

MINUTES OF THE CHESHIRE PLANNING AND ZONING COMMISSION PUBLIC HEARING HELD ON WEDNESDAY, SEPTEMBER 12, 2018, AT 7:30 P.M. IN COUNCIL CHAMBERS, TOWN HALL, 84 SOUTH MAIN STREET, CHESHIRE CT 06410

Present

Earl J. Kurtz, Chairman; Gil Linder, Secretary.

Members: Matthew Bowman, S. Woody Dawson, John Kardaras, Jeff Natale, Louis Todisco.

Alternates: Robert Anderson, Robert Brucato, Donald Walsh

Absent: Sean Strollo

Staff: William Voelker, Town Planner; Vincent Masciana, COO, Dept of Education; George Noewatne, PW Director.

Guest: James McKenney, Public Building Commission Member

I. CALL TO ORDER

Chairman Kurtz called the public hearing to order at 7:31 p.m.

Chairman Kurtz read the emergency public service notice.

II. ROLL CALL

The Clerk called the roll.

III. DETERMINATION OF QUORUM

Following roll call a quorum was determined to be present.

IV. PLEDGE OF ALLEGIANCE

They group Pledged Allegiance to the Flag.

Mr. Linder read the call of public hearing for the applications.

Commissioner Todisco recused himself from application #1.

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| 1. Special Permit Application | PH 7/30/18 |
| <u>Vincent J.Masciana</u> | PH 9/12/18 |
| 525 South Main Street | |
| To build a 3,000 S.F. athletic storage building | |
| At Cheshire High School | |

Mr. Masciana, Chief Operating Officer, Dept. of Education, stated this storage building is 3,000 sq. ft. and will replace the multiple storage containers on the high school site. At the last public hearing, the Commissioners has questions specific to drainage and issues.

Chris Hulk, P.E. Milone and MacBroom, displayed an aerial map of the Cheshire High School site, and pointed out the areas where storage containers are now located.

There is a swale on the back side of the building between the maintenance building and the proposed location. The swale runs north through the site; the size of the swale is being increased to accommodate more volume for increased runoff; the water now flows through the existing storm pipe to the widened area on the site. This accommodates for more volume to be helped with the upstream or downstream increase.

Mr. Voelker read comments from the Cheshire Fire Department dated 9/7/18 and Town Engineer dated 8/27/18 into the record.

Mr. Hulk stated the applicant has no problems with these comments as conditions of approval and plans will be revised accordingly.

The layout pipe has been inspected; it is running clear; there are no problems.

Mr. Bowman asked whether the pipe was followed all the way down, and the connection down the field to the pumping station.

Mr. Hulk said the pipe runs down to the storage area.

It was stated by Mr. Bowman that the swale was for some of the drainage from Patton Drive. He asked if we are still getting this drainage or is the pipe in a different direction.

According to Mr. Hulk, the applicant is unaware of any changes to Patton Drive, and there will not be impact to anything currently existing.

Mr. Bowman asked about drainage from the driveway and the north part of the high school.

Mr. Hulk said portions of the high school do drain into the swale, and he is unsure there is drainage to Patton Drive.

PW Director Noewatne informed the Commission that nothing different has been done on Patton Drive...everything is status quo. There is overland flow from the south wing of Patton to the swale.

With regard to the drainage issues on Patton Drive, Mr. Linder asked why they are being considered with this application.

This swale starts at Patton Drive and works its way into the high school property and Mr. Bowman has seen the swale completely fill up. With a 3,000 sq. ft. building and more impervious surface, there will be an effect on the swale. At one time drainage from Patton came onto the high school property.

Mr. Noewatne said that is correct. Drainage comes off Patton into the high school property, and it has been this way for a long time.

Stating he does not expect any impact on the system, Mr. Hulk said the increase in flow will have an increase in the swale.

Without this project, the problem is still there and Mr. Dawson asked if the project will add to the water problems.

Mr. Hulk does not believe there will be addition to any existing conditