr. Dion replied that the plan includes some vans using that entrance. Commissioner Hine asked if it is possible to add additional plantings along the eastern side as a buffer. Mr. Violette replied that they can add more. He noted that spruce has been planted on and near the top of the slope over the last few years. Commissioner Hine asked how many tractor-trailers will be coming on-site during the holiday period. Ms. Schumer replied around 63 and roughly 80% would be during the overnight hours. Commissioner Hine asked how long the trucks stay on the property. Ms. Schumer explained that the tractor drops the trailer and when a new tractor drops a trailer, they pick up the empty trailer. She stated that the tractor-trailers start arriving in the evening. The staff arrives around 1 or 2am to unload. There are 17 docks. She noted they don't allow idling tractors. Commissioner Hine asked how long it takes to drop off and pick up a trailer. Ms. Schumer agreed to find out. She explained that the truck bays are not on the residential side but the southern end. Commissioner Hine asked for the response to the Town Engineer's comments.

Commissioner Matarazzo asked if any refrigeration trailers would be on the property. Ms. Schumer said no. This site only handles standard packages, not groceries. They have a separate delivery system for large items.

Mr. Pagini suggests referring any further comments or determination until the final traffic peer review and finalized site plans are received.

Christopher Van Zanton, VN Engineers, the traffic study peer reviewer, summarized his report. He stated that they haven't finished their analysis of the revised report. They recommend that 1117 Northrop Road and 850 Murdock should be included in the study. He brought up in the original review the history of crashes at Research Parkway and Carpenter Lane and asked for improvements. He'd like to see if there are any impacts to their planned improvements. Regarding trip generation, they asked if the applicant has submitted for Step 1 with OSTA to get feedback on the trip generation being used. This can be started now. The applicant provided holiday peak analysis. He would like to see if the improvements are consistent in the off-holiday analysis and the holiday analysis. They had questions on Carpenter Lane and if it is possible to direct more traffic to Research Parkway. He noted that the Carpenter Lane site lines are barely adequate. He noted that van spaces total 1033 and based on holiday peak they need 800 van spaces. Are the extra spaces needed? He stated that he will be documenting his concerns for the Commission.

Commissioner Fitzsimmons asked if this is the second review. Mr. Van Zanton said yes. Commissioner Fitzsimmons asked if the applicant has provided funding and approval for the second review. Mr. Pagini

replied not yet. Commissioner Fitzsimmons stated his concern that there be time for the peer reviewer to present to the Commission for the next meeting. Mr. Van Zanton stated that if they receive the go-ahead soon they can be ready for next month's meeting. He asked if they should be waiting for further revisions to the traffic study. Mr. Talbot stated that they expect the payment for the peer review of the revised traffic study by the end of the week Commissioner Fitzsimmons stated he needs an assurance that there will be ample time for the peer reviewer to present their findings to the Commission before the next meeting. He asked for clarification that they are waiting for updates from the applicant. Mr. Talbot replied that the review should proceed on the revised traffic study and not wait for additional information.

Bob DeMaio, 14 Marie Lane, stated that he has lived in town for over 25 years. He is in favor of the property being developed, but not in favor of this development. It is incompatible with the nearby rural residential neighborhood and would change the rural residential area. He noted that the town purchased 94 acres on High Hill road 20 years ago as open space to preserve rural heritage. The Town shouldn't feel pressured to lower its standards on protecting the welfare of residents. He noted concerns with the roadway issues on Rt. 68, at Williams where it becomes a single lane. The applicant focuses on peak traffic when they need to look at traffic all day and how many trips per hour. Over 24 hours it will exceed the traffic caused by BMS. He noted that BMS was just cars while this will be trucks and vans 24 hours a day. He stated that this site is not appropriate for a fleet delivery station.

Will Brennan, 75 Thorpe Avenue, stated that this area was not always zoned this way. The industrial tracts have enveloped the neighborhoods. He stated that Inland Wetlands received a verbal, not documented, promise to comply with the conditions of approval. He stated that this is unprecedented. He also noted that there was no sign on the property notifying the public of this hearing. The lack of transparency is alarming. Traffic generated by this proposal will be a disaster. The 2003 study is not a fair comparison, so he is skeptical of the data. He asked how school buses were factored in. He stated that this is not a good development for the location.

Jen Frechette, 29 Valley View Drive, stated the project proposed a couple of years ago was a disaster and many people came out to speak against it. She would like the applicant to consider what would be best suited for the area. She stated concern about traffic and the backup alarms on trucks at night. She stated that this is not appropriate for the neighborhoods and won't generate as much tax revenue as BMS did.

James Wolfe, Economic Development Commission, asked if this development would replace the Last Mile facility at the south end of town. Ms. Schumer replied that there is no intention to eliminate that location as they serve different areas.

Larry Jones, 4 Marie Lane, stated that he moved to this area for the quiet after living in town for a long time. He noted the increase in impervious areas and asked how much they are exceeding the DEEP standards. He commented on the acoustics of the 24/7 facility and asked that they measure the current

acoustics and the expectation with the vegetation. He asked if it was approved would Amazon be required to hire a certain number of residents.

Adelheid Koepfer, 35 Whiffle Tree Road, asked if the Inland Wetlands Commission concerns were met. Atty. Cody replied that the Inland Wetlands Commission approved the wetland permit with conditions. The concerns were resolved and they approved the application unanimously. Ms. Koepfer stated that this will affect the drinking water supply in Town. She asked if there is an additional request for the traffic study to include the proposed warehouses and if that would be included in the peer review. Mr. Talbot responded that the peer review will review what was submitted to date. Since time is an issue, the review will start work on the revised study and hopefully, the additional information will come in so it can be included. Ms. Koepfer asked if air pollution data has been required due to the number of trucks and vans and if not, can it be included. Ms. Schumer stated that the site will be made ready for electric vehicles but she didn't know how many they will be getting. Mr. Talbot stated that air pollution is typically not a consideration but it can be. Ms. Koepfer asked that it be requested.

Edmund Hohmann, 12 Marie Lane, stated that he has lived there for 21 years. He referenced the proposed language changes to I5 and IX regulations, specifically the watershed protection Section 4.13. The 5 Research Parkway property sits in a critical watershed district, which feeds the McKenzie reservoir. The proposed changes to the Watershed Protection District regulations are to better protect the town's drinking water supply. The proposed language was approved by the Lower Connecticut River Valley Council of Governments and the South Central Regional Planning Commission. After two years worth of discussion and workshops, this Commission endorsed the changes for a vote at the December 2020 meeting. The vote was delayed to January when a letter was received from the Mayor asking to hold off on the vote. Due to all the delays, the 5 Research Parkway application came in under the existing Watershed Protection District regulations. Because the proposed changes were not adopted this application includes 1500 parking spaces when they would have been limited them to 227 spaces. This application is unsuitable for this property from both a water protection perspective and a negative impact on the welfare of the residents.

Christine Mansfield, 29 Tammy Hill Road, thanked the Commission and presenters for the details and the analysis. She stated she is not surprised that Amazon is here. Wallingford has a commitment to business and the community. She stated that the neighbors are putting their trust in the Commission's hands. This is about business, revenues, people, reservoirs, and wildlife. There are many stakeholders. This is a pivotal vote that can set the destiny for the next 50 to 100 years for all the stakeholders. It's about balance and planning. She implored the Commission to vote for all the stakeholders.

Bill Stuckey, 54 High Hill Road noted that callers were not invited to ask questions. He suggested an artist rendering of the facility from the perspective of High Hill Road. He asked how many trucks between 10am and 12pm would be using the Carpenter Lane exit. He noted that the presentation stated there were 148 new trips per day during non-peak. He asked how they arrived at that number.

Atty. Cody stated that they have made note of all the comments as well as the remarks from staff and the peer reviewer. They will get answers to the Commission as soon as possible so the Commission can move on this at the next meeting.

Commissioner Fitzsimmons: Motion to continue Special Permit Public Hearing for application#401-21 to the regularly scheduled June meeting.

Commissioner Kohan: Second

Vote: Allinson– yes; Fitzsimmons – yes; Kohan – yes; Matarazzo – yes; Acting Chairman Venoit – yes
The application is continued.

4. Special Permit/Cigarro Mobile, LLC/180 Cheshire Road #403-21

Commissioner Matarazzo read the legal notice and the correspondence: Special Permit #403-21 for a 480 sq. ft. Cigar Lounge structure accessory to a Country Club at 180 Cheshire Road. Zone: RU-40. Inter-Departmental Referral dated March 11, 2021, from the Deputy Fire Marshal; correspondence dated April 26, 2021, from Thomas Talbot, Planner to Nicholas Giordano; Inter-Departmental Referral dated April 28, 2021, from Deputy Fire Marshal; Memo dated April 28, 2021, from Alison Kapushinski, Town Engineer, to Planning & Zoning Commission; application for special permit 403-21 dated March 8, 2021; set of plans; and correspondence dated May 5, 2021, from Gregory Piecuch, Esq., to Thomas Talbot, Planner with revised plans.

Acting Chair Venoit recused himself from this discussion and named Commissioner Fitzsimmons to chair this application. Commissioner Fitzsimmons asked Commissioner Hine to vote in place of Acting Chair Venoit.

Gregory Piecuch and Nick Giordano of Cigarro Mobile presented. The property is the Farms Country Club at 180 Cheshire Road. The building will be 480 sq. ft (16 ft. x 30 ft.) and is a small accessory structure in an overflow parking lot near the 9th green. This will be an amenity for members and guests to enjoy cigars. He noted that an accessory structure is permitted by special permit in the RU 30 Zone. The prefabricated structure will be provided by Cigarro Mobile as a lounge area where members and permitted can purchase and smoke cigars. It will not be open to the public and won't increase traffic. This is a structure for an existing use. There is no exterior lighting or entertainment and there will be plantings in front of the building. The revised plan was submitted May 5th in response to town staff comments. The only outstanding issue is whether a step or ramp will be needed and asked that this be determined post assembly. The other outstanding issue is the plan for electric service which will be provided at the building permit stage.

Rosina Feser, 185 Cheshire Road, asked if members can smoke cigars while playing golf. Mr. Piecuch replied that the separate lounge was developed due to the concern of having people smoking near the pool or the bar. The building will be 79 feet from the property line and at least 100 feet from the road.

Ms. Feser stated that her home is near the driving range and she is concerned with people congregating and smoking there. Mr. Piecuch stated that nothing will change with regard to what is currently happening. Smoking is currently allowed. He explained that there was a temporary cigar smoking area in this spot already. Most smoking will happen there, before and after golfing. Richard Flandreau, General Manager of the Farms, stated that there is currently no specific smoking area. There will be no additional smoking by the driving range. Most of the cigar-smoking will be at the new lounge.

Commissioner Fitzsimmons asked if there would be any signage on the building. Mr. Piecuch replied not at this time. Commissioner Fitzsimmons stated that congregating is not an issue of concern for this Commission, the use and location of the building is.

Commissioner Kohan: Motion to close the public hearing for application #403-21.

Commissioner Allinson: Second

Vote: Unanimous to close the public hearing.

Commissioner Kohan: Motion to approve Special Permit #403-21 for Cigarro Mobile, LLC for a 480 sq. ft. cigar lounge accessory to the Farms Country Club at 180 Cheshire Road as shown on plans entitled Site Plan The Farms Country Club, Cigar Building, 180 Cheshire Road, dated 4/21/21 subject to the following conditions of approval:

- 1. Comments in Interoffice Memorandum from the Fire Marshal to the Planning & Zoning Commission dated April 27, 2021;**
- 2. Comments in Interoffice Memorandum the Department of Engineering to the Planning & Zoning Commission April 26, 2021;**
- 3. Electrical to be completed and shown on a plan pending the occupation of the building;**
- 4. The step/ramp access into the building be approved per Town Staff requirements.**

Commissioner Allinson: Second

Vote: Allinson – yes; Hine – yes; Kohan – yes; Matarazzo – yes; Acting Chair Fitzsimmons – yes; The application is approved.

Commissioner Fitzsimmons gave chairmanship back to Commissioner Venoit.

BOND RELEASES AND REDUCTIONS

7. Subdivision/Raup/322 East Main Street #103-16

Commissioner Fitzsimmons: Motion to release the bond for Subdivision/Raup/322 East Main Street, #103-16 as recommended by the Town Planning Staff.

Commissioner Kohan: Second

Vote: Unanimous to approve

8. Special Permit/AMAZON/425 South Cherry Street #414-19 – not ready to be released

9. Site Plan/Davenport Associates/14 Fairfield Boulevard #208-19

Commissioner Fitzsimmons: Motion to release the bond for Site Plan/Davenport Associates/14 Fairfield Boulevard #208-19 as recommended by the Town Planning Staff.

Commissioner Kohan: Second

Vote: Unanimous to approve

REPORTS OF OFFICERS AND STAFF

10. ZBA Decisions – April 19, 2021 – no questions

11. ZBA Notice – May 17, 2021 – no questions

12. Zoning Enforcement Log - no questions

CORRESPONDENCE

13. I-5, IX, WPD Regulation Amendments/Mayor's Office

Commissioner Matarazzo noted the correspondence for the record: a letter dated May 6, 2021, from Mayor William Dickinson Jr. to James Seichter, Planning & Zoning Commission.

Commissioner Kohan noted that the Mayor had promised to have this updated back in March. We respected the request from the Mayor to hold off adopting the regulations. This is another delay. Commissioner Kohan stated that he doesn't know what the concern is with the regulations and noted that this impacts the Amazon application. He stated that the Commission and the public deserve insight on the issue.

Commissioner Fitzsimmons echoed the concern. He proposed a workshop for the Town to present the concerns to the Commission. Acting Chair Venoit agreed and will discuss it with Chairman Seichter.

Commissioner Hine agreed that it would have benefitted everyone if this was resolved before these applications were submitted. He noted that more warehouse applications are coming.

ADJOURNMENT

Commissioner Fitzsimmons: Motion to adjourn at 10:45pm

Commissioner Kohan: Second

Vote: Unanimous to approve

Respectfully Submitted,
Cheryl-Ann Tubby
Recording Secretary

Subject 7-Eleven #1033 North Colony Road, Wallingford, CT
From Dennis Ceneviva <Dennis@cenevivalaw.com>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Cc Fleishman, Dorothy <Dorothy.Fleishman@7-11.com>, Kline, Josh <jkline@stonefieldeng.com>, Pimenta, Christina M <Christina.Pimenta@7-11.com>, David G. Sullivan <dsullivan@slrconsulting.com>
Date 2021-06-11 09:57



Kevin,

As we discussed recently, this email is intended to confirm that my client, 7-Eleven, Inc., is WITHDRAWING its Special Permit application SP-#402-21(as identified above) at this time. The time periods for Commission action will expire by June 25, 2021 and my client is still resolving some outstanding issues. We intend to return as soon as those other matters are resolved to our satisfaction. Thank you for your assistance in this matter.


Dennis
Dennis A. Ceneviva, Esq.
Ceneviva Law Firm, LLC
721 Broad Street
Meriden, CT 06450
203-237-8808
FAX 203-237-4240

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RECEIVED
JUN 11 2021
WALLINGFORD
PLANNING & ZONING

401-21W(2)
roundcube 

Subject **Amazon delivery station application**
From birdsey112@aol.com <birdsey112@aol.com>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Date 2021-05-05 13:40

Please consider that the application is very misleading by referring to the proposed delivery station as a warehouse. The so called delivery station is defined as a terminal in Amazon's own website. Large trucks come in and small trucks go out. That is a truck terminal not a warehouse. There are no wares stored there. At the end of the day the building is empty. Nothing there to tax. Also the facility in Wallingford now has a lot of trucks or large vans with out of state license plates. Who gets the tax on these vehicles?

See below for reference : Delivery station

Sep 17, 2020 — [Amazon.com](#) Inc. ..." Delivery stations are local terminals that receive goods from Amazon's fulfillment centers and ship them to end customers. Amazon has been adding delivery stations in clusters over the past few months."

Since truck terminals are not permitted in this zone the application should be rejected.

Thank you for your consideration

401-21X(2)

5/11/2021

RECEIVED

Wallingford Planning and Zoning
45 S. Main street
Wallingford, CT. 06492

MAY 11 2021

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MAY 11 2021

WALLINGFORD
PLANNING & ZONING

To whom it may concern,

Here we go again!!! I am writing with my concerns about approving Amazon to go into the Bristol Myers Site. I understand this is an industrial site. However, the volume of traffic this company will be producing is not in the best location at this area. I live on 1260 Barnes Rd. I go to work in Middletown through Research Parkway. The location is NOT able to support this type of traffic going to and from route 68. This is going to create MAJOR traffic jams which already has too much traffic. The amount of time it takes trucks to go through traffic lights is going to mean cars will not be able to get to their destinations. I live this traffic every day. Anyone dealing with this could see this would become a disaster without needing a "traffic study." This site butts against residential homes. The noise and once again, the pollution, and the lighting, is not of best interest at this location. I am also very concerned about my well. Who will help us when, not if, our wells become contaminated. We are NOT allowed to have city water in our location. The chemicals used to melt ice in snow storms will seep into the ground and run off into our water supplies. Obviously, having issues with our wells is a major concern. Please do not allow this to happen. It shouldn't be a financial reason to approve this development. You should consider your tax paying citizens. Let Amazon who makes billions of dollars figure out a different location.

Thank you, 


Deborah LaButis.

Subject **Amazon facility concerns**

From Emma Golebiewski <emma.golebiewski@gmail.com>

To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>

Date 2021-05-11 13:02

401-214 (2)
roundcube 

RECEIVED

MAY 11 2021

Hello Mr. Pagini,

WALLINGFORD
PLANNING & ZONING

I live at 10 Valley View Drive, Wallingford. I have been listening to the town meetings and listened last night and have many concerns about this Amazon project, as I know many of my neighbors do.

1. The traffic study was done during October 2020, during Covid shutdown. Why are we paying attention to these numbers when they don't reflect accurate traffic numbers when shutdown is lifted? These should be done during regular times.

2. How is this considered a warehouse? Nothing is being stored, it is simply a distribution center. What is the appropriateness of this project in this type of town and this type of neighborhood? This project wasn't approved years ago for a reason, and is not appropriate for our town. Please refer to Section 4.8 of the Zoning Regulations where "..distribution..." is a permitted use in the I-40 and I-20 zone. There is no such use permitted use in the IX zone. Also please refer to the testimony of the Amazon spokesperson wherein she stated that the proposed Wallingford facility is an end of line distribution center. Packages come in overnight and are then sent out. There is no "warehousing" function performed at this facility.

3. Amazon is stating the unloading of tractor trailers "won't be anywhere near the residential area." That is the absolute closest part of their layout to the residential area, as it is directly adjacent to High Hill Road.

4. How are we going to block employees from driving through our neighborhood from Durham to cut through to Amazon? I hear tractor trailers already in our neighborhood. We won't be able to let our kids ride bikes, or go for walks anymore with the amount of traffic that will be cutting through the areas. Please note that the applicant has not adequately indicted why both employee and truck traffic can not both use Research Parkway. The applicant has failed to provide any information about why Carpenter lane needs to be used. There is absolutely no reason for this.

5. Where are the employees going to be employed from? Will they receive background checks and how will we ensure our neighborhood stay safe with the number of new employees coming through?

6. Their data of comparing Bristol Meyers to Amazon employees seems odd: they stated BM 600 (don't remember exact number) in the morning, but Amazon's total number of employees is over 1,400. Their numbers seem to be just a snapshot in time of one of their quite times of day to reflect low numbers. They should be comparing absolutely highest number of employees to give the best data traffic counts.

7. What will be the economic impact on our neighborhood? We will have leave Wallingford if this becomes an issue and we will be forced out of this neighborhood if it has a negative impact on our home.

8. Will there be any type of surveillance? Already cars speed down Research Parkway and street race and I can hear it from Valley View- adding in 1,400 employees and cars in and out during holiday times especially is going to create sound constantly throughout the night. The noise from 68 already echos from the valley up here and with 24/7 noise, it will be unbearable, no matter if they say the noise needs to be within a certain decibel range, multiplied across 1,400 cars throughout the day will be impossible to live with.

Thank you for your time and consideration in reading through these concerns. I look forward to these concerns being addressed in the upcoming meetings and hope they will be passed along to the commission.

Thank you,

Emma Mendillo

Emma Golebiewski

THOMAS P. CODY

280 Trumbull Street
Hartford, CT 06103-3597
Main (860) 275-8200
Fax (860) 275-8299
tcody@rc.com
Direct (860) 275-8264

Via Electronic Mail

May 14, 2021

Mr. James Seichter, Chairman
Wallingford Planning & Zoning Commission
45 South Main St.
Wallingford, CT 06492

**Re: Application #401-21
5 Research Parkway, Wallingford
Consent to Extension of Time for Completion of Public Hearing**

Dear Chairman Seichter and Members of the Planning & Zoning Commission:

The public hearing in this matter was opened on April 12, 2021, and has been continued to June 14, 2021. The letter is to confirm that the applicant, Montante Construction, LLC, consents to a 35-day extension of time for the completion of the public hearing on this application.

Please let me know if you have any questions.

Sincerely,



Thomas P. Cody
Robinson & Cole, LLP
Attorneys for the Applicant

Copy to:

Thomas Talbot, Interim Town Planner
Byron DeLuke, Montante Construction

401-21 AA (2)

Robinson+Cole

THOMAS P. CODY

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tcody@rc.com
Direct (860) 275-8264

WALLINGFORD
PLANNING & ZONING
JUN - 1 2021
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Via Electronic Mail

May 28, 2021

Mr. James Seichter, Chairman
Wallingford Planning & Zoning Commission
45 South Main St.
Wallingford, CT 06492

Re: **Application #401-21**
5 Research Parkway, Wallingford
Applicant's Submittal of Responsive Materials

Dear Chairman Seichter and Members of the Planning & Zoning Commission:

The applicant is pleased to submit materials that respond to questions and comments raised during the public hearing on May 10, 2021. Here is a summary of the key issues included in this submittal:

1. **All vehicular access to and from Carpenter Lane has been eliminated, other than for emergency vehicles.** This significant concession by the applicant means that all facility traffic will use the Research Parkway entrance, and should ensure that no traffic from the facility will cut through nearby residential neighborhoods.
2. **The Traffic Study was updated to reflect the elimination of all vehicular access to Carpenter Lane. The Addendum demonstrates that, after development of the facility, the surrounding roadway network will continue to operate at acceptable levels of service.** At the request of the Town's peer review consultant, and even though not required by CT DOT, the Addendum also reviewed the holiday peak period and found acceptable levels of service at all nearby intersections other than the I-91 northbound off-ramp at Route 68. Potential mitigation has been identified and can be proposed to CT DOT to improve the build-condition levels of service at that location.
3. **The site plan has been revised to eliminate a total of 239 parking spaces from the project, including 91 spaces for associates at the northern end of the site and 148 delivery van spaces at the southern end of the site.** This reduction in parking not only reduces total impervious coverage by over two acres (105,581 square feet), but it also

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Mr. James Seichter, Chairman
May 28, 2021
Page 2

increases the width of buffers separating the project from residences that are located south of the site.

4. **The landscaping plan has been enhanced substantially with 150 additional evergreen trees to be planted along the eastern and southern sides of the project site.** This additional landscaping, coupled with existing vegetation and the extensive landscaping already proposed for the project, will provide dense screening of the Site from residential neighborhoods located to the east and south.
5. **A professional sound study was completed by an acoustical engineering firm, and found that no negative acoustical impacts are anticipated from site operations.** The results of the study support the conclusion that the Site will conform to state and local regulations and harmonize with existing sound in the vicinity.

The applicant's submittal today includes the following documents (all are submitted under separate cover except for item number 1 below which is being transmitted electronically with this letter):

1. Statement of Consistency with Zoning Regulations Section 7.5.B Criteria
2. Revised set of plan sheets, including 24"x 36" and 11"x 17" size copies (rev. date 5/28/2021). The plan changes reflect the elimination of Carpenter Lane vehicular access, the elimination of 239 parking spaces, additional landscaping, and other miscellaneous updates and revisions.
3. Stormwater management materials, including the following documents (rev. date 5/28/2021). These revisions are relatively minor and are needed to reflect the benefits from reducing pavement due to the elimination of 239 parking spaces.
 - a. Stormwater Management Report
 - b. Stormwater Management Report Appendix
 - c. Stormwater Management Summary Report
 - d. Sand Filter Design Summary Report
 - e. Stormwater Management Basin Design Summary Report
4. Erosion and Sedimentation Control Report, including the following materials (rev. date 5/28/2021). These revisions are relatively minor and are needed to reflect the benefits from reducing pavement due to the elimination of 239 parking spaces.
 - a. Construction Site Contingency Plan for Erosion Control and Emergency Spills
 - b. Temporary Sediment Trap Hydraulic Analysis Report

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Mr. James Seichter, Chairman
May 28, 2021
Page 3

5. Traffic Analysis Addendum #1, including Holiday Analysis Appendix (rev. date May, 2021).
6. *Evaluation of Site Sound Emissions, Proposed Delivery Station, Wallingford, CT, Revision 1*, prepared for Montante Construction by Ostergaard Acoustical Associates, dated May 28, 2021.

We look forward to presenting these responsive materials to the Commission at the continued public hearing on June 14, 2021. In the meantime, please let us know if there are any questions about our transmittals.

Sincerely,



Thomas P. Cody
Robinson & Cole, LLP
Attorneys for the Applicant

Enclosures

Copy to:

Thomas Talbot, Interim Town Planner
Kevin Pagni, Town Planner
Byron DeLuke, Montante Construction

401-21-BB(2)

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JUN - 1 2021

WALLINGFORD
PLANNING & ZONING

Application #401-21
5 Research Parkway, Wallingford

Statement of Consistency
Zoning Regulations Section 7.5.B Criteria
[Applicant's Statements in Bold Font]

B. Criteria for Evaluating a Special Permit.

1. Appropriateness of location or use:

- a. The size and intensity of the proposed use or uses and its or their effect on and compatibility with the adopted Plan of Development, the specific zone and the neighborhood;

The Site is located in the IX zone district. The proposed use is permitted in the IX zone district. The maximum building coverage is 25%, and the application proposes building coverage of only 2.8%. The proposed building is smaller than the Bristol-Myers Squibb building was. Proposed building setbacks far exceed minimum requirements from all property lines. The required minimum open space is 50%, and the application proposes 68% open space.

The Plan of Conservation and Development (POCD) specifically states as part of its action agenda "Attract new businesses to key industrial areas" and "Work to locate new tenant(s) for Bristol-Myers Squibb facility. Continue to monitor situation and interested parties. Explore incentives for further redevelopment, such as an Enterprise Zone." (POCD p. 15)

The proposed project would bring a new high-quality tenant to the Bristol-Myers Squibb Site and would directly address and satisfy these action items in the POCD.

- b. The existence of other uses of the same kind or character in the neighborhood and the effect thereof on said neighborhood;

The Site is located in the IX zone district. Other existing industrial and commercial uses are located to the west and north of the Site. For example, an Amazon sortation center (BDL5), a United States Postal Service facility, and other warehouse and distribution uses are located on Research Parkway north of the Site. The proposed use is compatible with the character of the industrial and commercial uses in the area.

Residential uses are located to the east and south of the Site. The scheme of the Zoning Regulations and the Zoning Map recognizes that in many locations in Wallingford, industrial zone districts are located near residential

zone districts. In such situations, industrial uses and residential uses can co-exist near each other when careful planning is undertaken to mitigate any potential negative impacts from industrial uses.

Here, the applicant has taken great care to ensure that the proposed project is compatible with its residential neighbors. As described in the application materials, the following key planning and site design issues have been thoroughly addressed:

- i. The traffic plan will be protective of nearby residential neighborhoods by eliminating access onto Carpenter Lane (except for emergency vehicles) and having all vehicular access occur at the existing Research Parkway entrance. Research Parkway was planned for commercial and industrial traffic and it creates a direct route to Route 68 and I-91.
 - ii. The landscaping plan will be protective of nearby residential neighborhoods by including extensive evergreen plantings in double and triple widths along the eastern and southern property lines to form a dense screen. The landscaping plan has been revised to include an additional 150 evergreen trees.
 - iii. 239 parking spaces have been eliminated from the site plan, resulting in parking areas being moved further away from the southerly property line.
 - iv. The location and design of the project will mitigate potential noise impacts to nearby residential neighborhoods, as demonstrated by the professional sound study that was completed by the applicant.
 - v. All site lighting will utilize LED, dark-sky compliant, full-cutoff fixtures. A photometric plan has been prepared which demonstrates no off-site spillage of light from the facility.
- c. The capacity of adjacent streets to handle peak traffic loads and hazards created by the use;

The Traffic Study was updated to reflect the elimination of all vehicular access to Carpenter Lane. The Addendum demonstrates that, after development of the facility, the surrounding roadway network will continue to operate at acceptable levels of service. Research Parkway was planned for commercial and industrial traffic and it creates a direct route to Route 68 and I-91.

At the request of the Town's peer review consultant, and even though not required by CT DOT, the Addendum also reviewed the holiday peak period and found acceptable levels of service at all nearby intersections other than the I-91 northbound off-ramp at Route 68. Potential mitigation has been identified and can be proposed to CT DOT to improve the build-condition levels of service at that location.

- d. The obstruction of light or air, or the emission of noise, light, smoke, odor, gas, dust or vibration in noxious or offensive quantities, and the distance between offensive processes and adjacent properties;

The proposed building is 41,000 square feet smaller than the Bristol-Myers building was. The proposed building is setback from all property lines by considerable distances. The building setback to the easterly property line is 372 feet; to the southerly property line is 1,548 feet; to the westerly property line is 1,454 feet; and to the northern property line is 740 feet. Because of these very large setbacks, the proposed building will not cause any obstruction of light or air.

The facility is a clean enterprise and will not emit smoke, odor, gas, or dust. The applicant retained Ostergaard Acoustical Associates, a professional acoustical engineering firm to conduct a sound study of the proposed project, including an ambient sound study of actual sound conditions at off-site locations. The study concluded that sound emissions from the project post-construction will satisfy state laws and regulations, as well as the Town of Wallingford Noise Ordinance.¹

Specifically, the sound study found that steady HVAC site noise will meet state and local regulations at all nearby residential, commercial and industrial receptors by wide margins. In fact, the HVAC sound is of low enough magnitude that it will likely not even be audible at off-site locations. Daytime and nighttime vehicle sound, including delivery vans, employee and driver vehicles, and truck activity, will meet all relevant state and local regulations and project sound goals. In summary, the sound study concluded that no negative acoustical impacts are anticipated from Site operations, and the results support the conclusion that site sound will conform to state and local regulations and harmonize with existing sound in the vicinity.

- e. Unusual topography of the location, the nature, location, and height of buildings, walls, stacks, fences, grades and landscaping of the site;

The proposed building height is 44.6 feet, which is quite low in comparison to the size of the Site. Given the very large building setbacks from all property lines, the Zoning Regulations would otherwise permit a much taller building.

The application includes a very extensive landscaping plan, which has been further enhanced with this submittal. At the southern end of the Site, the continuous row of proposed evergreen trees has been expanded to provide additional screening for the residential properties located south of the site. With the additional 50 evergreen trees that are proposed, the total number of

¹ The Town Noise Ordinance is set forth in Chapter 144 of the Town Code. Where the emitters district is industrial, which is the case here, the noise at the property lines cannot exceed 70 dBA in industrial zones; 66 dBA in commercial zones; 61 dBA in residential zones during the daytime; and 51 dBA in residential zones at nighttime.

evergreen trees proposed in this area is 150, consisting of Eastern White Pine and Eastern Hemlock species. The proposed trees are shown in double and triple rows to create a maximum screening effect.

In response to comments made during the May 10 public hearing regarding evaluation of the existing vegetative buffer along the eastern property line, the project team's landscape architects re-visited the site to confirm the condition of this boundary. The easterly portion of the Site south of the Muddy River includes a wide vegetative buffer (at least 100 feet in width) along the eastern property line comprised of a mix of evergreen and deciduous trees. With this wide existing buffer in good condition and the proposed parking lot being located lower in elevation than the surrounding residential neighborhood, additional screening in this area is not necessary.

The northern end of the site includes the proposed location of the delivery station building, staging areas, truck loading and parking areas. The existing buffer along the eastern boundary consists of deciduous hardwood trees (maples, oaks, etc.) located outside of the existing perimeter fence. The Landscape Plan has been enhanced to include an additional 100 evergreen trees in this area to provide year-round screening. The proposed trees are shown in triple row for maximum screening and include White Fir, White Spruce & Blue Spruce.

In total, 150 additional evergreen trees have been proposed with this submittal to enhance the visual screening of the Site from nearby properties, and to improve the overall aesthetics of the project.

- f. The extent, nature and arrangement of parking facilities, entrances and exits;

As initially submitted, the application included a total of 1,508 parking spaces, including 475 spaces for associates and 1,033 spaces for delivery vans. In response to comments by members of the Planning and Zoning Commission, the applicant has agreed to substantially reduce the amount of parking. A total of 239 parking spaces will be eliminated, including elimination of 91 spaces for associates at the northern end of the site and 148 delivery van spaces at the southern end of the site. This 15% reduction in the number of parking spaces not only reduces total impervious coverage by 105,581 square feet, but it also increases the width of buffers separating the project from residences that are located south of the Site. This further enhances the harmony of the project with nearby properties.

The parking lots have all been designed to include interconnecting walks with painted crosswalks and speed bumps at all crosswalks to promote pedestrian safety.

The applicant has also agreed to a major concession by eliminating all vehicular access to and from Carpenter Lane, other than for emergency vehicles. This should ensure that no traffic from the facility will cut through nearby residential neighborhoods. All vehicular traffic will use the driveway entrance onto Research Parkway. The applicant's traffic engineering team prepared an Addendum to the Traffic Study that demonstrates that the elimination of the Carpenter Lane entrance can be accomplished while still retaining acceptable levels of service in the surrounding roadway network.

- g. Problems of fire and police protection;

The Site was previously developed as a large facility for Bristol-Myers Squibb. Principal access to the Site was from a driveway entrance on Research Parkway. Access to the proposed project will be kept at the same location as for Bristol-Myers (main entrance on Research Parkway). Access for police and fire protection should be substantially the same as for Bristol-Myers.

The access drives and parking areas within the Site have been designed to accommodate emergency vehicle access.

A fire pump house has been proposed to ensure proper water pressure and fire suppression infrastructure. All new construction will be built to the latest building code requirements for health and safety standards.

- h. The preservation of the character of the neighborhood;

The Site is zoned Industrial Expansion (IX). The proposed use (warehouse) is permitted in the IX zone district. A special permit application is required due to the anticipated levels of traffic. Other existing industrial and commercial uses are located to the west and north of the Site. For example, an Amazon sortation center (BDL5), a United States Postal Service facility, and other warehouse and distribution uses are located on Research Parkway north of the Site. The proposed use is compatible with the character of the industrial and commercial uses in the area.

Residential uses are located to the east and south of the Site. The scheme of the Zoning Regulations and the Zoning Map recognizes that in many locations in Wallingford, industrial zone districts are located near residential zone districts. In such situations, industrial uses and residential uses can co-exist near each other when careful planning is undertaken to mitigate any potential negative impacts from industrial uses.

Here, the applicant has taken great care to ensure that the proposed project is compatible with its residential neighbors. As described in the application

materials, the following key planning and site design issues have been thoroughly addressed:

- i. The traffic plan will be protective of nearby residential neighborhoods by eliminating access onto Carpenter Lane (except for emergency vehicles) and having all vehicular access occur at the existing Research Parkway entrance. Research Parkway was planned for commercial and industrial traffic and it creates a direct route to Route 68 and I-91.
 - ii. The landscaping plan will be protective of nearby residential neighborhoods by including extensive evergreen plantings in double and triple widths along the eastern and southern property lines to form a dense screen. The landscaping plan has been revised to include an additional 150 evergreen trees.
 - iii. 239 parking spaces have been eliminated from the site plan, resulting in parking areas being moved further away from the southerly property line.
 - iv. The location and design of the project will mitigate potential noise impacts to nearby residential neighborhoods, as demonstrated by the professional sound study that was completed by the applicant.
 - v. All site lighting will utilize LED, dark-sky compliant, full-cutoff fixtures. A photometric plan has been prepared which demonstrates no off-site spillage of light from the facility.
- i. The availability of adequate sewerage and/or water supply;

The Site was previously developed as a large facility for Bristol-Myers Squibb, and was served by public water and sewer service. The proposed project will also be served by public water and sewer infrastructure. The proposed facility will likely have fewer employees than Bristol-Myers, which will result in reduced demand for water and sewer services.

- j. All other standards prescribed by these Regulations.

The application complies with all other pertinent provisions in the Regulations.

For example, the proposed stormwater drainage system meets and exceeds all pertinent design standards, including CT DEEP water quality standards, CT DOT drainage manual standards, and Wallingford water supply standards. The stormwater drainage system was thoroughly studied and revised during review of the inland wetlands permit application.

2. Conformance: Conformance with the Wallingford Zoning Regulations and, where applicable, the Wallingford Subdivision Regulations and any applicable laws, codes or ordinances.

The IX zoning district permits storage and warehousing uses. The proposed use in this application is a warehouse use, which is permitted in the zone district. Amazon already operates two other warehouse facilities in Wallingford. Amazon operates a sortation center at 29 Research Parkway (site code BDL5), which is also located in the IX zone district. Amazon operates a delivery station at 425 S. Cherry Street (site code DOB2), which is located in the I-40 zone district (warehouses are a permitted use). The Planning and Zoning Commission recently reviewed and approved Amazon's application for 425 S. Cherry Street as a warehouse use (copy of the Commission's meeting minutes from March 11, 2020 and May 11, 2020 attached). Therefore, this application proposes a permitted use. Special permit review is required pursuant to Regulations section 4.9.C for traffic review.

Warehousing involves trucks bringing goods to the facility for unloading, sorting, storing and reloading onto vehicles for delivery to end users, whether that be business or residential customers. The Amazon facility proposed in this application does exactly that – trucks bring packages to the facility which are unloaded, sorted, stored for a short period of time, and then reloaded onto delivery vans. With the rise of electronic commerce, the time frame for business transactions and the delivery activity has shortened considerably. But the use is still fundamentally a warehouse that receives and unloads goods, sorts and stores them, and then reloads them onto outgoing vehicles for delivery to customers.

3. Safety, Health and Environment: Accessibility for emergency vehicles and equipment; proper utility, drainage, driveways and similar specifications; pedestrian access, mobility and safety; impact on the environment shall be considered.

Access for emergency vehicles. As described above, the Site was previously developed as a large facility for Bristol-Myers Squibb. Access to the proposed project will be kept at the same location as for Bristol-Myers (main entrance on Research Parkway). Access for police and fire protection should be substantially the same as for Bristol-Myers. The access drives and parking areas within the Site have been designed to accommodate emergency vehicle access. A fire pump house has been proposed to ensure proper water pressure and fire suppression infrastructure. All new construction will be built to the latest building code requirements for health and safety standards.

Utilities. The Site was previously developed as a large facility for Bristol-Myers Squibb, and was served by public water and sewer service. The proposed project will also be served by public water and sewer infrastructure. The proposed facility will likely have fewer employees than Bristol-Myers, which will result in reduced demand for water and sewer services.

Drainage. The proposed stormwater drainage system meets and exceeds all pertinent design standards, including CT DEEP water quality standards, CT DOT drainage manual standards, and Wallingford water supply standards. The

stormwater drainage system was thoroughly studied by the Town's peer review consultants during review of the inland wetlands permit application. As a result of comments and suggestions from the peer reviewers, the plans were revised and improved. The stormwater management plan proposed in this application is substantially the same as was approved by the Inland Wetlands and Watercourses Commission (IWWC). The amount of impervious surface has been reduced as a result of the elimination of 239 parking spaces, which has had a beneficial impact on the stormwater management plan.

Driveways. The plan for driveways into the Site will be protective of nearby residential neighborhoods by eliminating access onto Carpenter Lane (except for emergency vehicles) and having all vehicular access occur at the existing Research Parkway entrance. Research Parkway was planned for commercial and industrial traffic and it creates a direct route to Route 68 and I-91. The access drives and parking areas within the Site have been designed to accommodate emergency vehicle access.

Pedestrian access, mobility and safety. The parking lots have all been designed to include interconnecting walks with painted crosswalks and speed bumps at all crosswalks to promote pedestrian safety.

Impact on the environment. The facility is a clean enterprise and will not emit smoke, odor, gas, or dust. The applicant retained Ostergaard Acoustical Associates, a professional acoustical engineering firm to conduct a sound study of the proposed project, including an ambient sound study of actual sound conditions at off-site locations. The study concluded that sound emissions from the project post-construction will satisfy state laws and regulations, as well as the Town of Wallingford Noise Ordinance.

The project is designed to be electric vehicle (EV) ready for that point in the future when the tenant uses electric vehicles.

As described above, the proposed stormwater drainage system meets and exceeds all pertinent design standards, including CT DEEP water quality standards, CT DOT drainage manual standards, and Wallingford water supply standards. The stormwater drainage system was thoroughly studied by the Town's peer review consultants and the Wallingford Water Division during review of the inland wetlands permit application. The inland wetland permit approval includes a habitat restoration plan and a box turtle protection plan. The applicant also agreed to place a conservation easement on several areas in the northern part of the Site to preserve potential amphibian habitat areas.

The application includes a robust erosion and sediment control plan. The applicant agreed to a condition of approval from the IWWC to pay the cost of an Independent Erosion Control Plan Implementation Monitor to monitor construction activities to ensure that all erosion control measures are implemented correctly and effectively.

4. Overall Design, Architectural Treatment and Aesthetic Character: The basic design of the proposed uses, buildings or development; the relationship between the buildings and the land; the relationships between uses and between buildings and structures; the overall physical appearance of the proposed use, building or development and its subsequent compatibility with surrounding development and the neighborhood.

Findings as to design, architectural treatment and aesthetic character shall be made in view of the fact that excessive uniformity, dissimilarity, inappropriateness or poor quality of design in the exterior appearance of buildings erected in any neighborhood adversely affects the desirability of the immediate area and the neighboring areas for residential, commercial or other purposes, and, by so doing, impairs the benefits of occupancy of existing property in such areas, the stability and value of both improved and unimproved real property in the area, prevents the most appropriate development and use of such areas, produces degeneration of property with attendant deterioration of conditions in the area affecting the health, general safety and welfare of the community, and destroys a proper relationship between the taxable values of real property in the area and the cost of municipal services provided thereto.

The proposed building is appropriate in character for the area. The building design is similar to other warehouse and distribution buildings that are located in the area. The building design will consist of concrete construction with canopies for loading areas. The building height will be 44 feet, which is considerably lower than what would otherwise be allowed by the Regulations. The proposed building is smaller in size than the Bristol-Myers building. The Town's consultant has engaged in a thorough third party review of the building plans. All new construction will be built to the latest building code requirements for health and safety standards.

401-21 CC (2)

DRAFT

Wallingford Planning & Zoning Commission
Wednesday, March 11, 2020
Robert F. Parisi Council Chambers
Town Hall – 45 South Main Street
MINUTES

DRAFT

RECEIVED

JUN - 2 2021

WALLINGFORD
PLANNING & ZONING

Chairman Seichter called the meeting to order at approximately 7:00 p.m.
Pledge of Allegiance was recited by all.

Roll Call: Present: James Fitzsimmons, Regular Member; Jeff Kohan, Regular Member; Rocco Matarazzo, Secretary; Jim Seichter, Chairman; Steven Allinson, Alternate, (voting for JP Venoit); Jaime Hine, Alternate.

Staff: Amy Torre, Land Use Specialist and Zoning Enforcement Officer, Tom Talbott, Interim Town Planner

Absent: JP Venoit, Vice Chair; Armand Menard, Alternate.

Chairman Seichter welcomed Mr. Talbott and shared his experience with Wallingford and planning.

Approval of Minutes – February 4, 2020 Workshop Meeting

Commissioner Fitzsimmons: Motion to accept the minutes of the February 4, 2020 Workshop meeting as presented.

Commissioner Kohan: Second

Vote: Unanimous to approve

Approval of Minutes – February 10, 2020 Regular Meeting

Commissioner Fitzsimmons: Motion to accept the minutes of the February 10, 2020 regular meeting as presented.

Commissioner Kohan: Second

Vote: Unanimous to approve

Chairman Seichter noted that the following applications will not be heard this evening at the request of the applicants.

#2 Zoning Text Amendment/\$4.25 Housing Opportunity District-General/Demartino Colony Realty, LLC #501-20

At the request of the applicant, this item will be continued to the next meeting.

#3 Site Plan (residential & commercial)/Old Colony Associates, LLC/1268 Old Colony Road #201-20

At the request of the applicant this application has been withdrawn

PUBLIC HEARING

#1 Special Permit (traffic generator)/warehouse & distribution center/J. Dewey on behalf of BL Companies/425 & 528 South Cherry Street #414-19

Commissioner Matarazzo noted all correspondence pertaining to this application for the record. Correspondence dated December 31, 2019 from Kacie Hand, Town Planner to Jeffrey Dewey, BL Companies; Memo dated January 2, 2020 from Department of Engineering to Planning and Zoning Commission; Memo dated January 7, 2020 from Alison Kapushinski, Town Engineer to Inland Wetlands and Watercourses Commission; correspondence dated January 2, 2020 from Jeffrey Dewey, BL Companies to Kacie Hand, Town Planner; correspondence dated January 3, 2020 from Jonathan Detoudom, BL Companies to Kacie Hand, Town Planner; Summary of Drainage System Revisions dated December 4, 2019; correspondence dated January 7, 2020 from Jeffrey Dewey, BL Companies to Alison Kapushinski, Town Engineer; correspondence dated January 7, 2020 from Jeffrey Dewey to Kacie Hand, Town Planner; Site plan booklet dated December 6, 2019, from Kevin Hicks, BL Companies; Inter-Departmental Referral dated November 7, 2019 from Fire Marshal; memorandum dated January 24, 2020 from Erin O'Hare, Environmental Planner to Kacie Hand, Town Planner; Memo dated January 28, 2020 from Department of Engineering to Planning & Zoning Commission; correspondence dated February 7, 2020 from Jeffrey Dewey, BL Companies to James Seichter, Planning and Zoning; Inter-Departmental Referral dated November 7, 2019 from Fire Marshal; Application for Special Permit #414-19 dated February 11, 2020; correspondence dated February 19, 2020 from BL Companies to Kermit Hua, KWH Enterprises; Operational Narrative not dated from Amazon Logistics; Architectural environmental land survey dated February 19, 2020 from BL Companies; Interoffice Memorandum dated December 4, 2019 from Erik Krueger, Water and Sewer Divisions to Kacie Hand, Town Planner; Inter Town Agency Referral dated December 12, 2019 from Wallingford Planning and Zoning to Vera Morrison, Town Clerk, Hamden CT; Inter Town Agency Referral dated December 12, 2019, from Wallingford Planning and Zoning to J. Stacey Yarbrough, Town Clerk, North Haven, CT; Inter-Departmental Referral dated November 13, 2019 from Fire Marshal; Executive Summary date stamped February 20, 2020 from BL Companies; Summary of Drainage System Revisions dated January 23, 2020 from BL Companies; Site Operation and Maintenance Plan, date stamped February 20, 2020 from BL Companies; checklist, revised January 8, 2019; correspondence dated February 19, 2020 from Christopher Gagnon, BL Companies to Kacie Hand, Town Planner; Set of Plans dated February 19, 2020; an additional set of plans dated February 19, 2020; an additional set of plans dated February 20, 2020; an additional set of plans revision dated February 20, 2020; Memo dated February 28, 2020 from Department of Engineering to Jeff Dewey, BL Companies; permeability calculations dated December 2, 2019; Interoffice Memorandum dated January 10, 2020 from Erik Krueger, Water and Sewer Divisions to Kacie Hand, Town Planner; Amazon Logistics Operational Narrative with email dated February 27, 2020 from Kacie Hand, Town Planner to Marc de Bourbon, Amazon Logistics;; correspondence dated correspondence dated February 27, 2020 from Kacie Hand, Town Planner to Jeffrey Dewey, BL Companies February 27, 2020 from Neil Amwake, Department of Public Utilities to Jeffrey Dewey, BL Companies; packet proposed development Site utilities plan from BL Companies; correspondence dated February 28, 2020 from Jeffrey Dewey, BL Companies to Erik Krueger, Senior Engineer, Water and Sewer Division; correspondence dated February 28, 2020 from Jeffrey Dewey to Kacie Hand; Amazon Logistics Operational Narrative with highlighted section and email dated February 27, 2020 from Marc

deBourbon to Kacie Hand; correspondence dated March 5, 2020 from Jeffrey Dewey to Erik Krueger; Plan Revision List Summary dated March 5, 2020 from BL Companies; Traffic Study dated March 5, 2020; Traffic Study addendum 1 dated March 5, 2020; revised set of plans dated March 5, 2020; Correspondence dated March 5, 2020 from Erik Krueger, to Kacie Hand; Inter-Departmental Referral dated November 7, 2019 from Environmental Planner; correspondence dated March 6, 2020 from Kermit Hua, KWH Enterprise, to Robert Baltramaitis, DPW Director; correspondence dated January 10, 2020 from Kermit Hua, KWH Enterprise to Robert Baltramaitis, DPW Director; Inter-Departmental Referral dated November 7, 2019 from Fire Marshal; correspondence dated March 10, 2020 from Michael Dion, BL Companies to Kacie Hand; Correspondence dated March 10, 2020 from Alison Kapushinski to Kacie Hand; correspondence dated March 10, 2020 from Kacie Hand to A. Kapushinski.

Chairman Seichter offered the final six documents that were read into the record to the applicant to be sure they had them.

Atty. Brian Smith from Robinson & Cole introduced himself as representing Amazon, the user of the facility and stated that they have been working for months to perfect this application. He introduced Jeffrey Dewey of BL Companies who will give the site plan and plans for upgrading the existing facility at 425 South Cherry Street as well as how the applicant will use 528 South Cherry Street. He also introduced Marc deBourbon from Amazon Logistics who will explain how the operations will be conducted. Lastly, Michael Dion of BL Companies, the traffic engineer, to explain how it will all work. Atty Smith noted that this application was submitted to Planning and Zoning and Wetlands Commission at the same time on October 29, 2019. He reported that on January 15, 2020 the Wetlands Commission granted the wetlands permit. Atty. Smith noted that one of the things they will be addressing is the three non-conformities of the existing building. One falls under section 5.1.C with a required front yard of 50 feet from any front yard. The property is on three streets and under the regulations all three are front yards. Another non-conformity is the 6.14.c.2 requiring front landscape area equal to half the front yard requirement or one 25 foot wide landscape strip along all frontages. Finally, Section 6.14.C.2 requiring a front landscape area of a 5 foot wide minimum. He stated that they will present a solution for each.

Jeff Dewey, Engineer at BL Companies, reviewed the site design. He explained the main property is located at 425 South Cherry, the existing warehouse, and they are leasing a parcel from the Alnex Company to the south of the property for additional parking and staging. He noted that the property is bounded by Ball Street, South Cherry Street and Pent Road with the landfill area to the west. The existing building is 83,650 sq ft with paved area around it. He noted how the existing building does not meet the 50 foot front yard setback. He pointed out the existing gravel lot to the rear of the parcel and area the public works department has been using for stockpiling material. He noted that those stockpiles have been removed. He noted that there is currently very limited drainage on the site. There are some dry well catch basins along South Cherry Street. There are some catch basins on Pent Road which discharge along Pent Road toward the landfill that eventually drains to the river. On Ball Street there is no formal drainage. Mr. Dewey explained their proposal, which is to keep the exterior of the building predominantly the same. He explained that they are providing a delivery station that has three

different types of access and egress. They intend to keep the three components separate: employees that work inside the building, the trucking component that is delivering materials and the delivery system. He noted that there are currently loading docks on the west, north and east sides. He stated that they will move the loading docks to the rear or south of the building and there will be eight bays. They also have two banks of parking for employees and some drivers. The delivery van staging will be toward the rear. Along the front of the building, the north, they have added a series of ADA required parking spaces. The 50 foot required frontage doesn't allow the ADA required parking and the required landscaping strip. Mr. Dewey continued, currently 90% of the site drains toward Pent Road and 3 or 4% goes to South Cherry Street. They have redesigned the grading so all the drainage goes toward the formal Pent Road system. All the roof drainage goes into a subsurface storage and infiltration system, designed to 100% store and infiltrate the water quality volume as recommended by DEP. All the parking areas with the exception of small paved areas in the front will go into a separate underground storage infiltration system. He noted how the front parking area will be piped into the town drainage system on Pent Road with a vortecnic device to provide water quality treatment before it's discharged into the town system. In general, with the Stormwater design, there will be between a 10 and 75% decrease in the peak rate of runoff on the site. So an average of a 50% decrease in runoff with this stormwater system as it's designed. He noted that though signage is not part of this application, but they have shown details on signage in the plans for informational reasons. Regarding the permitting process, Mr. Dewey explained that they have been through the staff comments, they accommodated the recommendation by the Electric Division, they have resolved the Fire Marshal comments, they received approval from Water and Sewer, they have resolved all the comments from the town Engineer, except for additional drainage calculations. He noted that he is waiting to see if there were any changes as a result of this evening before providing those. So in general they agree with all the Town Engineer's conditions. Mr. Dewey addressed the non-conformities. The building is in the front yard setback. With the required ADA parking there is no physical way to get the front landscape strip in completely. And the five foot landscape strip along the building is also a problem. He reported they worked with the Town Planner, to propose a way to deal with the landscaping deficit. The total required interior landscaping is 2,240 feet, the total required perimeter landscaping is 1330 sq ft and the total front landscaped area is 68,810 sq ft. The current site plan proposes: total perimeter 14,000, total interior 10,983 (exceeding the requirement) and total front landscaping 83,000 (above the requirement). So the total landscaped area is 95,716 sq ft. vs. the required 72,380. They've added additional landscaping to make up for the site non-conformities. He offered to review the calculations of the deficit.

Chairman Seichter asked for information on the second site that is being leased. Mr. Dewey reported that they are leasing 3.3 acres from the Allnex property. They are proposing striping and a small section of curbing to block an existing entrance for better control and safety of the area. There are three catch basins in the back and the whole site pitches west and discharges to a headwall in the woods. Due to Allnex security fencing they could not access that area. They determined that since there are no changes being made to the drainage system not to explore it further. The assumption is that it drains west into the town system or flows overland to the river.

Commissioner Allinson noted that on the corner of Pent and Ball Street, there don't appear to be plantings proposed. Mr. Dewey replied that because the in current site conditions, that is all paved. To add landscaping and provide a driveway, they are building a landscaped island within the town right of way. This would still maintain pavement width that's standard for the town road. He clarified that there are trees on the Pent Road side of the strip but not the Ball side as they cannot plant trees on town property.

Chairman Seichter asked about the access points on the Allnex property. The site map shows two but the traffic study mentions only one access point. Mr. Dewey stated that that would be addressed in the traffic portion of the presentation.

Atty Smith asked Marc deBourbon to explain how the operations will be conducted. Mr. deBourbon introduced himself as with Amazon Logistics out of Seattle. He described a sample order from a customer and how it worked through the system to be delivered. The item comes from an Amazon fulfillment center to a sortation center where the most effective and efficient way to deliver the item is determined. If it's determined that Amazon Logistics is the most cost effective and quick method it would be routed on a 53foot line haul semi truck on an overnight deliver to this last mile facility on Cherry Street. The packages are unloaded from 8 to 10 line haul trucks between 10:30pm and 8:30 am. The packages are then sorted based on zip codes and aligned on baker's racks throughout the evening and scanned into the system. They are sectioned off, under the roof at the warehouse to be delivered out in the morning. The 125 overnight sortation associates go home in the morning. A series of third party delivery drivers (DSP) start arriving around 9am and attend safety meetings before heading out. The vans are stationed overnight with 35 in the loading section and another 35 in the queuing section with the first wave of 35 released for deliveries around 10:30am. Overall there are 130 DSPs that go out in waves of 25 until about 1pm. The drivers go out for 8 to 10 hour shifts throughout Wallingford and the surrounding area. They generally come back in similar waves. He explained Amazon Flex, which is personal vehicles that set up an appointment between 4 and 6pm to deliver packages. They also leave in waves of about 20 minutes and they estimate about 100 flex drivers with about 25 every half hour. The vans return between 6:30 and 9pm and are parked overnight. The drivers leave in their personal vehicles. They work 7 days a week.

Commissioner Fitzsimmons asked for clarification on the traffic studies, specifically the one dated March 5th showing trips by associates, managers, DSP, flex drivers and trucks. Mr. deBourbon explained that the DSP is Delivery Service Provider, which is the sprinter vans with Amazon logos on them. Commissioner Fitzsimmons asked about the 4pm to 6pm vehicles during the afternoon peak rush hour time. These are personal vehicles, not controlled by Amazon. Mr. deBourbon stated that those cars would not return except for the rare occasion they were unable to deliver a package. Commissioner Fitzsimmons verified that the DSP drivers would leave their personal vehicles on site while they drive the Delivery Vans, so the vans stay on the property when they are not in use. Mr. deBourbon concurred. Mr. deBourbon confirmed that the facility is open 24/7 and he reviewed the traffic schedule. Commissioner Fitzsimmons noted that the traffic study specified three shifts of 25 flex drivers arriving in the afternoon each day between 4 and 5 and one shift of 21 between 5 and 5:20pm. Mr. deBourbon

stated that the total projected number is 100 drivers that have been vetted through Amazon (background checks and driving records). He continued that they have close to 200 of these delivery stations and are continuing to grow. They want to be the end-to-end service for customers. They recently changed their model to move their delivery times away from peak traffic hours. He shared that there is a similar facility operating currently in Bristol.

Commissioner Kohan asked how many of the 53 foot line trucks would be on site at any given time. Mr. deBourbon replied that there are 6 dock doors, so they can take up to six at one time. Commissioner Kohan asked what the normal expectation would be. Mr. deBourbon replied that they are constricted by the size of the facility, but the window of activity for these trucks is between 10:30 pm and 8:30am. The expectation is 8 trucks per evening, he can't pinpoint exactly when they will be there. Mr. Kohan asked for confirmation that they are not expecting any of these 53 ft trucks to stack up at the site. Mr. deBourbon replied that there should be no reason for the trucks to be backed up on the street. Commissioner Kohan asked if there was a single safety meeting for all drivers or if they were conducted for each wave of drivers. Mr. deBourbon stated that they would have two separate groups of meetings. He clarified that the DSP drivers are third party contractors. They contract with more than one company that owns or leases the DSP vans and hires their own drivers. He clarified that the waves are assigned to the subcontracting companies so all the drivers in a wave work for the same company. Amazon rewards the companies by giving them the first waves if their metrics show they are better than others. He estimated that there would be six different DSP companies working with this facility. Commissioner Kohan noted that the later waves would be delivering late into the evening. Mr. deBourbon stated that their latest delivery is usually around 8 or 8:30pm. The vans are expected back by around 9pm. Commissioner Kohan asked if this facility is only for delivery in Wallingford. Mr. deBourbon replied that it's not strictly for Wallingford, but includes the surrounding towns.

Commissioner Hine asked if the 130 DSP vans and 100 flex vehicles are on an average day. Mr. deBourbon replied that would be steady state, which is about 10.5 months a year. Their peak season is Prime Day in July and Thanksgiving through the end of the year. He reported that he discussed this with Mrs. Hand and added it to his operational narrative, the one with the yellow highlighting. He proposed a ceiling for those peak seasons that Mrs. Hand agreed to. The plan is that if they exceed a certain number of trips, they would come back to Planning and Zoning and explain why and what is needed to accommodate that. They don't want to surprise anyone with their operations. Mr. Hine noted that the agreement is that vans won't exceed 275 per day during peak times. Mr. deBourbon clarified that that is 275 delivery vans and does not include the flex drivers. Commissioner Hine asked if there is a calculation for flex drivers as well. Mr. deBourbon replied that they did not as that determination is made as they see their volume go up. His expectation is that they will stay around the 100 vehicles. Commissioner Hine asked if during the peak season the times of the waves are adjusted. Mr. deBourbon confirmed that they would extend the times a little but that they are constrained by the size of the warehouse and space for delivery vehicles. Commissioner Hine asked for clarification of the statement that Mr. deBourbon's business is 5 years old. Mr. deBourbon stated that when he started in 2016 here were eight of these sites and there are now at about 200 delivery centers. He noted that they've learned a lot since 2016 including havening enough real estate to handle peak needs.

Commissioner Hine stated that he would expect that the number of trips and number of vehicles going through this center will increase if Amazon remains successful. Mr. deBourbon stated that they are constrained by the size of the warehouse; they can only inbound so much. He noted that as they get more streamlined and effective, they might be able to handle slightly more packages but for the most part the numbers provided are the expected steady state. Mr. deBourbon stated that he, and Amazon, wants to be a partner with the town. He reported that Mrs. Hand has his contact information in case there is ever an issue that can't be resolved with the station manager. They intend to be a good corporate citizen.

Michael Dion, Senior Project Manager, BL Companies, presented the traffic study. He stated that there is an addendum 2 to the traffic study that is coming to the Commission. It was presented to Mrs. Hand and Mr. Hua. He reported that they found the mid-day peak is when most of the traffic is going to be at the site. The associate managers are leaving while vans are coming and going. They expect about 294 total trips during the peak hour, with 222 leaving and 72 coming in. They took traffic counts at intersections around the site including Cherry Street and John Street out to Rt. 5 and down to 91, where they expect the majority of traffic to go since none of the delivery vans can use Rt. 15. While working with Mr. Hua and Mrs. Hand, they revise the traffic study again to reflect some of the personal vehicles using Rt 15. They looked at delay for each vehicle at the traffic signals and came up with a letter grade with A as the best and F as the worst. He stated that generally a level of service D at an intersection is acceptable for the Department of Transportation. The revised report shows that all the intersections operate at an acceptable level of service. The revised report shows no long delays at any of the signals. He also mentioned that all the traffic signals on Rt. 5 are state owned signals so the state will have a say in anything that happens to them. Due to the size of the site and the number of parking spaces the Office of State Traffic Administration (OSTA) is going to review this traffic study and review the site. They will have a say in any traffic outcomes and the drainage on the site.

Chairman Seichter asked what happens if we request 10 or 12 seconds taken off green time on Rt. 5? Mr. Dion replied that that was in the addendum number one, but is no longer in addendum number 2 where some of the traffic is rerouted toward Rt. 15. That significantly reduces the queue at the light and means no revisions to the traffic signal proposed.

Commissioner Matarazzo asked how they would control who uses Rt. 15, does it have to do with the delivery routes. Mr. Dion noted that there will be no vans going that way unless they are delivering to that neighborhood because the vans aren't allowed on Rt. 15. Any traffic going that way is personal vehicles, employees leaving or flex drivers. Commissioner Matarazzo asked if they could control the direction of the flex drivers. Mr. Dion stated they could not control them. They made assumption based on how many would be coming from each direction. Mr. de Bourbon added that each delivery driver has a device or app that uses route optimization software. So the drivers are steered to the optimal route.

Commissioner Fitzsimmons clarified that a second addendum to the traffic study was coming. Mr. Dion confirmed and said he submitted it to Mrs. Hand and Mr. Hua yesterday. Commissioner Fitzsimmons

noted that he has a letter dated March 10th from BL Companies signed by Jeff Dewey. Mr. Dion confirmed that that is the response to the comments and then the study was revised based on those comments. Commissioner Fitzsimmons clarified that the Commission does not have addendum 2. Mr. Dion confirmed that he didn't hear it read into record. Mr. Fitzsimmons stated that the reason we are here tonight is that you need a special permit due to the trip generation. It's about the traffic and the trip generation. So if the Commission doesn't have everything, it doesn't sound as if you are looking for us to act on this application this evening. Mr. Dion stated that they submitted it but doesn't know if the peer reviewer has had a chance to review it.

Chairman Seichter stated that the Commission has not had the opportunity to review the information. He stated that if the applicant were anticipating some action by the Commission, the commission needs to have a good understanding of the traffic study.

Commissioner Fitzsimmons commented that he was trying to determine if we have what need to have a very thorough understanding of the types of vehicles. He noted that the issue is the daytime traffic and distribution of the vehicles appears to be the trip generation in the area. Reassigning some of the traffic to Rt. 15 helped slightly. He noted his concern is the intersection of John Street and Rt. 5. That bridge is already challenging today. The whole application relies on the good use of that intersection. There currently is queuing due to the truck traffic going over the John Street bridge and most of your study relies on vehicles going over that bridge. Mr. Dion concurred. Commissioner Fitzsimmons verified that the applicant has removed the idea of stealing 11 seconds of green time on the light. Mr. Dion concurred. Mr. Dion clarified that the grade of that traffic signal is at the Rt. 5, John Street, South Orchard intersection is a B and the left John Street approach would operate at a D. Commissioner Fitzsimmons noted that on page 3 of the letter received March 10, quotes the consultant that the John Street to Rt. 5 will experience level of service F. Is the difference due to the signal change? Mr. Dion replied that that text is from comment number 2. Later in the letter, under comment #3 the consultant asked them to consider changing some of the trip distribution. When they took approximately 25% of the trips and sent them to the Merritt Parkway that reduced traffic at the John Street light. He noted that incorporating comment #3, fixed comment #2. Commissioner Fitzsimmons asked if those trips are private passengers or flex vans. Mr. Dion replied that during the mid-day peak there are 97 vans and 125 associates (passenger cars) outbound. They took the 25% out of the passenger vehicles and directed them to the Merritt Parkway with the rest through the John Street intersection. Commissioner Fitzsimmons clarified that the vans are not allowed on the Merritt because they have commercial license plates, not due to the height. Mr. Dion concurred. Commissioner Fitzsimmons stated that this is a very exciting use of that building. The challenge for the Commission is that this is the first chance they have had to talk to you. The current traffic out there is the landfill customers and the Wallingford Animal Shelter. He's been trying to visualize the 4 – 6pm traffic interacting with the current traffic because that intersection is controlled only by a stop sign. He asked if there was an exhibit on the current traffic in that area. Mr. Dion replied that there are background trips in the traffic studies. The study progresses those out for a year because that's when the site is planning to open. They added the site generated traffic to that. Commissioner Fitzsimmons mentioned trip distribution figure 4 from traffic study South Cherry Street side. Pent Road ends at the landfill. He asked if they explored the

option of opening that up, or if there was any discussion on opening up the rest of Pent Road. It is not signed as a dead end but it is barricaded. Mr. Dion replied, not traffic wise no. Mr. deBourbon commented on the 4-6pm trips, would involve waves of 25 in and out every 30 minutes, which would be said to be 200 trips in that time frame. Commissioner Fitzsimmons stated that it is a unique site because there is only one way in and this site isn't used to this kind of traffic. His point is that you are limited in your access points. His concern is the vehicle movements in that area and the impact to the roadway. He appreciates the efforts to address the non-conformities with the landscaping but they are here because of the traffic.

Commissioner Hine asked for clarification on how they decided to address the peer reviewers concerns about the light on John Street and Rt. 5 by transferring 25% of the flex vehicles to the Merritt Parkway. Mr. Dion clarified that it is the Flex Drivers and the person vehicles of the employees in the building. Commissioner Hine asked what the justification or basis was for that change since the initial traffic study had all the traffic going to John Street. Mr. Dion replied that they went back to look at it when Mr. Hua brought up the concern. He noted that the worst case scenario was sending everyone to Rt. 91. But, in reality, as Mr. Hua pointed out, the associates can use the Merritt Parkway. So they decided to send some of the traffic that way. Commissioner Hine stated you don't know what direction those cars will go. Mr. Dion agreed that they can't know. Commissioner Hine continued that the delivery drivers use an optimization system which tells them the optimal route for deliveries is. So you have no idea on any given day which direction they are going to go. Mr. Dion agreed that it's impossible to predict. Commissioner Hine stated that he has some concern because under the original scenario that light intersection would have graded out as an F. You made changes to improve that, but based on what we are hearing now, there's nothing other than Mr. Hua's comment that caused that number to change. And we have no idea whether that 25% change is a valid change. Mr. Dion agreed that on a daily basis it could change. Commissioner Hine stated that that intersection could still grade out as an F. Mr. Dion stated that the likely scenario is that some will go toward the Merritt. He also noted that OSTA will be reviewing the traffic study as well. If they don't agree with something, there will be another change. Atty. Smith added that the peer reviewer was emphasizing that the original assumption that none of the traffic could go to the Merritt was not correct and was too strict. That was how we got to the change, not just as a way to avoid a bad letter grade.

Commissioner Kohan stated that he welcomed addendum number 2 and hopes it answers these questions. He noted that we haven't talked about item #1 which is the suggested improvements to the intersection of Ball Street and Pent Road. There's a professional difference of opinion between the peer reviewer and you as far as what needs to be done. He asked if that question has been addressed in the addendum.

Commissioner Allinson referenced the traffic study addendum number 1, on page 12 which references a table 5A but the table on the page that follows is 3A. Mr. Dion stated that that is a typo, it should reference 3A. Commissioner Allinson verified that other references to table 5A really mean this table, 3A. Mr. Dion concurred. Commission Allinson asked for an explanation of the three columns in that table. No build, build and build improvement. Mr. Dion explained that No Build is current condition

projected out for one year, Build is after its operational and build improvement is when they tried to retime the traffic signals to improve the flow of traffic and level of service in the intersection. Build improvements is the hopeful improvement that the DOT would be amenable to making. Commissioner Allinson stated that the only guarantee we have would be the Build column. Mr. Dion concurred as it would be up to OSTA to make the decision to make any improvements to traffic signals. Commissioner Allinson reference page 14, and read "one intersection has projected to degrade is Rt. 5 and John Street which degrades from B to C." He asked if this is the overall with all the turns from the B at 12.4 to the C at 32.3. Mr. Dion concurred. Commissioner Allinson read from the next page, page 14, "US Rt. 5 to 91 Wharton Brook Connector". He stated that it looks like the Rt. 5 Northbound the through and right turn also degrades on the B, and the left turn degrades on the C piece, but there's no overall degrading. Mr. Dion concurred. Commissioner Allinson asked for clarification that even though they stay within the C range there is degrading of traffic in that part of the intersection as well. Mr. Dion concurred and stated that anything D or above is acceptable.

Kermit Hua, of KWH Enterprises, LLC in Meriden. He reported that he reviewed the traffic study addendums 1 and 2 and the associated supporting plans and materials. He first prepared a review letter on January 10th and received a response from BL Company February 19th. He prepared a second letter March 6th and received a response on March 10th. After the first round of back and forth with BL Companies there were three issues remaining outstanding. One is the improvements to the intersection of Pent Road and Ball Street, the second is the improvements to the intersection on John Street and Rt. 5, and the third is the trip distribution used in BL's first traffic study and addendum #1. In the March 10 reply and addendum number 2, the response from BL to the two improvement issues was no. The third issue BL did revise their trip distribution to include the Merritt Parkway. He explained the reasoning behind his comment. The report analyzed morning peak hour, afternoon peak hour and the mid-day peak hour. If you look at the volumes of the trip generation, 100% of the morning peak hour trips, 100% of the afternoon peak hour trips and 42.5% of the mid day peak hour trips were passenger cars. So if you assign 2 - 3% of vehicles to exits 64 and 65, which was the position BL took in the traffic study and addendum number 1, it doesn't make sense. Mr. Hua stated that he agrees with BL's revision in addendum number 2 in which they assign some traffic toward the Merritt. The plan is to use the shortest, most convenient road, so he expected many to use Rt. 15. He continued that as a result of that a new issue emerged from that revision. He agreed that the number of trips is a key question, especially for the DSP trucks in the middle of the week. The most recent number we got from Amazon Logistics and the number BL Company used in the traffic addendum number 2 is 175 DSPs per day. According to Amazon this is for 10.8 months of the year. He asked if the remaining 1.2 months of the year were not as important. The number for the 1.2 months is 275 DSPs per day. If you look at the level of service results, especially regarding the intersection of John Street and Rt. 5, with 175 DPS we are looking at a level of service of D for the John Street approach. Mr. Hua recommended looking at the 275 scenario. He doesn't think the people of Wallingford will simply accept delays on John Street. He referenced the level of service table in addendum 2, level of service D for 175. If you have 275 that can easily push into E and F even though you assign some of the trips to exits 64 and 65 of Rt. 15. So Mr. Hua's first disagreement with the trip generation is the need to reflect the more intense trip generation scenario. He noted that as a result of diverting some of the trips to exits 64 and 65 of Rt. 15, now we are talking

about passenger car traffic on South Cherry Street to Wall Street or Quinnipiac to River Road to access those two exits. What are the impacts on those routes, which are residential streets. He pointed out the response from BL company dated February 19th, mentioned "the intersection of Wall Street and Quinnipiac Street has long cycle length due to its configuration. It's a long cycle because it's a long intersection. There is a lot of wasted signal time in that intersection. So it's not unreasonable to ask, at this intersection with inefficient traffic operation, what would be the impact of adding the passenger car traffic. Mr. Hua called attention to the fact that this development is very different from your typical industrial or commercial development. An industrial plant has the most intense traffic when employees come to work or go home. This Amazon site will have a mid day increase but it operates in waves. So the traffic isn't limited to the peak hour that's used in the study. He stated that the Commission needs to understand that it's a fundamentally different traffic pattern.

Mr. Hua continued that with the higher level of traffic, we will see a deterioration of service at the intersection of John Street and Rt. 5. His second point is that there is a narrow railroad bridge in relatively poor condition just west of that intersection with only one lane. It's difficult to imagine improving anything without significant expense and time on the John Street approach. At the same time look at the traffic access to John Street make a left turn from the I 91 exit to the south you will have very heavy left turn traffic. Fortunately with the 175 scenario we are not seeing a lot of delays at this intersection, but that will be a concern under the 275 scenario. This may mean a very long northbound left turn queue waiting to turn onto John Street and essentially taking over the left lane. Thus leaving only one lane on northbound Rt. 5. That is the reason behind his suggestion for some kind of turn pocket or turn lane for the northbound approach traffic waiting to make the left turn onto John street. The applicant argues that OSTA and DOT will review it. Yes, they will make the final determination but that doesn't stop the commission from recommending some kind of improvements to that intersection. WE are not asking the applicant to rebuild the bridge on John street, just do something that can really make a difference to address some of the traffic impacts, especially during those busy December months. He recommends adding a northbound left turn lane. He feels the Commission can recommend it subject ot DOT or OSTA.

Mr. Hua noted that there is wide pavement at the intersection of Pent Road and Ball Street, but mentioned that the planned island and a curb will narrow the intersection. This is an issue because when those 53 foot tractor trailers go through that intersection they will take the whole width of the intersection. The hours for the tractor trailers are 10:30 pm to 8:30am, which overlaps entering traffic of managers and first shift associates. Mr. Hua agrees with the notion that probably very few people will go to landfill or animal control office during the hours the tractor trailers will be arriving and departing, but there will be many associates and managers in passenger cars. He noted that this could be a safety issue. The representative from Amazon Logistics stated that safety is paramount. Mr. Hua noted that that intent should not stop at the property line. Ultimately those using that intersection, facing possible conflict with the tractor trailers, are Amazon employees. Because of this, he recommends widening the intersection to take a corner out of the Amazon property in such a way that two opposing tractor trailers can pass each other safely. Also provide adequate pavement markings so passenger cars can follow.

Commissioner Matarazzo noted that everything bottlenecks on Quinnipiac heading toward Rt. 15. He asked what the impact of the traffic diverted to Rt. 15 will have on that intersection. He acknowledged that it is quite a distance away from the site, but there's no other way to get to Rt. 15. Mr. Hua agreed and noted that that intersection was not covered by the traffic study or addendums. In response to a query from Commissioner Matarazzo, he stated that he thought it should be addressed.

Commissioner Hine mentioned a change to the traffic pattern off Rt 91 exit 13, onto the connector to Rt 5. The right lane is now both a left turn and a right turn lane. They are finding that there are a lot of trucks approaching that light at that intersection in the right hand lane and have to make a wide turn. That has changed the traffic flow considerably. He asked if they looked at increased traffic from this center affecting that intersection. Mr. Hua replied that fortunately the 53 foot tractor trailers operate overnight, though they overlap with the early morning rush hour, but there are so few that it shouldn't impact that location. The DSPs are not very large, but they are most of the traffic. Mr. Hine clarified he was more concerned with the DSPs at that intersection. He noted that at 6-7pm at night the cars in the right hand lane are 10 deep. Now you are adding returning DSPs. Mr. Hua stated that if the existing pavement markings don't work, it should be discussed with the DOT.

Chairman Seichter asked the applicant to address Mr. Hua's concerns including the 275, the John Street intersection, perhaps a northbound left turn lane, looking at the impacts with the redirection of traffic on Cherry or Ward Street down to Quinnipiac Street as well as the turning from Ball Street onto Pent. Mr. deBourbon commented on the 175/275 numbers. He noted that the operational narrative that was crafted with Mrs. Hand, states that the steady state for DSP vans is 130, not to exceed 175. During the peak season they will not exceed 275. If they were to exceed that or expected to they would come back to Planning and Zoning. Chairman Seichter acknowledged but noted that doesn't resolve the issue of the traffic impact of 275 vans. Mr. Dion noted that the 275 is not an extra 100 vehicles in the peak hour, but they'd be spread out with an earlier start and later stop time. Mr. deBourbon reported that he discussed this with Mrs. Hand when they reviewed the size of the Allnex parking lot. Chairman Seichter asked if the DSP drivers were all on the Allnex site or are some on the main site, and how is the parking different for employees. Mr. deBourbon replied that there are about 95 parking spaces for the vans. If there are 35 vans, he needs at least 25 spaces for the personal vehicles of the drivers. So each contracting company can park their personal vehicles near their vans. Chairman Seichter noted that for the delivery vehicles on site parking, half the spaces would always be vacant. Mr. Dion commented on analyzing more intersections towards the Merritt Parkway, can be done. They didn't because according to OSTA standards, it's usually only if you are adding 100 trips or 50 left turns to an intersection. He stated that they wouldn't be doing that at any intersection going that way. He stated they would do so if the Commission asked. Atty. Smith noted regarding the John Street and Rt. 5 Intersection, from the legal perspective, OSTA preempts the town. The Town can only make a recommendation. Chairman Seichter concurred. Mr. Dewey noted that Mr. Hua made a good point on the issue of employees and tractor trailers. They had looked at local traffic on Ball and Pent that would not be at the same time as the Tractor Trailers. He agreed to look into, though with the turning radius, it will make an existing non-conformity worse. They will look in to at what level they can provide additional travel lane without

infringing too much onto the property. He noted that it would probably involve moving parking spaces. The infringement on the property itself is a bigger concern.

Atty. Smith stated that they were hopeful that the hearing would close tonight with a decision but they are willing to come back with more information.

Mary Mushinski, 188 South Cherry, in the same area as the site. She stated that she welcomes Amazon to Wallingford as we can use additional jobs here. She noted that it is a densely populated residential neighborhood with children. She stated that she gets about 50 kids on Halloween. She stated that it would be helpful for the neighborhood to route the delivery vehicles to avoid South Cherry Street, Clifton Street, East Street and Quinnipiac unless there is a local delivery to someone on those streets. She asked the commission to make that a requirement of the permit. Secondly, she ask that it be required that vehicles used for delivery service be clearly marked on both sides of the exterior of the vehicle to allow monitoring compliance with any restrictions the Town puts on delivery vehicles. Next she asked to improve the signals at the intersection of John Street and Rt. 5. She relayed a recommendation to extend the green for eastbound John Street, which could be done with a sensor, allowing it to be extended certain times of day, so traffic doesn't build up on the bridge. She also asked the Commission to consider widening westbound John Street to provide a turning lane towards Allnex. You might need a part of the Church parking lot which is generally vacant. She also requested, if possible, do a green roof or add solar because of the surface area of that roof. She asked Amazon, as a good corporate citizen, recognize the residential neighborhood, and do whatever they can to protect the safety of the neighbors.

Tim Ryan, Economic Development Commission, addressed the traffic. He recalled when American Cyanamid and Cytec were at that site. They had upwards of 1000 employees and they ran 24/7. The traffic use we are talking about is less than we've experienced before. The infrastructure has been challenged and has been functional until those sites were downsized. Cytec and Rome are the two occupants of the old American Cyanamid site. Combined, they have 160 employees. If the roadway system handled 1000 employees before, why can't it handle the traffic proposed. He welcomed Amazon to the site. He explained that in Economic Development they look at sites and are always after highest and best use of the site. This new owner will improve the site. Across the street we have BYK USA, a major player. This is their North American Headquarters. Their site is beautiful. Most people know that our town landfill will soon be a huge solar array. He stated that when Cytec and Cyanamid had the 1000 employees traversing back and forth on shift work we had little league fields down there as well. He noted that the traffic consultant peer reviewer mentioned the corner of Ball Street and Pent Road. There are significantly fewer trucks in this use than there were before. It was a trucking terminal before. Most recently it was a white good distribution facility. They parked with the trailers sticking out in the road. This, by far, is an improvement on this site. He agrees traffic is always something to be looked at but he does not share the concerns about the traffic generated by this use. The infrastructure has handled much more traffic than these folks will be bringing to the site. He understand that OSTA has the ultimate say on the Rt. 5 intersection piece, but he would appreciate you reconsidering voting on accepting this application tonight.

Commissioner Fitzsimmons asked for clarification whether the applicant is Amazon Logistics or Amazon. Mr. deBourbon stated that as far as the lease entity, he believes its Amazon Services, Inc., and it is an Amazon entity. Commissioner Fitzsimmons asked how many employees would be employed in Wallingford. If the DSPs are contractor companies that hire the drivers. Mr. deBourbon replied that there would be 125 overnight sortation associates, a management staff of 8 – 10 overnight and a management staff during the day of 10 to 15. Commissioner Fitzsimmons verified that the Flex drivers are not Amazon employees. Mr. deBourbon concurred, they are independent contractors.

Chairman Seichter asked how the Commission wants to proceed. He noted that he would like the opportunity to look at the addendum number 2 and the missing page from the response. His opinion is that it would be beneficial to spend a bit more time on that. He asked how the Commission felt about asking the applicant to take a look at the 275.

Commissioner Kohan agreed that there are a couple unanswered questions regarding traffic and peak hours. He stated that times have changed since Cyanamid was in business, population has increased, and traffic through Wallingford has increased. He stated that he is in favor of Amazon coming in and believes that they are a great corporate citizen. He stated that he was certain we can work out these small traffic details.

Commissioner Matarazzo stated that welcomes Amazon, but feels it might be premature tonight to vote without getting some more feedback and reviewing the amended traffic study as well as taking into account the comments made tonight.

Chairman Seichter asked if the Commission had provided adequate direction to the applicant. Atty. Smith replied that they understand the questions posed by the Commission. He stated that they are very hopeful to achieve their target of opening this year and intend to resolve the issues as quickly as possible. Chairman Seichter stated that he hopes that after they see the information that the applicant is going to update and Mr. Hua has an opportunity to review it, that the Commission would be able to act on the application at our next meeting. He encouraged the applicant to get that information to Mr. Hua as soon as possible, ensuring the Commission also has time to review. Atty. Smith acknowledged that they can't make a decision when they don't have the data. Atty. Smith was happy to hear that the Commission appreciated what they are doing with the landscaping issues, and acknowledged the importance of the traffic issues. Chairman Seichter agreed that what is proposed for the building structure standpoint is encouraging. He stated that the Commission needs a better understanding of and a comfort level with the traffic issues. Atty. Smith asked for the next meeting date. Chairman Seichter replied that it's the second Monday of the month, which will be April 13th. Atty. Smith clarified one of the issues to be addressed is the 275 number. Mr. Dion noted that they will make that explanation a little clearer. Mr deBourbon restated that the 275 is a ceiling.

Commissioner Fitzsimmons: Motion to continue the special permit application for the warehouse & distribution center for 425 & 528 South Cherry Street to the April 13th meeting.

Commissioner Kohan: Second

Vote: Unanimous in favor

4 Site Plan (Parking area improvements)/The Benhaven School/125 North Plains Industrial Road and 50 and 66-68 North Plains Highway #202-20

Commissioner Matarazzo noted all correspondence pertaining to this application for the record. Application for site plan approval dated March 4, 2020 with set of plans dated March 4, 2020; Inter-Departmental Referral dated February 7, 2020 from Fire Marshal; correspondence dated February 25, 2020 from Kacie Hand, Town Planner to Benhaven, Inc.; Inter-Departmental Referral dated February 7, 2020 from Senior Engineer; Application for Site Plan Approval dated February 7, 2020 with a set of plans; correspondence dated March 4, 2020 from Michael Ott to Kacie Hand; correspondence dated February 14, 2020 from Nigel Payne, Payne Environmental, LLC to Amanda Killeen, CT DEEP; Inter-Departmental Referral dated February 7, 2020 from Fire Marshal.

[not read into record but in my packet: Stormwater Management System Narrative dated March 1, 2020; correspondence dated March 6, 2020 from Town of Wallingford Department of Engineering to Planning and Zoning.]

Michael Ott, Licensed Professional Engineer and Land Surveyor with Summer Hill Civil Engineers in Madison, introduced Roslyn Paige Licensed Land Surveyor with Winterbourn Land Services in Wallingford and Neil Payne a Licensed Environmental Professional with Payne Environmental in New Haven and Mr. John Moldino from Benhaven School. Mr. Ott explained that the application is for parking improvements on a parcel of land adjacent to the Benhaven School site as well as the Benhaven Academy site. The school site is at 125 North Plains Industrial Road and the Benhaven Academy is to the West at 50 North Plains Highway. Ms. Paige provided an overview of the site. She noted that the two properties function independently at the moment with a walkway between. The additional piece of property involved in this application is known as 66 North Plains Highway and is owned by a separate entity, Vassant, LLC. There are two buildings on the property and it function as a condominium. They propose purchasing about 49,800 square feet from 66 North Plains Highway, which is 102,349 square feet. Part of the application is to make sure if they purchase the back half of the property that the remaining piece still functions as a site. The building on the land will come down and the area will become parking. At the end of the day, we would do a lot line revision. The existing line would go away and a new line would go in separating 66 North Plains Highway from 125 North Plains Industrial Road. 66 North Plains will then be 52,500 so still conforms to the I40 regulations. She confirmed that all the zoning regulations for 66 North Plains will be met and they have not created a non-conformity. Mr. Ott described the parking lot design. He stated that the plan is to remove the eastern most building on the adjoining parcel and construct a 41 stall parking lot for Benhaven's use as well as a driveway connection between 125 North Plains Industrial Road and 50 North Plains Highway. He identified the landscape improvements per the requirements and lighting improvements. He noted that there is currently a bituminous concrete sidewalk connection between the two schools. A new sidewalk will be constructed parallel to the site driveway. He stated that there is a subsurface storm water storage and infiltration system proposed adjacent to the new driveway. That will take stormwater runoff from the new parking

area as well as a bituminous concrete surface recreation play area that will be constructed. That system is designed to exceed the computed water quality volume for CT DEEP's Stormwater Quality Manual. The soils are sands and gravels on this site. He pointed out the rectangular parking area and the rectangular play area, the driveway connection and a new sidewalk. He noted the lighting fixtures are all full cut off fixtures, only 12 feet high. He mentioned that there are some compliance issues with the existing sites, 125 North Plains Industrial Road, 50 North Plains Highway and 66 North Plains Highway. He has a list of things that have to be brought back into compliance so that all the sites are compliant with their previous site plan approvals. On all three sites, the accessible parking spaces have to be redone to meet the state code requirements and proper signage needs to be installed. They will be planting additional trees at all three sites to meet landscaping requirements. At 125 North Plains Industrial Road, there's a small section of pavement will be removed to provide the required 5 foot landscape strip. At 66 North Plains Highway additional parking spaces need to be constructed. Lastly, he noted he will need to work with the town engineer on the intersection with North Plains Industrial Road because the curb lines need to be revised. The applicant has agreed to make all those changes to bring the sites into compliance. Mr. Ott noted that the site is subject to an environmental remediation plan. They provided a bulleted summary to Mrs. Hand, which Mr. Payne will review. Mr. Payne explained that he is involved because the site redevelopment entails the demolition of an existing structure. There is currently an environmental land use restriction on that structure. The site operated as a machine shop from 1964 to recently. There is some pollution exterior to the building that was remediated with the normal methods (excavation and offsite disposal). There currently exists petroleum contaminated soil underneath the concrete slab which is what the environmental land use restriction describes. We cannot demolish the building or remove the slab floor until we get a temporary release from the State. It has been approved by the State and they expect to receive it this week. Next it will need to go on the land records before we can begin demolition. The goal is to completely remove that soil and return the site to where it meets the regulatory standards for the petroleum contamination that's there. He stated that there is very little there, only 60 to 80 cubic yards of contaminated soil. Mr. Ott mentioned that they have addressed all Mrs. Hand's review comments, and gave her a written response and revised plans. He noted that the Town Engineer provided review comments and he worked with her to make the necessary revisions.

Mr. Talbott confirmed that they have or will address all of the staff's comments.

Commissioner Fitzsimmons asked if the applicant had seen the suggested conditions of approval from the Town Engineer dated March 6th. Mr. Ott indicated that he had not seen them. Chairman Seichter handed the conditions from the Town Engineer to Mr. Ott. Mr. Ott corrected his statement and confirmed that he did receive the suggested conditions. He stated that the Town Engineer had given him a Memo dated March 6th with 9 comments. It looks like the same memo as the one provided by Chairman Seichter, but the Planning and Zoning version has two less comments. Commissioner Fitzsimmons asked if they were addressing all the parking needs because the comments say that insufficient number of parking spaces exist at 66 North Plains. Mr. Ott replied that he believes they are addressing the parking needs through compliance with existing conditions and the new parking area. He noted that he had neglected to clarify the reason for the new parking is because they are currently

parking on another adjoining property that wants to end that agreement. Commissioner Fitzsimmons asked for confirmation that this application will address all the parking needs on the property. Mr. Ott concurred.

Commissioner Fitzsimmons: Motion to approve the Site Plan for The Benhaven School, to demolish a building and construct a parking lot on a portion of property at 66-68 North Plains Highway which is to be transferred to the property at 125 North Plains Industrial Road, and make an interconnecting driveway between 125 North Plains Industrial Road and 50 North Plains Highway, as shown on plans entitled "The Benhaven School, Parking Area Improvements, 125 North Plains Industrial Road, Wallingford, Connecticut", dated February, 2020 revised to 3-1-20, subject to:

1. Final plans to reflect the previously approved plans, and all sites to be brought into compliance with these previously approved plans, except in the area where the building is proposed to be demolished and the new parking lot constructed and in the area of the proposed improvements to the interconnecting driveway, and any other area where changes were specifically represented to the Commission and that are compliant with the Zoning Regulations. This includes the proper maintenance and any necessary components of the bioretention areas, all previously approved landscaping, all previously approved parking and layout, compliant parking spaces, etc.
2. Final plans to fully address items #2 (also see condition #1 above), #3 (label square footage and use of each building), #11 (label areas used for interior landscaping calculations and reference landscaping variances on Sheet 7 on final plans), and #14.
3. Reserved/accessible parking spaces in the new parking area to be moved to the spaces closest to the building at 125 North Plains Industrial Road, if allowed by the Building Official per State Building Code.
4. All construction vehicles to use the construction entrance and not to exit utilizing any other exit on the property.
5. Sedimentation and Erosion control bond to be calculated and provided and posted by the applicant once calculated by the Planning and Zoning Department.
6. Conformance and agreement with compliance of the conditions of the Town of Wallingford Department of Engineering memo dated March 6, 2020 including the conditions of approval.
7. Applicant to include in the final plans, a proposed haz-build of the parking lot parking plan to address the discussion here this evening.

Commissioner Kohan: Second

**Vote: Allinson (for Venoit): yes; Fitzsimmons: yes; Kohan: yes; Matarazzo: yes; Chairman Seichter: yes
Site Plan #202-20 approved**

REPORTS

5. Administrative Approvals

Amy Torre reported that one survey waiver was granted to Amarone Family for a small three-season porch on the home.

6. Hartford Line TOD Action Plan Parts 1 & 2

Mr. Torre reported that they have a report from the CT DOT to the Mayor regarding the first two phases of the plan. Chairman Seichter asked if the plan will be discussed with the Town Council. Ms. Torre replied that she has a January 28th memo to the Mayor. She promised to get back to the Commission on the next steps.

ZBA Decisions

Ms. Torre reported on the decisions from February. One application was continued to the March 16th meeting. She noted that the legal notice for that meeting doesn't include that application. She noted that one of the applications noted on the legal notice is for a storage building to be located within the rear setback at 809 North Main Street. The funeral home is looking for vehicle storage. The continued application from the February meeting is generally the same as was submitted in February for office use times two on two streets within the 50 foot required setback in a Town Center Zone. So it's two variances being requested. At the meeting, the applicant showed a small area, reducing the ground level street facing on one of the streets. There wasn't ample time for review, so they will be reheard in March. Chairman Seichter stated that while there has been a modification, it is still doesn't comply with the zoning regulations. Ms. Torre reported that one variance is still zero set back ground level street facing. The other has a smaller area, but it does not change the application. Chairman Seichter stated the Commission's opinion hasn't changed.

Zoning Enforcement Log

Ms. Torre reported on clean up done to the log to make it more user friendly. She noted that a lot were closed. As part of making it more reader friendly, it now shows dates in descending order within each category.

Commissioner Kohan asked about the cemetery, 60 Prince Street, on page 4. He noted that a couple meetings ago Mrs. Hand reported that there was progress on fixing the violation. She was going to report to the Commission on what was being done. He asked staff for a copy of that memo. He noted a procedural question. They didn't conform to their site plan. It's a fairly big fence. Typically the P&Z doesn't get into reviewing remediation of zoning violations, but this might be an exception because it was a fairly significant violation. Is it appropriate for the Commission to look at issues like this? Chairman Seichter agreed that this is a situation that has been a violation for a long time and should have had more attention and perhaps more direction from the Commission. Commissioner Kohan stated that he wanted assurance that it is being addressed. Chairman Seichter added that he talked with Mr. Baltramaitis who indicated that it was on his radar. He asked Ms. Torre to follow up with Mr. Baltramaitis to get a timeline on the full resolution of the violation.

Commissioner Fitzsimmons asked what other active violations of zoning are there that the Town is cited for. Ms. Torre noted that the purview of this particular violation is somewhat blurred. There have been conversations about how much is zoning violation and how much is of another purview. She noted that the Prince Street violation is more building site plan not the Center Street cemetery. As far as the Town being the violator, she is not aware of any others. Commissioner Kohan noted that part of the problem is the entrance and drainage. Ms. Torre agreed we can refer to the site plan and state what they are

allowed to do. She stated that Mr. Baltramaitis and Mrs. Hand have had conversations, and she will look for documentation. Ms. Torre promised to put together what she can find for the Commission.

Commissioner Fitzsimmons called for a motion to adjourn the March 11, 2020 meeting at 10:10 pm.

Commissioner Kohan: second

Vote: Unanimous in favor

Respectfully submitted,

Cheryl-Ann Tubby

Recording Secretary

Wallingford Planning & Zoning Commission

Monday, May 11, 2020

Remote Meeting

MINUTES

Chairman Seichter called the meeting to order at approximately 7:00 p.m. He called for a moment of silence to remember those who have lost their lives to the Corona Virus, to offer hopes for recovery of health for those infected and to keep in mind the essential employees continuing to provide vital services. He suggested that everyone find a way to observe Memorial Day to recognize those who have died for our country since official town events have been cancelled.

Pledge of Allegiance was recited by all.

Roll Call: Present: James Fitzsimmons, Regular Member; Jeff Kohan, Regular Member; Rocco Matarazzo, Secretary; JP Venoit, Vice Chair; Jim Seichter, Chairman; Steven Allinson, Alternate,(voting for JP Venoit); Jaime Hine, Alternate.

Staff: Amy Torre, Land Use Specialist and Zoning Enforcement Officer, Tom Talbot, Acting Town Planner; Atty Janice Small, Corporate Counsel.

Absent: Armand Menard, Alternate.

Chairman Seichter He explained how the virtual meeting would be run, how questions would be submitted and reviewed some rules. He also stated that Commissioner Allinson will be voting for Commissioner Venoit with Commissioner Venoit's permission.

PUBLIC HEARING

#1 Special Permit (traffic generator)/warehouse & distribution center/J. Dewey on behalf of BL Companies/425 & 528 South Cherry Street (continuation of public hearing) #414-19

Commissioner Matarazzo noted all new correspondence pertaining to this application for the record. Correspondence dated March 5, 2020 from Erik Krueger, Senior Engineer, Water & Sewer Division to Kacie Hand, Town Planner; Memo dated March 10, 2020, from the Department of Engineering to Kacie Hand, Town Planner; Memo dated March 10, 2020 from the Department of Engineering to Kacie Hand, Town Planner; Correspondence dated March 17, 2020 from Michael Dion, BL Companies to Kermit Hua, KWH Enterprises; Correspondence dated March 16, 2020 from Michael Dion, BL Companies to Kermit Hua, KWH Enterprises; Correspondence dated March 23, 2020 from Michael Dion, BL Companies to Kermit Hua, KWH Enterprises; Lot plans marked Exhibit-1 and Exhibit-2; correspondence dated April 14, 2020 from Kermit Hua, KWH Enterprises to Michael Dion, BL Companies; correspondence dated April 30, 2020 from Jeffrey Dewey, BL Companies to Alison Kapushinski, Town Engineer; correspondence dated May 3,2020 from Kermit Hua, KWH Enterprises to Kacie Hand, Town Planner; Memo dated May 8, 2020 from Department of Engineering to Planning & Zoning Commission.

Chairman Seichter reviewed the questions the applicant is charged with addressing this evening, including addendum #2 to the traffic study; the additional vans during the peak season for the company;

the turning radius at the corner of Ball and Pent Roads as well as the impact of traffic on Ward Street west of South Cherry.

Atty. Thomas Cody from Robinson & Cole introduced himself as representing applicant, as well as Jeffrey Dewey and Michael Dion, engineers of BL Companies. He noted that the focus of the presentation will be on traffic. Michael Dion recapped the traffic impact study and showed how they incorporated comments from Mr. Hua the traffic peer reviewer. Mr Dion showed the revised trip generation numbers. He explained how during the peak season, vans would be leaving an hour earlier and an hour later, and would not impact the morning or afternoon peak commuting periods. He noted that in the traffic analysis, no intersections in the vicinity failed. There was only one intersection that was rated E for the left turn lane in the afternoon peak hours. He stated that the traffic analysis will go to the state office of traffic administration. It would be up to them to make any changes at that intersection. They would have to approve the application.

Chairman Seichter asked if the additional 100 vehicles during peak season would impact traffic. Mr. Dion replied that during the seasonal peak, the 100 cars would be spread out between an hour before (9am) and an hour after (2pm) peak times so they would not affect the peak time periods. He noted that they didn't due traffic counts due to the reduced traffic during the pandemic period, but they did look at historical data for Ward Street, west of South Cherry. They determined that the number of trips added would not significantly affect that intersection. Mr. Dion reported that they worked with Mr. Hua to come up with a plan for Ball Street and Pent Road. They will add stop bars and stop signs to both approaches so the tractor trailers have to wait for right of way.

Kermit Hua, KWH Enterprises summarized his conclusions and recommendations. First regarding the additional trips during the peak season, he is satisfied with the explanation that the operation hours will be extended to stretch out and distribute the trips. Second, regarding Quinnipiac and Ward Streets, they used historical data and added peak trips, and incorporated criteria on peak hour traffic, to determine that there is spare capacity on those streets to accommodate the additional trips. Third, regarding the Pent Road and Ball Street intersection, the two exhibits provided by BL Companies look good. The purpose is to avoid stopping too close to the intersection, not allowing enough room for the opposing tractor trailer. The exhibits look good. His only issue is that the proposed change is not reflected in the plans submitted for the application. He recommended a condition that BL revised the site plan to reflect the new stop bars and stop sign locations. Mr. Hua also noted an issue with the landscape plan. He noted that planned trees and shrubs would block sight lines with the new stop bars and stop sign locations. He recommended a condition that the plan be reviewed to ensure that trees and bushes don't block sight lines.

Mr. Hua added that the intersection of John Street and Old Colony Road has heavy left turn from northbound Rt 5 onto John Street. He is concerned about the inconvenience this will cause even if the level of service looks good on paper. He recommended that the Commission point this out in their approval letter to the DOT and OSTA and recommend some kind of improvements, possibly signal timing or a north bound left turn lane since widening the railroad bridge would be too expensive.

Commissioner Fitzsimmons asked Mr. Hua about John Street and Rt 5 and if the applicant is required to get a state permit. Mr. Hua replied that they are required to make an application to OSTA and that the approval letter from the town is part of that application. Commissioner Fitzsimmons clarified that the Commission can request that the state review the intersection. Mr. Hua replied that if it's related to this application, the applicant pays for it. Commissioner Fitzsimmons stated that he supports the request for a State review.

Commissioner Fitzsimmons asked for clarification from Mr. Hua about the John Street and Rt 5 intersection. The Commission could ask the DOT for improvements at that intersection. He asked who would be responsible for that. Mr. Hua clarified that the applicant does have to submit an application OSTA because they have over 200 parking spaces and meet the definition of a major traffic generator. The State will have to review the data and the approval letter from the Town is part of that submission to OSTA. So OSTA will see whatever recommendation the Commission includes. Commission Fitzsimmons clarified that the request to the state could be to request they review it for potential improvements. Mr. Hua noted that offsite improvements related to this application would be paid for by the applicant.

Commissioner Fitzsimmons asked why there is parking against the building instead of landscaping. Jeff Dewey of BL Companies, replied. He showed on the site plan, where different vehicles and traffic travel and are segregated. This leaves a small area to the Northwest for the ADA parking for the office block and main office entrance. Commissioner Fitzsimmons asked for clarification that there is enough parking and if the delivery vans are left on site. Mr. Dewey explained that the van parking includes the off-site capacity so there is enough room. Basically a van driver parks his personal vehicle then drives a van away, which leaves an open space. He clarified that the vans are stored on the property when not in use. Commissioner Fitzsimmons asked how many contractors provide the vans and the delivery drivers. Mr. Dewey didn't have a number but indicated that it could be more than one. Commissioner Fitzsimmons stated that he was trying to visualize the traffic in and out and the parking, and asked if there is enough parking. Mr. Dewey replied that the Tractor Trailers are only on the property overnight when there is no delivery van traffic and that the vans come and go in shifts. Commissioner Fitzsimmons asked about the private delivery vehicles. Mr. Cody replied that the Flex drivers pick up between 4 and 6pm. Commissioner Fitzsimmons asked how many Flex vehicles in total. Mr. Cody replied approximately 100. Commissioner Fitzsimmons thanked the applicant for addressing all the issues.

Commissioner Kohan thanked the applicant for answering all the traffic concerns. He stated a concern about the John Street bridge. There is a report in which the state has deemed the structure is satisfactory and the remainder, such as the surface and the curbs are in fair condition. He asked if the additional traffic being generated would impact the condition of that bridge, resulting in the town needing to resurface it in the nearterm. Mr. Dewey replied that typically pavement is designed for 20 years, but there is no cut and dry method to estimate what amount of traffic will create additional wear. Mr. Dion added that the applicant is not generating a lot of tractor trailer traffic which would cause

more wear. Commissioner Kohan stated that the condition determination of fair sounds iffy and asked who would be responsible for improvements if they were necessary. Chairman Seichter clarified that according to the Corporate Counsel it would be the responsibility of the Town. Commissioner Kohan asked if the possibility of the bridge being closed for repairs should be discussed. Mr. Dion replied that closing the bridge would affect the other businesses as well as the neighborhood, but stated that BL Companies did not look at that.

Commissioner Hine asked Mr. Hua about requesting state review of the light equipment at Rt 5 and John Street. He asked if Mr. Hua had concerns about that intersection. Mr. Hua replied that if there was no bridge, he would prefer the John Street approach be widened. The bridge limits the options. He also has issues with blocking the northbound left turn onto Rt 5. It is not realistic to add a northbound left turn lane due to the Rail Road bridge and the cost of the change. He stated that the alignment of Rt 5 could be changed but DOT and OSTA make that decision. His concern is the queuing that will result at the Eastbound John Street approach, but doesn't expect it to back up to South Cherry. Commissioner Hine clarified that Mr. Hua has concerns over what is being proposed without some change to increase the flow at that intersection. Commissioner Hine asked if Mr. Hua's concern is in part the width of the bridge on John Street. Mr. Hua concurred and stated that if add a lane, it would shorten the queue on John Street but the bridge is only so wide, so basically need a new bridge. Commissioner Hine noted that there have been problems in the past with trucks not making the turn onto or off of the bridge. He asked if the state would inspect the bridge as part of the approval process. Mr. Hua replied that OSTA usually doesn't look at the detail, but the Town can add it to the recommendation to OSTA.

Commissioner Hine asked how many more flex vehicles would be in use during the peak season. John Lazo, of Amazon, replied that off peak, there would be 40 flex vehicles and at peak that would double to about 80. These numbers are due to the capacity of the facility. He also noted that they would be coming and going in waves of 10 to 15. Commissioner Hine noted that previously, the Commission had been told that there were approximately 100 flex vehicles a day during steady state. Mr. Lazo replied that they went back to the traffic coordinators who developed a spreadsheet that is based on building capacity. Thus they determined there will only be about 40 off peak. Commissioner Hine asked Mr. Hua if that information affected his analysis. Mr. Hua indicated he had no concern and saw no affect on the previous traffic study for mid-day peak hours.

Commissioner Hine asked Mr. Hua if he had a concern after reviewing traffic study addendum #2 and the revised numbers for the intersection of Rt 5 and Wharton Brook southbound going from D to E. Mr. Hua stated that he was comfortable with the data and stated that it is up to the DOT. He agreed that the level of service is not desirable but it's not unusual.

Public Comment

Tom Talbot Interim Town Planner noted some ambiguity in the plans for the driveway opening on Ball Street. The Town Engineer made a condition that the opening be reduced from 71 to 30 feet. He asked if that will be shown on the final plan. Mr. Dewey apologized for the drafting error and confirmed that it will be corrected on the final plan.

Thomas Cody summarized the issues discussed tonight. First, make sure that the new stop bar locations on Ball and Pen Street reflected on the plan set. He confirmed that they are on the plan. Second, that trees and shrubs may need to be removed at that intersection to avoid blocking sight lines. He agreed that they would review the site plan and make the necessary revisions and share those revisions with staff. Third is the driveway on Ball Street. He offered a condition that it necks down from 71 to 30 feet. Fourth, regarding the bridge at John Street, he agrees that that is an offsite improvement, but they have no objection to the Town flagging their concerns to the DOT.

Tim Ryan, Economic Development Specialist, asked that the Commission consider that the applicant is a world renowned logistics expert, so any issues with queuing or turning lanes, they will address them to keep their packages moving. He noted that the roadway infrastructure did accommodate over 1000 employees at American Cyanamid and when Wallingford Steel was there, 100's more vehicles used that intersection. He recommended that the Commission take into account the expertise of the applicant. Lastly, from an economic development standpoint, this is a great opportunity to make this corner look great. He asked the Commission to approve the application.

Jim Wolfe, Economic Development Commission, stated that the EDC supports the application and supports the Planning & Zoning Commission's suggested conditions.

Thomas Cody thanked the Commission for their patience and diligence as the applicant worked out the online public hearing. The client is eager to get started. He asked for favorable consideration.

Commissioner Fitzsimmons asked Mr. Talbot for clarification of the S&E bond requested by the Planning Office and the Engineering Department. Is it two separate or the same one. Tom Talbot clarified that it is the same one for improvements and S&E. Commissioner Fitzsimmons also asked for clarification of the comment about removing trees and shrubs to improve sight lines. Atty. Cody clarified that the trees and shrubs would be moved elsewhere not removed from the site.

Chairman Seichter entertained a motion to close the Public Hearing.

Commissioner Fitzsimmons: Motion to close the Public Hearing on the Special Permit (traffic generator)/warehouse & distribution center/J. Dewey on behalf of BL Companies/425 & 528 South Cherry Street (continuation of Public Hearing) #414-19

Commissioner Kohan: Second

**Vote: Fitzsimmons: yes; Kohan: yes; Matarazzo: yes; Allinson (for Venoit): yes; Chairman Seichter: yes
The Public Hearing is closed.**

Commissioner Fitzsimmons: Motion to approve the Special Permit traffic generation for Jeffrey Dewey dba BL Companies to allow a warehouse distribution facility including van parking and storage at 425 South Cherry Street and associated offsite van parking/ storage at 528 South Cherry Street as shown on plans entitled Planned Development Plans issued for Planning & Zoning approval 425 and a portion of 528 South Cherry Street, Wallingford, CT dated November 3, 2019, revised to March 3, 2020 subject to the following conditions:

- 1. Operations to comply with all representations in submitted document entitled DOB2 425 South Cherry Street, Wallingford, CT Amazon Logistics Operational Narrative attachment 414-19 BB marked revised and received as email attachment 2/27/20 as well as document titled Traffic Study Addendum #1 Proposed Delivery Station Building 425 South Cherry Street, Wallingford, CT dated and received March 5, 2020 by the Wallingford Planning and Zoning Office and Traffic Study Addendum #2 Proposed Delivery Station Building 425 and 528 South Cherry Street, Wallingford CT received March 13, 2020 by the Wallingford Planning and Zoning Department including but not limited to number of vans, hours of operations of each component of the operation, etc. These restrictions and representations to apply to the full operation including both sites such that the number of vans associated with the entirety of the operation, both sites shall not exceed the representations made in regards to the number or hours. Any modification to the represented operation shall require an application to modify the special permit with the Wallingford Planning and Zoning Commission. Final traffic study clearly explaining that the maximum represented are in relation to the entire combined number of vehicles for both sites to be submitted with final plan.**
- 2. This approval includes the use of both sites 425 South Cherry Street and the represented van parking and storage area at 528 South Cherry Street as a single operation. The representations made are dependent on the proximity of the two sites and coordination between them. The van parking and storage at 528 South Cherry Street shall only be allowed as accessory to the operation at 425 South Cherry Street. Any modification of this shall require application approval of a new special permit.**
- 3. All signage on the site to comply with Section 6.9 of the Wallingford Zoning Regulations and all non-compliant signage is to be removed from the final plan.**
- 4. Compliance with Interoffice Memorandum received from Erik Krueger, Senior Engineer, Wallingford Water & Sewer Division Dated December 4, 2019 and revised January 10, 2020.**
- 5. Final plans to include previously submitted calculations regarding front landscaping requirements as discussed.**
- 6. Sedimentation and erosion control bond and offsite improvement bond in the amount of \$35,000. Also final plans to include name and contact information for sedimentation and erosion control contact person.**
- 7. Compliance with Interoffice Memorandum from Alison Kapushinski, Town Engineer dated May 8, 2020**
- 8. Compliance with conditions in memorandum from Kermit Hua, principle at KWH Enterprises, LLC dated May 3, 2020 and March 5, 2020.**

9. Request that Connecticut DOT/OSTA review the feasibility of potential improvements to the intersection of John Street and Old Colony Road/Rt 5 as recommended by the Town Peer Review, Kermit Hua.

Chairman Seichter recommended adding the following to condition #1: and Traffic Study Addendum #2 Proposed Delivery Station Building 425 and 528 South Cherry Street, Wallingford CT received March 13, 2020 by the Wallingford Planning and Zoning Department. Commissioner Fitzsimmons accepted that amendment as part of the Motion.

Tom Talbott added the Mr. Hua's memorandum he makes the recommendation that Chairman Seichter just added, so it's really not necessary.

Commissioner Kohan: Second

Vote: Fitzsimmons: yes; Kohan: yes; Matarazzo: yes; Allinson (for Venoit): yes; Chairman Seichter: yes
Special Permit #414-19 approved.

NEW BUSINESS

2. Six-year Capital & Non-Recurring Budget (2020-2026)

Commissioner Matarazzo noted all new correspondence pertaining to this application for the record. Correspondence from The Office of the Mayor dated April 15, 2020 with attached Proposed Six-year Capital budget.

Chairman Seichter asked Commission members for questions. Hearing none he entertained a Motion to approve.

Commissioner Fitzsimmons: Motion to review and approve the Six-year Capital & Non-Recurring Budget (2020-2026) as submitted by the Office of the Mayor.

Commissioner Kohan: Second

Vote: Fitzsimmons: yes; Kohan: yes; Matarazzo: yes; Allinson (for Venoit) yes; Chairman Seichter: yes
Six-Year Capital & Non-Recurring Budget approved.

3. CGS 8-24 Site Plan (site improvements)/TLB Architecture, LLC/739 North Main Street Ext. (Community Pool Park) #237-19

Chairman Seichter announced that there would be no action on this site plan because there has been no formal request from the Mayor. He stated that Corporate Counsel indicated that the Town Council will be taking up the Mayor's veto tomorrow. If the veto is overridden the Commission can take the issue up at another meeting.

REPORTS OF OFFICERS AND STAFF

4. ZBA Agenda

Chairman Seichter asked Commission members for any questions on the proposed agenda. None were submitted. He noted that the Zoning Log will not be reviewed at this meeting, as the current log is not available.

Commissioner Hine asked for clarification on the variance request for 100 Center Street, #20-004. Due to a technical problem, Ms. Torre was unable to respond. Commissioner Hine will follow up directly with Ms. Torre.

Commissioner Kohan suggested approving the minutes from the March meeting. Chairman Seichter suggested we take that up at the next meeting.

Commissioner Fitzsimmons called for a motion to adjourn the May 11, 2020 meeting at 8:40 pm.

Commissioner Kohan: second

**Vote: Fitzsimmons: yes; Kohan: yes; Matarazzo: yes; Allinson (for Venoit) yes; Chairman Seichter: yes
Meeting Adjourned.**

Respectfully submitted,
Cheryl-Ann Tubby
Recording Secretary



Town of Wallingford, Connecticut

401-210-0000
NEIL H. AMWAKE, P.E.
GENERAL MANAGER

DEPARTMENT OF PUBLIC UTILITIES
WATER & SEWER DIVISIONS
377 SOUTH CHERRY STREET
WALLINGFORD, CONNECTICUT 06492
TELEPHONE 203-949-2666

Jeffrey P. Dewey, P.E.
Senior Engineer II
BL Companies
355 Research Parkway
Meriden, CT 06450

June 4, 2021

RECEIVED

JUN - 7 2021

WALLINGFORD
PLANNING & ZONING

Re: INLAND WETLANDS AND WATERCOURSES PERMIT APP. NO. A20-10.3
MONTANTE CONSTRUCTION LLC - 5 RESEARCH PARKWAY

Dar Mr. Dewey,

The staff of the Town of Wallingford Water and Sewer Divisions has reviewed the materials submitted for the subject application as received by the Town on May 20, 2021. The following summarizes our comments and questions regarding the same.

Included with the materials submitted was a letter from you dated May 14, 2021 responding to my comments in a memo to Erin O'Hare, Environmental Planner for the Town of Wallingford dated April 7, 2021. Below I have summarized all of the items identified in the April 7, 2021 memo that remain to be resolved.

Invasive Species Management Plan:

A revised "Invasive Species Management Plan" will need to be developed in coordination with the Town and will be subject to the review and approval of the Wallingford Water Division.

Storm water management and treatment systems:

There are still many inconsistencies between the tables contained in the "Storm Water Management Report" revised through April 26, 2021 which makes it unclear as to whether the water quality flows and required sand filter basin volumes calculated for each treatment system are accurate. Please note the following:

Attachment 4 – Water Quality & Groundwater Recharge Calculations:

The "Total Areas" and "Impervious Areas" shown in the table for "Water Quality Calculations per Wallingford Water Division" do not match the "Total Areas" and "Impervious Areas" shown in the table on the following page for "Water Quality Calculations."

All of the data in each table shall be revised as necessary to be consistent in order to be sure the appropriate water quality flow and required sand filter basin volumes are provided.

Sand Filter Design Summary Report:

Page 6. Table 1 for SF-2A Design Data – Based on the data in the table it appears the Total open-air volume and Total open-air volume to elevation 408.50 may be wrong; nonetheless the actual volume provided in the sand filter basin is adequate.

Page 7 & 8. Table 3 – SF-2B Design Data – Based on the data in the table it appears the Total open-air volume to elevation 376.0 may to be wrong and should be 15,024 cubic feet. When combined with the volume of the voids, the total sand filter volume less 12" of freeboard is less than the required volume for 1" of rainfall over the tributary area. Revise as necessary.

Page 10. Table 7 for SF-3D Design Data – Based on the data in the table it appears the Total open-air volume to elevation 394.5 may to be wrong; nonetheless the actual volume provided in the sand filter basin is adequate.

Page 13. SF-4B – The Total Volume Less 12" of freeboard = 20,695 cf is less than the required sand filter basin volume for 1" of rainfall over the tributary area given as 21,014 cf. Revise as necessary.

SF-5B is now shown without an underdrain discharge pipe. It may be possible to discharge the underdrain for SF-5B directly to the wetlands south of the filter. Address as necessary.

Hydrodynamic Separator sizing and details:

Now that all of the inlet pipes have been made a minimum of 12-inches in diameter the actual flow to each unit during the 25-year rainfall event has increased. Therefore almost all of the units do not have adequate capacity to treat the flow directed to them during the 25-year rainfall event. Each unit has been sized based on the CT-DEEP water quality flow and once the design data for each unit is verified as requested above they will need to be sized to treat the water quality flow.

Since the hydrodynamic separators (HDS) specified will not meet the Wallingford Water Division requirement to have a design capacity to treat the flows associated with the 25-year rainfall event we request the following:

- Provide data from the manufacturer regarding the treatment/removal efficiencies of the specified units when flows greater than the water quality flow are passed through the separator, including flows directed to each unit during the 25-year rainfall event.
- Provide information regarding the possible washout of sediment or floatables from the specified units during flows in excess of the water quality flow up to the 100-year rainfall event.

Also, since the inlet pipes are now larger it appears that the heights of the weirs in the diversion structures have been reduced in some case to less than 1 inch above the outlet to the HDS unit. Such small weir heights may result in first flush storm water intended to be routed to the HDS unit bypassing directly into the storm water retention basin. How can this be addressed?

HDS-3A: The top of frame elevation is shown on the drawings as 409.00; however the elevation of the inside top of the HDS is shown as 411.00. Revise as necessary.

HDS-4A-1: The top of frame elevation is shown on the drawings as 366.25; however the elevation of the inside top of the HDS is shown as 368.25. Revise as necessary.

HDS-4B-2: The invert elevation is shown on the drawings as 349.78; however the invert elevation is shown as 347.35 on Attachment 2. Revise as necessary.

HDS-5A: The top of frame elevation is shown on the drawings as 345.75; however the elevation of the inside top of the HDS is shown as 347.88. Revise as necessary.

Construction Site Contingency Plan for Erosion Control and Emergency Spills:

Page 2. Existing Ponds/ Dam Section. Second bulleted item:

Remove: *"the existing ponds may be required to have the water surface lowered to a level prescribed by the Water Division different than above."*

Page 2. Existing Ponds/ Dam Section. Sixth bulleted item, smaller pond item 5.:

Suggest changing "muni-ball" to "temporary inflatable plug"

Site Operations and Maintenance Plan:

Checklist for Inspections:

General note: provide space after each item for the inspector to make notes or comments on deficiencies.

Move the section on "Standby Generator" to the end with the gas and electric items.

Combine the "Preformed Scour Hole at Stormwater Discharge Locations" with the "Storm Flow Discharge Outlets and Roof Flow Discharge Outlets"

Annual Site Operations and Maintenance Plan:

Stormwater Management Basins: Provide a space for measuring the depth of sediment accumulation and list the depth at which sediment shall be removed.

Operation and Maintenance Keyed Maps OM-1 and OM-2:

The major structures such as the sand filters, Hydrodynamic separators, stormwater management basins and outlets should have their unique ID number shown on the drawings so the inspector can reference the ID number in the reports.

Show the "Site Location-Amenity" legend in a well ordered table.

Water and sanitary sewer utilities:

The site utility plan sheet SU-12 shows two 10-inch water service lines for the fire and domestic water service. Most likely the domestic service will not need to be 10-inches.

The applicant shall submit final water use estimates for the domestic service and estimated needed fire flow for the fire line so that the Water Division can review and approve the size of the required water lines and all details of the required pump systems necessary to adequately service the building.

The water lines are currently shown on the drawings with less than 5 feet of separation. The water lines shall be located no less than 5-foot horizontally measured edge to edge from all other pipes or conduits including electrical and communication conduits.

It is anticipated that additional Water and Sewer Division comments will be developed based on our continued review of the land use application for the planning and zoning approval for both the stormwater management systems and water and sewer utilities.

Please contact me if you need additional information from this office.

Very Truly Yours,



Erik Krueger, P.E.
Senior Engineer

Cc: Neil Amwake, P.E., General Manager, Wallingford Water and Sewer Divisions
Dan Sullivan, Sewer Superintendent
Jay Pawlowski, Assistant Superintendent of Water Distribution
Tom Esposito, Assistant Superintendent of Water Treatment
Erin O'Hare; Environmental Planner
Kevin Pagini, Town Planner
✓ Thomas Talbot, Planner
Janis Small, Corporation Counsel, Town of Wallingford
Alison Kapushinski, P.E., Town Engineer
Byron DeLuke, Montante Construction, LLC



Town of Wallingford, Connecticut

401-12222

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KEVIN J. PAGINI
TOWN PLANNER

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

June 7, 2021

Montante Construction LLC
C/o Byron Deluke
2760 Kenmore Avenue
Buffalo, NY14150

RE: Special Permit Application #401-21
5 Research Parkway

Dear Mr. Deluke:

This office has the following additional comments/questions regarding the submitted application and associated plans:

1. Revised traffic information and site plans have been reviewed by this office. Other than reducing the amount of onsite parking on the plan there seems to be no technical explanation for the reduction. If your estimates of parking needed for the holiday season remains the same the reduction in parking would not appear justified. How can you reduce parking when you have submitted information that indicates that it is necessary?
2. The response to concerns about the need for approximately 1500 parking spaces on the site, applicant's traffic engineers have introduced holiday trip generation and parking information. Based on these figures we have the following questions:

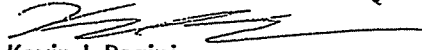
- a. Holiday trip generation figures are in some cases difficult to imagine. For example in the 30 minute period between 10:30 am and 11:00am 240 vans will be leaving the site. That's approximately 1 van per every seven seconds for a thirty minute period. Is this a realistic figure?
- b. How does a building designed to handle the loading of about 350 delivery vans daily load over 800 vans over the same hours during the holiday season?.
- c. How is the facility able to load over 800 vehicles a day during the holiday season from a warehouse receiving goods from 63 tractor trailers when it takes 42 tractor trailers to supply the 350 vans associated with non holiday periods?
- d. Information in the initial traffic study was based on 350 delivery vans daily. Based on questions from this office we then received data including the holiday period from approximately mid- November to mid- January. Subsequent to receiving this data, at the May 10, 2021 Public Hearing presenters referenced elevated operational levels during "Amazon Prime Days". How often do these events occur?
- e. Given that up to this point we seem to be getting the full picture of operations on this site in an incremental fashion it does not seem unreasonable to ask: are there are any other elements of this proposal affecting traffic or parking that we have not yet been made aware of?
- f. Projected holiday loading volumes seem to indicate that the proposed facility can handle over twice the number of outgoing van trips per day compared to that represented as constituting a normal day. How can the Commission be assured that actual daily volumes of van traffic will be closer to 350 rather than 800?

2. In view of this property's location in the Watershed Protection District staff still has reservations about the need for all of the spaces shown on the revised plan (except possibly during holiday periods). Given this concern staff suggests that any onsite parking over 800 spaces (100 spaces over the maximum projected need for non holiday periods) be constructed using a grass paver system similar to that used for reserve parking areas of West Farms Mall in West Hartford. Furthermore, use of these pervious areas for parking purposes (approximately 400 spaces) should be restricted to the period between November 15 and January 1 of any given holiday season along with a reasonable number of "sale " periods.

Please note: Any responses/correspondence, additional documents and/or revised plans must be received by the Planning & Zoning Department by the close of business on **Wednesday, June 9, 2021** in order to be provided to the Planning & Zoning Commission prior to the **Monday, June 14, 2021** meeting.

If you have any questions or need clarification about any of the above comments, or you wish to discuss the comments or your application further, please do not hesitate to contact the Planning Office at 203-294-2090.

Regards,



Kevin J. Pagini

Town Planner

CC: J. Dewey, BL Companies
T. Cody, Robinson & Cole

401-21 FF (2)

Robinson+Cole

THOMAS P. CODY

280 Trumbull Street
Hartford, CT 06103-3597
Main (860) 275-8200
Fax (860) 275-8299
tcody@rc.com
Direct (860) 275-8264

Via Electronic Mail

May 28, 2021

Mr. James Seichter, Chairman
Wallingford Planning & Zoning Commission
45 South Main St.
Wallingford, CT 06492

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JUN - 2 2021

WALLINGFORD
PLANNING & ZONING

**Re: Application #401-21
5 Research Parkway, Wallingford
Applicant's Submittal of Responsive Materials**

Dear Chairman Seichter and Members of the Planning & Zoning Commission:

The applicant is pleased to submit materials that respond to questions and comments raised during the public hearing on May 10, 2021. Here is a summary of the key issues included in this submittal:

- 1. All vehicular access to and from Carpenter Lane has been eliminated, other than for emergency vehicles.** This significant concession by the applicant means that all facility traffic will use the Research Parkway entrance, and should ensure that no traffic from the facility will cut through nearby residential neighborhoods.
- 2. The Traffic Study was updated to reflect the elimination of all vehicular access to Carpenter Lane. The Addendum demonstrates that, after development of the facility, the surrounding roadway network will continue to operate at acceptable levels of service.** At the request of the Town's peer review consultant, and even though not required by CT DOT, the Addendum also reviewed the holiday peak period and found acceptable levels of service at all nearby intersections other than the I-91 northbound off-ramp at Route 68. Potential mitigation has been identified and can be proposed to CT DOT to improve the build-condition levels of service at that location.
- 3. The site plan has been revised to eliminate a total of 239 parking spaces from the project, including 91 spaces for associates at the northern end of the site and 148 delivery van spaces at the southern end of the site.** This reduction in parking not only reduces total impervious coverage by over two acres (105,581 square feet), but it also

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Robinson & Cole LLP

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Mr. James Seichter, Chairman

May 28, 2021

Page 2

increases the width of buffers separating the project from residences that are located south of the site.

4. **The landscaping plan has been enhanced substantially with 150 additional evergreen trees to be planted along the eastern and southern sides of the project site.** This additional landscaping, coupled with existing vegetation and the extensive landscaping already proposed for the project, will provide dense screening of the Site from residential neighborhoods located to the east and south.
5. **A professional sound study was completed by an acoustical engineering firm, and found that no negative acoustical impacts are anticipated from site operations.** The results of the study support the conclusion that the Site will conform to state and local regulations and harmonize with existing sound in the vicinity.

The applicant's submittal today includes the following documents (all are submitted under separate cover except for item number 1 below which is being transmitted electronically with this letter):

1. Statement of Consistency with Zoning Regulations Section 7.5.B Criteria
2. Revised set of plan sheets, including 24"x 36" and 11"x 17" size copies (rev. date 5/28/2021). The plan changes reflect the elimination of Carpenter Lane vehicular access, the elimination of 239 parking spaces, additional landscaping, and other miscellaneous updates and revisions.
3. Stormwater management materials, including the following documents (rev. date 5/28/2021). These revisions are relatively minor and are needed to reflect the benefits from reducing pavement due to the elimination of 239 parking spaces.
 - a. Stormwater Management Report
 - b. Stormwater Management Report Appendix
 - c. Stormwater Management Summary Report
 - d. Sand Filter Design Summary Report
 - e. Stormwater Management Basin Design Summary Report
4. Erosion and Sedimentation Control Report, including the following materials (rev. date 5/28/2021). These revisions are relatively minor and are needed to reflect the benefits from reducing pavement due to the elimination of 239 parking spaces.
 - a. Construction Site Contingency Plan for Erosion Control and Emergency Spills
 - b. Temporary Sediment Trap Hydraulic Analysis Report

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Mr. James Seichter, Chairman
May 28, 2021
Page 3

5. Traffic Analysis Addendum #1, including Holiday Analysis Appendix (rev. date May, 2021).
6. *Evaluation of Site Sound Emissions, Proposed Delivery Station, Wallingford, CT, Revision 1*, prepared for Montante Construction by Ostergaard Acoustical Associates, dated May 28, 2021.

We look forward to presenting these responsive materials to the Commission at the continued public hearing on June 14, 2021. In the meantime, please let us know if there are any questions about our transmittals.

Sincerely,



Thomas P. Cody
Robinson & Cole, LLP
Attorneys for the Applicant

Enclosures

Copy to:

Thomas Talbot, Interim Town Planner
Kevin Pagini, Town Planner
Byron DeLuke, Montante Construction

Subject **5 Research Parkway Proposal**
From S. Durant <susandurant414@gmail.com>
To <kevin.pagini@wallingfordct.gov>
Date 2021-06-09 15:37

401-2166(2)



Dear Mr. Pagini,

I am writing to voice my strong objection to the proposed Amazon facility at 5 Research Parkway in Wallingford. My family moved to this neighborhood 9 years ago for the peace and quiet. The thought of having a 24/7 Amazon facility half a mile from my house sickens me.

1. The noise will be unbearable, even if they do plant a few extra trees. We won't be able to sleep with our windows open at night, due to the loud back-up beeping of their trucks. When I go into my yard to garden, all I will hear is beeping. The constant 24/7 noise will be maddening. That a town with a noise ordinance would consider this proposal is beyond my understanding.
2. The traffic congestion will be horrendous (at the present time, I rarely pass a vehicle on Carpenter Lane).
3. The extra air pollution from the hundreds of trucks/vans will poison our air and make life tough for those with respiratory issues. The health of the town's residents should be important to our leadership.
4. They say they will leave 50% of the property in its natural state. That's what they say now, but what is to prevent them from removing all the trees in the future? What impact will this have on the water runoff situation?
5. Every year, the town mails me a brochure instructing me how to protect the watershed area. This includes minimizing oil and gas spills and leaks. Someone from the town physically comes to my property to ensure that I am not polluting the watershed. How could the town consider a proposal that includes 300 vans & trucks per day at 5 Research Parkway? How will the town monitor the oil leakage from the employees' vehicles? The damage to the watershed, and our drinking water, will be tremendous. This will negatively impact the entire town.
6. It is my understanding that this property is zoned as a warehouse. The Amazon proposal is not a warehouse. Nothing is being housed there. It is a loading/unloading zone that operates all day and all night.
7. Home values will plummet for the entire neighborhood. Who will want to buy a home that is bombarded by noise 24/7?

This is a beautiful piece of property. Almost any use would be preferable to an Amazon facility. This property would make a lovely apartment complex, a medical facility, or a nursing home. I heard that a school wanted to go into that property when BMS moved out. A school would be far preferable to an Amazon facility.

Thank you for your time. I hope you will vote to deny this atrocity.

Susan Durant
36 Cliffside Drive
Wallingford

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JUN - 9 2021

WALLINGFORD
PLANNING & ZONING

401-21 HHE)

Dear PZC Members:

My name is Bruce Ollodart and I live at 15 Cliffside Drive, Wallingford, CT. Our home is in the neighborhood just behind the proposed Amazon warehouse. I urge you to vote no on the special permit for this warehouse. My reasons include the following:

This is similar to the 2018 proposed warehouse only that the warehouse space is smaller and the parking lot space is bigger. Some tractor trailer traffic has been replaced by vans. Traffic related issues will be at least as problematic as before and no concessions have been proposed. There will be a near constant flow of traffic through this thing. Call it a warehouse if you must, but it will be functioning more like a truck terminal. Our statutory language as codified in the town laws is not up to date with the modern hybrid warehouse/terminal systems of today. It requires our town PZC to see past simple wording definitions and into the true nature of this project.

Traffic congestion will be very bad, particularly when added to what is already there and other projects in the pipeline on Rt 68 and Northrop road. The roads will become much more dangerous. There is no proposed development of the road systems or interchange systems to accommodate this problem. The deep pocket corporations behind these projects want cheap land near interchanges without investing much into the project or areas they are built nearby. The build costs are cheap for them considering the low cost of the land, the low cost of a warehouse, and the portability of the warehouse infrastructure. Yet we (TOWN) are asked to approve these projects with little to no give back, investment, guarantees, or limitations.

Air pollution, as outlined in my letter to PZC in 2018 remains a top concern. With the cliff geographic considerations combined with historical experience in other warehouse heavy regions, micro particulate air pollution from high traffic will likely be awful, leading to medical and health issues. This is of particular concern for older people, children, pregnant women, people with heart conditions and asthma. I expect outdoor breathing conditions in the neighborhood to be unbearable during peak warehouse traffic times when combined with slow wind conditions and or inversions. In time I expect to see law suits emerge in towns where these projects were built unchecked.

Light and sound emissions on a 24/7 basis is not consistent with the expectations for the residential areas adjacent to the project as outlined in Wallingford town development plans. Not consistent with plans explained to us when we purchased a home here.

The Wallingford ECD says the traffic is not an issue, yet they were against the proposed school system on this location because of traffic, outlawing non-profits. They are inconsistent and obviously focused on short term tax base considerations. Long term the negative impact from traffic, noise, congestion, and pollution on the approximately \$130 million of residential property around this project will more than offset the tax base gains ECD expects. This will fall disproportionately on homeowners, not businesses.

This is not a dilapidated or low-income area that would benefit from redevelopment projects of this type. Warehouse projects do not add much to the employment base as so much is automated and the pay scales are low.

Will they be closing the other 2 amazon facilities in Wallingford once this is up and running?

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June 9, 2021

Kevin J. Pagini Town Planner
Planning & Zoning Department
Town of Wallingford
45 South Main Street
Wallingford, CT 06492

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JUN -9 2021

WALLINGFORD
PLANNING & ZONING

Re: Special Permit Application #401-21
5 Research Parkway

Dear Mr. Pagini:

We are in receipt of your comments dated June 7, 2021, regarding the project noted above. Our responses are indicated below in ***bold italic*** text and are as follows:

1. Revised traffic information and site plans have been reviewed by this office. Other than reducing the amount of onsite parking on the plan there seems to be no technical explanation for the reduction. If your estimates of parking needed for the holiday season remains the same the reduction in parking would not appear justified. How can you reduce parking when you have submitted information that indicates that it is necessary?

Response: The parking demand graphs that were included in the revised Traffic Study submitted to the Town on April 30, 2021 (pages 50-51 of the pdf) demonstrated a peak parking demand of about 1,400 parking spaces during the holiday peak season. This peak parking demand is needed between 10:00 and 11:00 am daily. Other than this peak hour, the total peak holiday parking demand at the site is expected to be no more than about 1,269 spaces. Amazon initially proposed 1,508 spaces (about 100 more spaces than total peak parking demand) in order to minimize the amount of time that incoming vehicles looking to park must hunt for a parking space. In listening to the Commission and Town staff comments about the amount of parking, Amazon determined that it could reduce the total amount of parking to 1,269 spaces. The reduction of 239 spaces was obtained by eliminating the additional 100 spaces provided for incoming driver convenience and efficiency, and by slightly adjusting associate and van driver arrival and departure times within the peak hour to minimize parking overlap between 10:00 and 11:00 am. Thus, a total reduction of 239 spaces has been achieved without creating a parking shortfall. Amazon is confident that the current number of requested parking spots are sufficient to meet operational requirements.

2. The response to concerns about the need for approximately 1500 parking spaces on the site, applicant's traffic engineers have introduced holiday trip generation and parking information. Based on these figures we have the following questions:
- a. Holiday trip generation figures are in some cases difficult to imagine. For example in the 30 minute period between 10:30 am and 11:00 am 240 vans will be leaving the site. That's approximately 1 van per every seven seconds for a thirty minute period. Is this a realistic figure?

Response: We believe that the figures provided are realistic. Amazon's operations allow dispatching on both sides of the facility to allow for efficient dispatching operations. The traffic signal at Research Parkway will work on a 90 second cycle. The green time allocated to the site driveway for each signal cycle will be about 35 seconds, which is enough time for at least 12 vans to exit from the driveway. Over the course of 30 minutes, there will be 20 signal cycles. Thus, up to 240 vans will be able to depart from the site each 30 minutes. In fact, during the time frame noted in the comment, a maximum of 360 vans would be expected to depart during the busiest hour; thus, the signalized site driveway at Research Parkway can handle the busiest times that are expected.

- b. How does a building designed to handle the loading of about 350 delivery vans daily load over 800 vans over the same hours during the holiday season?

Response: The delivery station is designed to accommodate the holiday season operations and operates at a reduced capacity during the non-holiday season. Amazon operates many similar facilities across the US with the same operational model.

- c. How is the facility able to load over 800 vehicles a day during the holiday season from a warehouse receiving goods from 63 tractor trailers when it takes 42 tractor trailers to supply the 350 vans associated with non holiday periods?

Response: There is not a direct linear relationship between the number of line-haul trucks arriving on-site and delivery vans dispatching from a single facility. The line-hauls come from a number of larger warehouse facilities across the country and during the non-holiday season, they may not be filled to 100% capacity. The number of line-hauls, delivery vans, and warehouse operations are carefully studied across hundreds of facilities around the country, and Amazon is confident that these projections are accurate.

- d. Information in the initial traffic study was based on 350 delivery vans daily. Based on questions from this office we then received data including the holiday period from approximately mid- November to mid- January. Subsequent to receiving this data, at

the May 10, 2021 Public Hearing presenters referenced elevated operational levels during “Amazon Prime Days”. How often do these events occur?

Response: Amazon Prime Day typically occurs for a couple of days in the summer period during a designated week. Customer demand and delivery activity increases during this time period, although not to the extent that it would exceed the amount of activity experienced during the holiday peak season. Since the applicant’s traffic study demonstrates that the surrounding roadway network can safely handle holiday peak traffic levels, the same is expected to be true for Amazon Prime Day.

- e. Given that up to this point we seem to be getting the full picture of operations on this site in an incremental fashion it does not seem unreasonable to ask: are there any other elements of this proposal affecting traffic or parking that we have not yet been made aware of?

Response: There are no additional elements for this application in terms of traffic or parking for this project. The planning staff and Commission have been provided all pertinent information.

- f. Projected holiday loading volumes seem to indicate that the proposed facility can handle over twice the number of outgoing van trips per day compared to that represented as constituting a normal day. How can the Commission be assured that actual daily volumes of van traffic will be closer to 350 rather than 800?

Response: Amazon has a very sophisticated system to determine customer demand and the numbers provided to the Town demonstrate a need for 350 vans during non-holiday times. These projections determine the required capacity and routing of vans to support the local area. For additional capacity / customer requirements, Amazon would add one or more additional delivery stations in the area rather than increasing the number of routes from an existing delivery station.

- 2.(3.) In view of this property’s location in the Watershed Protection District staff still has reservations about the need for all of the spaces shown on the revised plan (except possibly during holiday periods). Given this concern staff suggests that any onsite parking over 800 spaces (100 spaces over the maximum projected need for non holiday periods) be constructed using a grass paver system similar to that used for reserve parking areas of West Farms Mall in West Hartford. Furthermore, use of these pervious areas for parking purposes (approximately 400 spaces) should be restricted to the period between November 15 and January 1 of any given holiday season along with a reasonable number of “sale” periods.

Response: The applicant did not propose pervious pavement or grass pavers for two reasons. First, the Wallingford Zoning Regulations require that all stormwater be treated before release from the site. Specifically, section 4.13.B (Watershed Protection District WPD) requires that the stormwater management system include mechanisms

to “divert and capture for treatment” the initial runoff from the site. Direct infiltration of stormwater from vehicular parking areas would be inconsistent with this requirement and is not recommended. Accordingly, the application is designed to capture all stormwater runoff and send it through a “treatment train” of methods that will improve stormwater runoff quality before it is released from the site. The stormwater management system was thoroughly reviewed during the Inland Wetland permit application process, including by Town staff and the Town’s peer review consultant. Second, grass pavers are well known to be structurally deficient, and difficult to use and maintain in the New England climate, which includes frequent snow and freeze/thaw cycles. The example cited in the comment – Westfarms Mall – includes a grass paver area that is rarely used for parking. In contrast, it is expected that all of the parking spaces at the project site will be heavily used during the peak holiday season. Professional literature notes that “permeable paving is not ideal for high traffic/high speed areas because it has lower load-bearing capacity than conventional pavement. Nor should it be used in stormwater ‘hotspots’ with high pollutant loads because stormwater cannot be pretreated prior to infiltration. Heavy winter sanding may clog joints and void spaces.”

Thank you for your input during this engineering review. We trust this answers your questions and addresses your concerns. Please feel free to contact me for additional information.

Sincerely,



Jeffrey P. Dewey, P.E.

Subject **Amazon Warehouse Concerns**
From Mike Mendillo <mendillo92@gmail.com>
To kevin.pagini@wallingfordct.gov <Kevin.pagini@wallingfordct.gov>
Date 2021-06-09 20:56

roundcube 

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401-21JJ(2)

JUN 10 2021

WALLINGFORD
PLANNING & ZONING

Hello Mr. Pagini,

My name is Mike Mendillo Jr and I live at 10 Valley View Drive, Wallingford. I have been a resident all my life and purchased my first home in the beautiful neighborhood off High Hill Road. This area is everything I ever wanted in a home and now it's looking like this major project might be coming to the area and it really is not an appropriate project for this area. I am all for something going in this space but this project was shut down the first time once and now with the second application they are trying to do it all over again. Please see my concerns below:

1. The traffic study was done during October 2020, during Covid shutdown. Why are we paying attention to these numbers when they don't reflect accurate traffic numbers when shutdown is lifted? These should be done during regular times.
2. How is this considered a warehouse? Nothing is being stored, it is simply a distribution center. What is the appropriateness of this project in this type of town and this type of neighborhood? This project wasn't approved years ago for a reason, and is not appropriate for our town. Please refer to Section 4.8 of the Zoning Regulations where "..distribution..." is a permitted use in the I-40 and I-20 zone. There is no such use permitted use in the IX zone. Also please refer to the testimony of the Amazon spokesperson wherein she stated that the proposed Wallingford facility is an end of line distribution center. Packages come in overnight and are then sent out. There is no "warehousing" function performed at this facility.
3. Amazon is stating the unloading of tractor trailers "won't be anywhere near the residential area." That is the absolute closest part of their layout to the residential area, as it is directly adjacent to High Hill Road.
4. How are we going to block employees from driving through our neighborhood from Durham to cut through to Amazon? I hear tractor trailers already in our neighborhood. We won't be able to let our kids ride bikes, or go for walks anymore with the amount of traffic that will be cutting through the areas. Please note that the applicant has not adequately indicted why both employee and truck traffic can not both use Research Parkway. The applicant has failed to provide any information about why Carpenter lane needs to be used. There is absolutely no reason for this.
7. What will be the economic impact on our neighborhood? As I stated earlier, this is a beautiful neighborhood and the community wants it to stay this way. We don't want to see an eye sore of a warehouse as we drive up high hill road or hear trucks all hours of the day. I can assure you that members and tax payers will have to leave Wallingford if this becomes an issue and we will be forced out of this neighborhood if it has a negative impact on our home.
8. Will their be any type of surveillance? Already cars speed down Research Parkway and street race and I can hear it from Valley View- adding in 1,400 employees and cars in and out during holiday times especially is going to create sound constantly throughout the night. The noise from 68 already echos from the valley up here and with 24/7 noise, it will be

unbearable, no matter if they say the noise needs to be within a certain decibel range, multiplied across 1,400 cars throughout the day will be impossible to live with.

I thank you in advance for your time and consideration of mine and the community's thoughts and concerns. I know this is a very delicate decision but I ask you and the committee to please think of the community who will be forced to live next to this monstrosity of a project. Like I said earlier, I am all for something going there as long as it is appropriate.

Thank you again and have a great week.

Mike Mendillo


Subject **5 research parkway.**
From Holly McNabola <morbroken3@gmail.com>
To <kevin.pagini@wallingfordct.gov>
Date 2021-06-09 22:31

401-21 kka2 soundcube 

Good evening Mr Pagini,
My name is Holly McNabola and I reside on my High Hill Rd. I am reaching out to implore you to vote NO on the 5 Research Parkway special application. As I sat on my porch tonight pondering what to write in my email to you around 9:30pm, I watched 2 large Amazon tractor trailers barrel down the road by my house within 20 minutes of one another. "But there will be no tractor trailers or traffic from the proposed Carpenter Lane exit going on High Hill Rd" we have been told. I can assure you this is and will not be true, will not be monitored, and most importantly will be dangerous if this special application is granted. The road is narrow, and the speed in which these vehicles travel is extremely worrisome. This is a largely utilized pediatrician walking road, and it will only be a matter of time before someone is harmed or worse. My experience in seeing tractor trailers on High Hill Road has significantly increased since Amazon's warehouse has been established on Research Parkway. I see at least 1-2 tractor trailers per day. If the exit that is proposed to be on Carpenter Lane is allowed, there will surely be a speedway that will directly impact traffic on High Hill Road as a cut through to avoid traveling 68 to go to the Durham area.
Secondly, I am concerned about the noise that this facility will bring in light of recent notifications by ever source that they will be removing some of the tree coverage to secure their lines. Finally, this proposal did not account for the additional traffic from the Meriden warehousing on Northrop Road. This area has a rural charm that will be absolutely lost if all of these warehouses that have a significant impact on traffic patterns are allowed to be built. I agree the land needs to be developed to provide taxable business. However, let us also be wise in considering and preserving the integrity of the neighborhoods that will be impacted by this decision.
Thank you for your time and consideration.
Respectfully,
Holly McNabola

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Subject **5 RESEARCH DRIVE**
From Kathy Mendillo <kitkat62@comcast.net>
To <Kevin.pagini@wallingfordct.gov>
Date 2021-06-09 18:24

401-21LL(2) roundcube 

Hello Kevin,

I am emailing you to let you know it is too big of a project!!

For one reason is the heavy flow of traffic

I am worried about the negative impact on the wetlands

Not to mention the NOISE

The pollution and this site being an total EYE SORE

It seems like it will destroy the surrounding neighborhood.

Feel like we are all going through this like two years ago, it is a nightmare all over again

What about all these trees they are destroying, very sad situation to see what will happen at this location.

Thank you for reading my concerns.

Kathy Mendillo

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JUN 10 2021
WALLINGFORD
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401-21MM(2)

JUN 10 2021

WALLINGFORD
PLANNING & ZONINGAdelheid Koepfer
35 Whiffle Tree Road
Wallingford, CT 06492
(203) 427-5294
koepfer@gmx.net

June 8, 2021

Planning and Zoning Commission, Town of Wallingford
45 South Main Street
Wallingford, CT 06492**Watershed Protection District - P&Z Applications #401-21 and #902-20**

Dear Commissioners,

With regard to the project currently before the Commission (#401-21, Special Permit (Warehousing)/ Montante Construction/ 5 Research Parkway), I would like to submit some questions for your consideration.

1. The IWWC recently approved the application for said project on 5 Research Parkway (IWWC #A20-10.3) under certain conditions.
 - a. Can you please remind the commission and the public of the details of these conditions?
 - b. Have these conditions been met yet? Did P&Z receive final site plans and traffic peer review reports?
 - c. How will these conditions, and whether they have been met or not, influence the P&Z Commission's decision on that same project (P&Z #401-21)?

2. Wallingford is registered under the Small Municipal Separate Storm Sewer Systems (MS4) permit program with CT DEEP (2017-2022); program requirements for the town "include registration to obtain permit coverage, development and implementation of a Stormwater Management Plan and monitoring of six stormwater outfalls once a year during a rainstorm".
 CT Deep's *Factsheet: Town of Wallingford Water Quality and Stormwater Summary* notes that "land with [Impervious Cover] greater than 12% in town is likely to be contributing enough stormwater to streams to have a negative impact on water quality."
 According to the same Factsheet, the Muddy River water quality is either "unassessed", or "not supporting aquatic life".
 - a. Annual MS4 reports to CT DEEP are due on April 1 - is the Commission aware of these reports, and will the Commission take the Stormwater Management Plan into consideration when deciding on the 5 Research Parkway application?
 - b. How many % of the property would be paved and turned impervious with this project?
 - c. The CT State Stormwater Plan aims to reduce impervious areas in watershed protection areas, however the proposed project on 5 Research Parkway would drastically increase impervious surface and stormwater runoff, even with the best treatment efforts. Can the Commission explain how increasing impervious surface in the WPD would conform to the Town's respectively the State's stormwater plan?
 - d. Given that the Muddy River feeds into MacKenzie Reservoir, which provides the majority of our town's public drinking water supply: does the Commission know if the Town (Water & Sewer Division) is monitoring the water quality of the Muddy River?
 What impact does the Water Division expect from the above mentioned project on our drinking water supply, and will the Commission take this into account?

3. On Mayor Dickinson's request, your Commission withdrew your own application (#902-20) for a Proposed Amendment of Zoning Regulations referring to I5, I-X and the watershed protection district overlay. After the commission had deliberately worked out this amendment, and received approval from regional water agencies, the Mayor's veto came rather unexpectedly.
 - a. Would the changes in this proposed amendment have been compliant with the MS4 plan?
 - b. Has the Mayor explained his "serious legal and policy concerns" yet? Is there a time plan when he will do so, e.g. a workshop as suggested by Commissioner Fitzsimmons at the P&Z meeting on 5/10/2021? Will this be in time before the Commission decides on the application #401-21?
 - c. If the proposed amendment had been passed as planned, would the project at 5 Research Parkway be permissible under that new (withdrawn/ postponed) regulation?

In summary: I am concerned about the quality of our public drinking water supply, in this particular case the water quality of the Muddy River as one of the tributaries to the MacKenzie reservoir. I am concerned about the effects of the proposed construction and operation on the water quality, even with the most detailed stormwater management effort. I am concerned about

- the P&Z Commission deciding on a project before conditions imposed by the IWWC are met,
- the P&Z Commission possibly approving a large increase of impervious surface so close to a water supply tributary, against the recommendation of the State's Stormwater Management Plan, and
- the P&Z Commission, upon request, delaying a zoning regulations amendment that, if passed as planned, might have precluded said project.

Therefore, I ask the Commission: Is a warehousing business with considerable medium and heavy duty vehicle traffic and an impervious surface area as big as proposed in the application #401-21 an "adequate use" in this watershed protection area?

I can't see how this project would help "to protect and maintain the surface waters of the Wallingford, Meriden and SCRWA Public Water Supply Watersheds to a quality consistent with their use as the primary source of drinking water for Wallingford and area towns", which is the declared purpose of the Watershed Protection District as determined in the Town's Zoning Regulations §4.13

There are other issues like air quality deterioration from the additional traffic, increased dependence of town taxes and area employment on one particular company, and neighborhood concerns like noise and traffic, but my main concern is the water quality.

I respectfully ask that the Commission take the above listed concerns into account when deciding on Application #401-21.

Thank you for your deliberation,



A. Koepfer

401-21NN(2)

Memorandum

To: Town Planners
From: Donald and Lisa Brennan
Address: 35 Wisk-key Wind Rd.
Subject: Save our Neighborhood

RECEIVED

JUN 10 2021

To Town Planners,

WALLINGFORD
PLANNING & ZONING

The Zoning Regulation speaks about appropriateness of location or use. The Regulation also spoke about preservation and character of the neighborhood and peak traffic loads and hazards created by the use.

We have heard this location is a "permitted use". The 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 determine whether any concerns would adversely impact the surrounding neighborhoods. This is a larger site and one of those unique locations in Wallingford. It abuts a rather substantial residential neighborhoods and the cons of this project far outweigh any pros.

We moved to Wallingford and this specific locations because of the neighborhood attributes. We feel the traffic, noise, carbon emission, watershed will be adversely affected.

The cons have been well voiced and no need to relist them. The bottom line is this is an incredibly unique site that has far too many challenges for this type of business to overcome. To me, there is only one right choice for Wallingford and that this is to deny this applicant.

Thank you!
Don and Lisa Brennan

401-2100(2)

Construction Site Contingency Plan for Erosion Control and Emergency Spills

For the:

5 Research Parkway Re-Development

Located at:

5 Research Parkway
Wallingford, Connecticut

Prepared for Submission to:
Town of Wallingford
Land Use Agencies

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PLANNING & ZONING

October 20, 2020

Revised: December 21, 2020

February 24, 2021

March 18, 2021

April 20, 2021

June 11, 2021

Prepared by:

BL Companies

355 Research Parkway

Meriden, Connecticut 06450

Phone: (203) 630-1406 Fax (203) 630-2615

Prepared for:

Montante Construction

2760 Kenmore Avenue

Buffalo, NY 14150

Erosion Control Contingency Plan

Erosion Control Scope

This plan has been prepared at the request of the Town of Wallingford's Environmental Planner and is intended to supplement, not replace, the requirements set forth in the construction documents and CT DEEP General Permit for Discharge of Stormwater and Dewatering Wastewaters from Construction Activities for this site or any other applicable regulations.

Storm Hazard Awareness

- The site Project Safety Manager/Site Construction Manager will designate an observer to monitor real time weather radar and warn the Site Construction Manager and team of approaching storm events. The Site Construction Manager will appoint a person to be in charge of inspecting erosion and sedimentation controls prior to, during and after the storm event. This may be a storm event that is not a major catastrophic event such as a hurricane or tropical storm but an intense short duration rainfall producing several inches of water in a short period of time or a series of several continuous days of rainfalls.
- Prior to, during and after the storm event the below measures are to be taken to ensure that the erosion and sedimentation controls are installed correctly and working properly. Any deficiencies shall be repaired and/or addressed as soon as possible.

Perimeter Barrier Protections

- Ensure perimeter erosion control barriers for proper installation and maintenance. Remove excess soils that have built up along the fence to assure maximum storage areas. Fix any areas that may be damaged.
- Any perimeter barriers damaged during storm events should be repaired immediately.

Sediment Traps

- Clean sediment traps and/or stormwater detention ponds prior to storm events. Make sure all inlets and outlets are clear of sediment and debris.
- If severe weather events are predicted and water surface elevations have not fully receded from prior storm events, the trap(s) may be pumped to the designated dewatering areas. Ensure all temporary sediment traps are drawn down.
- Spillways and the haybale and stone check dams at the inlets and outlets should be inspected prior to storm events and cleaned of accumulated sediment, repaired or fortified as required.
- Flocculants should be readily available and be prepared to be deployed if runoff into the traps appears to be turbid. If necessary, as directed by the Erosion and Sediment Control Inspector and approved by the Wallingford Water Division, Environmental Planner and the Engineer: additional flocculants will be installed at the trap inlets and outlets.

Level Spreaders, Plunge Pools, and Anti-Tracking Aprons

- Level Spreaders, Plunge Pools, and Anti-Tracking Aprons shall be inspected for and measures taken to rectify any issues prior to severe storm event including removal of accumulated sediment and/or debris.
- Additional riprap or stone shall be installed where there is evidence of scouring.

2. Install a temporary inflatable plug insert into the cross-culvert inlet within the smaller pond outlet structure immediately downstream of the slide gate.
 3. Remove existing slide gate and salvage for later re-use upon completion and approval of all site work
 4. Install new lower slide gate
 5. Remove temporary inflatable plug
- o Larger pond:
 1. Install coffer dam around proposed pipe riser work area
 2. Dewater work area
 3. Install pipe riser to elevation 12" beneath dam invert elevation
 4. Utilizing the existing gate valve located adjacent to the existing dam. The gate valve shall be turned slowly and discharge monitored for sediment laden water. Should the turbidity of the discharge not be acceptable, the valve will be closed immediately.
 - o The Contractor shall maintain pump capabilities on-site should the gate valve fail to operate. The Contractor shall provide for review a pumping plan to the Wallingford Environmental Planner prior to commencement of construction.
 - Flocculants should be readily available and be prepared to be deployed if runoff into the ponds appears to be turbid. If necessary, additional flocculants will be installed at the pond inlets. Application rate of flocculants shall be as prescribed by Applied Polymer Systems Inc. or approved equal and as prescribed by the manufacturer but shall not exceed the concentration allowed under NSF 60 for drinking water treatment plant.
 - Turbidity curtains shall be readily available and be prepared to be deployed.
 - The existing draw down valve shall be tested by the Owner prior to commencement of any sitework.
 - The site Contractor shall maintain dewatering pump capability onsite in the event the draw down valve fails, and the pond must be pumped down to the approved level.

Pedestrian Crossing Stop-Log Installation

- Prior to commencement of any site work, Stop-Log brackets shall be installed on the pedestrian bridge concrete abutments as depicted on plan sheets EC-44 and as directed by the Engineer.
- The Stop-Logs shall be staged in close proximity to their application locations.
- Stop logs shall be installed at a prescribed level (number of boards) prior to a severe storm event and/or as directed by the Project Engineer subject to the review and approval by the Wallingford Environmental Planner, Town Engineer and Water Division.
- Upon conclusion of the storm event, the Stop-Logs shall be inspected by the Project Engineer prior to removal. All accumulated sediments are to be removed prior to removal of Stop-Logs by method approved by the Engineer.

Catch Basin Inlet Protection

- Remove silt sack inlet protections at catch basins on Carpenter Lane and Research Parkway prior to severe storm events to prevent flooding in low lying areas along the roadways. Replace immediately after conclusion of the storm event.

Erosion Control Storage Containers, Vehicle, and Equipment Storage Areas

- De-watering pumps and generators are to be available for preparations prior to the storm and repairs after the storm.
- Additional erosion control measures are to be stored on site in the areas designated on the plans and shall be readily available to fix any issues that may arise during and after the storm event. Check erosion control storage containers to make sure they are fully stocked

Emergency Spill Prevention, Response and Clean-up Procedures

These procedures provide guidance for the prevention of spills of hazardous materials, and the notification, clean-up, and reporting of releases should they occur during construction at 5 Research Parkway.

Hazardous Materials Use

All hazardous materials shall be stored high and dry in secure locked construction storage trailers. Prior to construction, the contractor will verify the types of hazardous materials to be used during construction, and the personnel who will be responsible for oversight of the subject materials. The contractor will be obligated to establish secure storage sites and manage all materials. Personnel who will be responsible for hazardous materials used during the construction process include the Site Construction Manager, the Environmental Monitor, and any job-site coordinators designated by the Site Construction Manager. These individuals have the authority to commit the resources needed to prevent spills, and if necessary, conduct the containment and clean-up of spills as a part of the project. These individuals also have the authority to contact the DEEP and the Wallingford Water Division to notify them of any spills.

All hazardous products, shall be transported, stored, and used in compliance with applicable labels, regulations, and permit conditions. No incompatible materials shall be mixed or stored together. There shall be two (2) containers stored on-site at all times during construction. One shall be stored in the northern portions of the site and the other in the southern portion of the site. Compliance with all applicable regulations, including those relating to proper labeling, retention of SDS sheets, compatibility requirements, containers, and housekeeping shall be the responsibility of the contractor. Drums and containers will be clearly labeled and stored with all labels visible. All flammable products will be stored away from heat and/or ignition sources. All transportation of hazardous materials shall occur in compliance with all applicable federal, state, and local regulations and permit conditions.

Equipment and Materials

The contractor shall keep on-hand appropriate equipment, supplies, and materials for containment and clean-up of chemicals, in the event of a spill. There shall be two (2) containers located on site at all times. One container shall be located in the northern portion of the site and the other in the southern portion. Each container shall at minimum contain the following:

- Spill Kits for Construction Equipment.
- Sorbents for containment and quick pickup of spilled liquids.
- Shovels, backhoes, etc. for excavation of contaminated materials.
- Drums, barrels, temporary storage bags for containment and transportation.
- Absorbent pads, oil booms, mats, or equivalent.
- Washable, reusable rags for cleaning up small lubricant leaks onto machinery.
- Sheet plastic.
- The above listed materials and dry powder and any other material for use in oil spill clean-up will be stored at the main contractor's jobsite designated storage trailer. All construction and maintenance personnel will be notified of the location of materials used to contain spills.

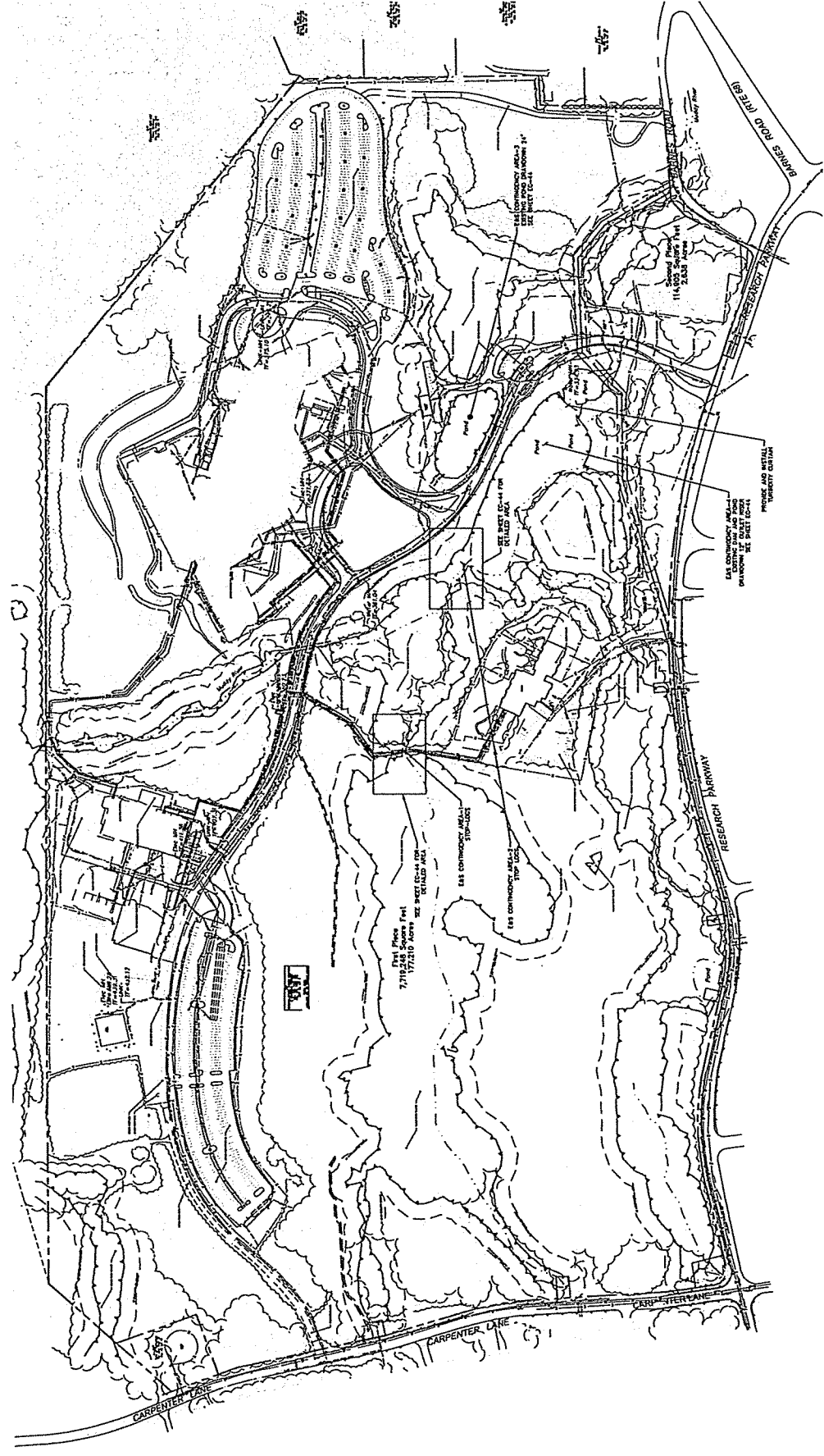
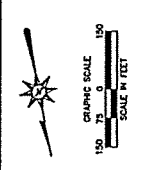
- Dispose of all disposable equipment (e.g., PPE) in drums;
- Document the spill and report to the proper authorities.
- For spills greater than 5 gallons, report to DEEP, Wallingford Water Division and Wallingford Fire Department.
- Provide written documentation of the spill.

An up-to-date list of qualified emergency response contractors with the capability of reaching the project site quickly shall be on site and known to the contractor prior to construction. If a heavy fuel or oil spill occurs, then the contaminated soil will be removed from the worksite and disposed of in an appropriate permitted landfill. Testing may be required to determine the appropriate method for disposal. This shall be performed by a Certified person, and analytical testing shall be completed and documented. Based upon the results of the analytical testing, the material may be taken to either an approved solid waste landfill or an approved hazardous waste treatment and disposal facility. No disposal of materials on-site is permitted.



PROPOSED DEVELOPMENT
 5 RESEARCH PARKWAY
 WALLINGFORD, CONNECTICUT

Project No. 111111
 Date: 12/1/2008
 Project: 111111
 Drawing: 111111
 Scale: 1" = 40'




FOR PERMITTING PURPOSES ONLY
NOT RELEASED FOR CONSTRUCTION

LEGEND

--- (dashed line)	Property Line
--- (dotted line)	Erosion Line
--- (dash-dot line)	Edge of Water
--- (long-dashed line)	Stream Bed
--- (short-dashed line)	Fence
--- (long-dash-short-dash line)	Limit of Influence
--- (solid line)	Zone Line

Subject **5 Research Parkway Proposal**
From joan munger <justjoan48@comcast.net>
To Kevin.pagini@wallingfordct.gov <Kevin.pagini@wallingfordct.gov>
Date 2021-06-10 11:50
Priority Normal

401-21 PPA(2) soundcube 

As the review process for a planned warehouse continues, I am writing to you to restate my concerns about the appropriateness of this huge project, to operate 24/7, bringing an enormous increase in traffic, light, noise, literally within my neighborhood.

Of course a major concern to a population much larger than the surrounding neighborhoods is the potential impact on the drinking water used by a large percent of Wallingford's residents. As we are all well aware from contaminated drinking water in other communities, any damage done to people cannot be undone. Residents have no choice but to depend on their town officials to make decisions to protect them from calamity. These decisions must be made on sound information and facts. Economic impact is important but should not be the top priority.

At a May meeting of the Economic Development Committee, including representation from Planning and Zoning, the topic of Mayor Dickinson's directive to our town engineer to research what is appropriate development in watershed areas was briefly addressed. Per discussion the mayor has asked for an in depth report on what is appropriate, what other communities have done and how projects are designed to assure safety in these critical watershed areas. At that time in May, it was clear that though the information was due to the mayer in March, it was unclear whether any report has been made. What was clear was that none of the people responsible for making critical decisions on development have heard NOTHING from this study. How is it possible to proceed in discussions when the information from this report has not been shared and considered?

Again I would like to state for the record that this warehouse project in no way is appropriate immediately adjacent to residents living in areas zoned by our town as rural. Wallingford can do better than becoming a warehouse town and bowing to large companies who clearly have profit as their main objective.

As an aside, it makes me curious to see so much activity with new poles and cabling on Northrup Road and areas where the Data Centers are being proposed. I trust our funds are not being spent before decisions are made.

Thank you for taking the time to read this and to consider my concerns as you decide the fate of this proposal and the quality of life of the residents you serve.

Joan Munger
15 Valley View Drive
Wallingford, CT
203.631.0322

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JUN 10 2021

WALLINGFORD
PLANNING & ZONING

Subject **Vote NO on 5 Research Pkwy Special Application**

From karen zealor <kzealor@sbcglobal.net>

To <kevin.pagini@wallingfordct.gov>

Date 2021-06-10 13:00

401-21QQ(2)



Kevin,

In preparation for the P & Z Hearing on 6/14, please provide the Commission members with the following concerns I have about the Special Application for 5 Research Parkway.

As a High Hill Road resident, I am subject to limitations of what I can and cannot do because I **border** a watershed area. The Town has placed tight restrictions on resident activity in our neighborhood and surrounding areas in order to avoid the highly unlikely possibility of downstream contamination to the watershed and tributaries, feeding the public water supply. In stark contrast the Town is contemplating allowing a far greater risk of contamination to occur with toxic spills and runoff (fuel, oil, brake, transmission etc.), from the high volume of van and diesel tractor trailer traffic and more than 1260 parking spaces, proposed for this site.

Secondly, I implore you to vote No to Amazon's Special Application and save the rural character of our surrounding neighborhoods. In addition to the threat to our public water supply, private wells and animal habitat, allowing this oversized delivery station hub to be built will negatively impact our home values and quality of life, with the overall increased traffic to Route 68 and Research Pkwy. Furthermore, the neighborhood is already experiencing additional noise and traffic from Amazon tractor trailers and van traveling to the current facility in order to avoid Research Pkwy.

This Application is NOT in the best interest of the hundreds of neighboring families or the Wallingford community as a whole, and therefore I ask you to deny the 5 Research Pkwy Special Application. Thank you.

Karen Zealor
178 High Hill Rd
Wallingford, CT

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JUN 10 2021

WALLINGFORD
PLANNING & ZONING

401-21RR(2)

INTEROFFICE MEMORANDUM

TO: KEVIN PAGINI, TOWN PLANNER
FROM: ERIK KRUEGER, P.E., SENIOR ENGINEER, WATER AND SEWER DIVISIONS *ELK*
SUBJECT: 5 RESEARCH PARKWAY - SPECIAL PERMIT APPLICATION NO. 401-21
DATE: JUNE 11, 2021
CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; A. KAPUSHINSKI, P.E., TOWN ENGINEER;
B. DELUKE, MONTANTE CONSTRUCTION, LLC; J. DEWEY, BL COMPANIES

The staff of the Water and Sewer Divisions has reviewed the revised documents and drawings received by the Town on May 28, 2021 for the subject application and this memo consolidates our comments and requirements.

The Water and Sewer Divisions have previously provided numerous review comments relative to the application. It is requested that all of the previous comments in the following correspondences be included herein by reference as follows:

1. Memo to Erin O'Hare dated November 6, 2020
2. Memo to Erin O'Hare dated February 19, 2021
3. Memo to Erin O'Hare dated March 29, 2021
4. Memo to Erin O'Hare dated April 7, 2021
5. Memo to Thomas Talbot dated April 8, 2021
6. Letter to Jeffrey Dewey dated June 4, 2021

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General Discussion – Project Understanding:

Although the revised plan contains less parking than the plan that was first submitted; the total amount of vehicle parking still seems large for the proposed use. The table on Sheet SP-0 indicates that 189.33 parking spaces are required; however 1,269 spaces are being provided.

The Applicant should explain why so many parking spaces are required for the operations at this location. The reason for the Water Division's concern of the large paved area is that even with storm water treatment systems in place the run-off from parking lots will have a negative effect on water quality downstream of the site.

Requested Conditions of Approval:

The new building will be serviced by municipal water and sanitary sewer as indicated. There are multiple water and sewer utility details and storm water management system items that remain to be resolved and therefore we request that the following items be made conditions of approval to be met by the Applicant prior to the issuance of a building permit:

1. Any of the conditions already requested in the previous correspondences listed above that are relevant to the revised layout and have not yet been satisfactorily addressed.
2. The plan currently indicates that the existing guardhouse will be removed and there is no proposed structure to replace it. In addition the "chemical building" is shown to remain. Please note that water service to the chemical

building is fed through the water service that enters the existing guardhouse. In order to demolish the guardhouse the water service would need to be disconnected and there would be no water service to the chemical building unless a new connection is made.

Also, the demolition plan calls for the sanitary sewer line downstream of the chemical building is to be removed. Is it the Applicant's intent to retain the chemical building on site without water and sewer utilities? Please address.

The demolition and utility plans for the guardhouse and chemical building need to be reviewed with the Wallingford Water and Sewer Divisions and revised to show the appropriate location and method of disconnecting the water and sanitary sewer lines to meet the Applicant's desires and Town's requirements.

3. Please note the Water Division has not had adequate time to complete an exhaustive review of all the information related to the stormwater management systems submitted with the revised plans. The stormwater treatment systems shown shall be reviewed by the Water Division and all required revisions shall be made a part of the final plans prior to the start of construction activity at the site.

Thus far, the following items have been identified below regarding the proposed stormwater management systems:

- a. The total tributary area given for Hydrodynamic Separator (HDS) 2A in the Sand Filter Design Summary Report does not match the total tributary area given in the stormwater calculations provided in the Stormwater Management Report Appendix. Please revise as necessary.
- b. The peak flows for the 25-year and 100-year storm events for HDS 2A, 3BC, 4B-1 and 4B-2 shown in Attachment 2 in the Sand Filter Design Summary Report do not match the calculated values provided in the Stormwater Management Report Appendix. Please revise as necessary.
- c. The elevations of the maximum water surface elevation in sand filter basins SF-2A, 3ABC and 3D during the 100-year storm event shown in the Sand Filter Design Summary Report do not match the maximum water surface elevations provided in the stormwater calculations shown in the Stormwater Management Report Appendix. Please revise as necessary.
- d. The invert elevations for HDS 4A-1, 4B-1, 4B-2 and 5A shown in Attachment 2 in the Sand Filter Design Summary Report do not match the values shown on the drawings. Please revise as necessary.
- e. The inside top elevation for HDS 3D shown in Attachment 2 in the Sand Filter Design Summary Report does not appear to be correct.
- f. The top of frame elevations of HDS 3A, 3D, 4A-1, 4B-2, and 5A shown on the drawings are too low and need to be revised.

Subject **2 Northrop Rd #402-21**
From Dennis Ceneviva <Dennis@cenevivalaw.com>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Cc Kacie Hand <kacie.costello@wallingfordct.gov>, John Orsini <jorsini@executiveag.com>, Jim Cassidy <jcassidy@hpcengr.com>
Date 2021-06-10 11:25

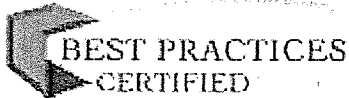
402-21A roundcube 

Kevin,

Please allow this email to serve as written confirmation that my client, 1070 North Farms Road, LLC, requests, and consent to, a continuation of its Public Hearing scheduled by the Planning & Zoning Commission for its June 14, 2021 meeting to the July 12, 2021 meeting. Thank you.

Dennis
Dennis A. Ceneviva, Esq.
Ceneviva Law Firm, LLC
721 Broad Street
Meriden, CT 06450
203-237-8808
FAX 203-237-4240

WIRE FRAUD ALERT- Please contact Debbie Mischler or Attorney Ariana F. Ceneviva for specific wiring instructions BEFORE wiring funds. If you ever receive an email appearing to be from our firm stating that our wire instructions have changed or requesting a wire transfer, please contact us immediately at 203-237-8808 as you may have fallen victim of a scam. Law Firms, Realtors and other professionals are being targeted by sophisticated hackers in an attempt to steal funds by initiating fraudulent wire transfers.



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JUN 10 2021
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PLANNING & ZONING

901-21A

Proposed Winery Food Trucks Regulations

4-13-21

1. Add to existing Section 4.2.E.3.i.V.

except for Section 4.2.E.3.i.IX (below).

2. New Section 4.2.E.3.i.IX:

IX. Mobile Food Vendor subject to the approval of a Zoning Permit, limited to a single vehicle at any one time and with the following additional conditions:

- a. Limited to Thursday through Sunday operation/location on the site.
- b. Must be located on private property, and provide written permission from the owner of said property.
- c. Must be located within permitted parking area, not within any required landscaped areas.
- d. If vendor occupies parking spaces, those spaces must be in excess of the other current uses on the site. Should such use(s) on the site change so as to require said spaces so as to comply with parking requirements, the mobile food vendor shall no longer be permitted occupy said spaces.
- e. Must also have available two (2) parking spaces in addition to those required for the other current uses on the site. Should such use(s) on the site change so as to require said spaces so as to comply with parking requirements, the mobile food vendor shall no longer be permitted to utilize said spaces.
- f. Must be mounted on wheels or other method of moveable design, and must be readily moveable. If the operation is not immediately mobile, it shall be considered a "building" and be required to comply with applicable regulations for buildings.
- g. Must be self-contained; connections to external utilities shall not be permitted.
- h. Shall not have any signage beyond that which is affixed to the food service unit; temporary signage per Section 6.9.C shall not be permitted for a mobile food vendor.
- i. No storage or location of any materials, seating, or other items associated with the mobile food vendor shall be permitted to be kept or located outside of the food service unit.
- j. Shall obtain any necessary approvals under Health Code, Ordinance, or any other state or local requirements.



Town of Wallingford, Connecticut 901-21B

TOWN OF WALLINGFORD

Town Hall, 45 South Main Street, Wallingford, CT 06492

TO: Eugene Livshits - South Central Regional Council of Governments
 J.H. Torrance Downes - Lower Connecticut River Valley Council of Governments
 Keith Rosenfeld - Naugatuck Valley Council of Governments

FROM: Thomas Talbot, Acting Planner

Pursuant to the provisions of Section 8-3b of the General Statutes of Connecticut, as amended, the following proposed application is referred to the Regional Agency to review and report on:

- Proposed subdivision located within 500 feet of another South Central Municipality
- Adoption or Amendment of ZONING REGULATIONS affecting the use of a zoning located within 500 feet of a Naugatuck Valley COG municipality (see attached proposed amendment applications excluding Section 4.9 (IX) and 4.10 (1-5))

The change was originally requested:

- by municipal agency (PZC)
- by petition

Public hearing has been scheduled for : 6-14-21

- Legal Notice
- Map of proposed subdivision
- Supporting statements, site map
- Text of proposed amendment

Other: See current Zoning Regulations and Zoning Map on Town Web Site under Planning and Zoning Department.
www.wallingford.ct.us

(Authorizing Signature)

Thomas Talbot, Acting Planner

Wallingford Town Hall
45 South Main Street
Wallingford, CT
Phone: (203) 294-2090 Fax: (203) 294-2095



Town of Wallingford, Connecticut

901-21C

TOWN OF WALLINGFORD

Town Hall, 45 South Main Street, Wallingford, CT 06492

TO: Eugene Livshits - South Central Regional Council of Governments
 J.H. Torrance Downes - Lower Connecticut River Valley Council of Governments
 Keith Rosenfeld - Naugatuck Valley Council of Governments

FROM: Thomas Talbot, Acting Planner

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by municipal agency (PZC)
 by petition

Public hearing has been scheduled for : 6-14-21

Legal Notice
 Map of proposed subdivision

Supporting statements, site map
 Text of proposed amendment

Other: See current Zoning Regulations and Zoning Map on Town Web Site under Planning and Zoning Department.

www.wallingford.ct.us

(Authorizing Signature)

Thomas Talbot, Acting Planner

Wallingford Town Hall
45 South Main Street
Wallingford, CT
Phone: (203) 294-2090 Fax: (203) 294-2095

901-21D

SOUTH CENTRAL CONNECTICUT
Regional Planning Commission

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MAY 24 2021

WALLINGFORD
PLANNING & ZONING

**RPC
Representatives**

Bethany:
Bob Harrison
(Executive Committee)

Branford:
Charles Andres
(Vice-chairman)

East Haven:
Vacant

Guilford:
Matthew Yorzinski

Hamden:
Ted Stevens

Madison:
Joel Miller

Meriden:
Kevin Curry
(Secretary)

Milford:
Robert Satti

New Haven:
Elias Estabrook
(Executive Committee)

North Branford:
Tricia Mase
(Executive Committee)

North Haven:
Theresa Ranciato-
Viele

Orange:
Vacant

Wallingford:
Jeffrey Kohan
(Chairman)

West Haven:
Kathleen Hendricks

Woodbridge:
Andrew Skolnick
(Executive Committee)

May 17, 2021

Tom Talbot
45 South Main Street
Wallingford, CT 06492

Re: Town of Wallingford: Proposed Zoning Regulation Amendments pertaining to Winery Food Truck Regulations

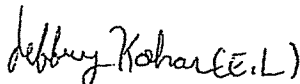
Dear Mr. Talbot:

Thank you for sharing the proposed Zoning Regulation amendments. The Regional Planning Commission (RPC) reviewed the proposal at its meeting on Thursday, May 13, 2021.

By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.

Please contact us if you have any questions. Again, we appreciate your referring this matter to us.

Sincerely,



Jeffrey Kohan
Chairman, Regional Planning Commission



Town of Wallingford, Connecticut

901-21E

TOWN OF WALLINGFORD

Town Hall, 45 South Main Street, Wallingford, CT 06492

TO: Eugene Livshits - South Central Regional Council of Governments
 J.H. Torrance Downes - Lower Connecticut River Valley Council of Governments
 Keith Rosenfeld - Naugatuck Valley Council of Governments

FROM: Thomas Talbot, Acting Planner

Pursuant to the provisions of Section 8-3b of the General Statutes of Connecticut, as amended, the following proposed application is referred to the Regional Agency to review and report on:

Proposed subdivision located within 500 feet of another South Central Municipality

Adoption or Amendment of ZONING REGULATIONS affecting the use of a zoning located within 500 feet of a Lower CT River Valley COG municipality (see attached proposed amendment applications excluding Section 4.9 (IX) and 4.10 (1-5))

The change was originally requested:

by municipal agency (PZC)
 by petition

Public hearing has been scheduled for : 6-14-21

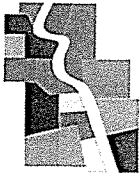
Legal Notice
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 Supporting statements, site map
 Text of proposed amendment

Other: See current Zoning Regulations and Zoning Map on Town Web Site under Planning and Zoning Department.
www.wallingford.ct.us

Thomas Talbot, Acting Planner

(Authorizing Signature)

Wallingford Town Hall
45 South Main Street
Wallingford, CT
Phone: (203) 294-2090 Fax: (203) 294-2095



Lower Connecticut River Valley Council of Governments

145 Dennison Road Essex, CT 06426 | +1 860 581 8554 | www.rivercog.org
Regional Planning Committee

May 27, 2021

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MAY 27 2021

WALLINGFORD
PLANNING & ZONING

Mr. Jim Seichter, Chairman
Wallingford Planning & Zoning Commission
45 South Main Street
Wallingford, CT 06492

SUBJECT: Proposed Regulations regarding Mobile Food Vendors
Petitioner: Wallingford Planning & Zoning Commission

Dear Mr. Seichter:

Pursuant to Section 8-3b of the Connecticut General Statutes, the Wallingford Planning & Zoning Commission has referred a regulation proposal to the RiverCOG Regional Planning Committee for review for intermunicipal impacts. The regulation proposes to allow Mobile Food Vendors under certain circumstances. This review is being conducted on behalf of the RiverCOG Towns of Durham and Middlefield. These comments are provided for the consideration of the Planning & Zoning Commission at its public hearing which has been scheduled to commence on Monday, June 14, 2021.

Findings

Following review by staff of the RiverCOG RPC, it is found that adoption of this regulation will not create any significant adverse intermunicipal impacts to nearby properties in the RiverCOG towns of Middlefield or Durham.

Thank you for the opportunity to provide this report for intermunicipal impacts. If there are any questions, please don't hesitate to contact us at (860) 581-8554.

For the Committee,

J. H. Torrance Downes
Deputy Director, LCRVCOG

Copies to:

Robin Newtown, Town Planner, Towns of Durham and Middlefield

RiverCOG

901-216

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MAY 17 2021

WALLINGFORD
PLANNING & ZONING

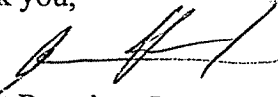
May 14, 2021

Mr. Kevin Pagini
Wallingford Town Hall
Planning & Zoning Department
45 South Main Street
Wallingford, Connecticut 06492

Dear Mr. Pagini:

I wish to submit the enclosed comments about the proposed Mobile Food Vendors at Wineries to the Wallingford Planning & Zoning Commission.

Thank you,



Albert Ruggiero Jr



901-214

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MAY 17 2021

WALLINGFORD
PLANNING & ZONING

May 14, 2021

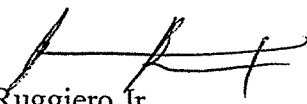
My name is Albert Ruggiero Jr, President and principal owner of Paradise Hills Vineyard and Winery. I would like to thank the Planning and Zoning Commission in reviewing and proposing changes to the Wallingford's winery regulations.

At Paradise Hills we support the proposed Winery Food Trucks Regulations, as currently written; but would like to suggest one revision described below.

Both Paradise Hills and Gouveia Vineyards feel this regulation should be extended to the full week. Both wineries are open seven days a week, and we are unsure why this regulation was written to only cover Thursday through Sunday. In fact, if this proposal is written to be a help for our wineries, Monday through Wednesday are typically the slowest days for our businesses. At the very least, all Federal holidays should be included in addition to Thursdays through Sundays. Although I strongly urge the Commission to include every day of the week.

I also would like to make it clear to the Commission, wineries typically receive no monetary compensation or profit sharing from food trucks. The biggest beneficiary with the proposal will be the public, our customers, improving and enhancing their winery experience. Most wineries throughout Connecticut offer food trucks or some form of food service. Customers have come to expect some food offerings when visiting wineries, especially out of State visitors. A food truck would permit us to offer an enhanced warm fare.

Respectfully submitted testimony,


Albert Ruggiero Jr

405.21A

**PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT**

APPLICATION: #405-21

DATE OF SUBMISSION: May 24, 2021

DATE OF RECEIPT: June 14, 2021

SCHEDULED MEETING: June 14, 2021

RECEIVED

MAY 28 2021

WALLINGFOORD
PLANNING & ZONING

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (Montessori classrooms)/Melissa McClain/143 Church Street

LOCATION: 143Church Street

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

INLAND WETLANDS

OTHER

FIRE

WATER & SEWER

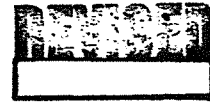
DEPARTMENT COMMENTS: No renovation proposed

No comment

SIGNED BY: [Signature] Senior Engineer W&S
(Title)

DATE: May 27, 2021

405-21B



**PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT**

APPLICATION: #405-21

DATE OF SUBMISSION: May 24, 2021

DATE OF RECEIPT: June 14, 2021

SCHEDULED MEETING: June 14, 2021

RECEIVED

JUN - 8 2021

WALLINGFORD
PLANNING & ZONING

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (Montessori classrooms)/Melissa McClain/143 Church Street

LOCATION: 143 Church Street

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

INLAND WETLANDS

OTHER

FIRE

WATER & SEWER

DEPARTMENT COMMENTS: FMO OK for SITE, WILL
REQUIRE FIT OUT PLAN TO INCLUDE FENCE

SIGNED BY

(Title)

DATE:

RECEIVED
JUN 07 2021

BY:



Town of Wallingford, Connecticut

405-21C
JAMES SEICHTER
CHAIRMAN PLANNING & ZONING COMMISSION

KEVIN J. PAGINI
TOWN PLANNER

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

May 27, 2021

Melissa McClain
42 Woodhouse Ave.
Wallingford, CT 06492

RE: Special Permit Application #405-21
Private Elementary School, 143 Church Street

Dear Ms. McClain:

This office has the following preliminary comments regarding your application and associated plans:

1. The application does not include a site plan (to scale). Plan should show structure on the lot, student drop off and pick up.
2. Floor plan needs to be drawn to scale.
3. Area described as play area in the narrative is rather small, unfenced and directly adjacent to the driveway to the Town parking lot. Required site plan (see above) should show details of this proposed play area.
4. Proposed sign that apparently is to be located on the west side of the building must comply with all portions of Section 6.9.D.4 of the Wallingford Zoning Regulations. Essentially, this means that the school is entitled to 1 square foot of signage per each linear foot of building frontage that the school occupies along Church Street.

Should you wish to discuss these comments or the application further, please call the Planning Office at 203-294-2090.

Regards,

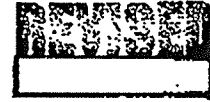
Thomas Talbot
Planner

Please note: Any responses/correspondence, additional documents and/or revised plans must be received by the Planning & Zoning Department by the close of business on **Wednesday, June 9, 2021** in order to be provided to the Planning & Zoning Commission prior to the Monday, June 14, 2021 meeting. If additional information, responses or documents are necessary to address staff comments and have not been submitted by the cutoff date, Commission policy is that the application will not be considered/discussed at the upcoming meeting since the necessary information has not been provided.

Enc/SS

405-21D

Fax to: Kevin Pagini
2095



PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

APPLICATION: #405-21
DATE OF SUBMISSION: May 24, 2021
DATE OF RECEIPT: June 14, 2021
SCHEDULED MEETING: June 14, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (Montessori classrooms)/Melissa McClain/143 Church Street

LOCATION: 143 Church Street

REFERRED TO:

- ELECTRIC
- HEALTH
- BUILDING
- ENGINEERING
- INLAND WETLANDS
- OTHER
- FIRE
- WATER & SEWER

DEPARTMENT COMMENTS: No comment

SIGNED BY: [Signature] / Senior Eng Water & Sewer
DATE: June 11, 2021
(Title)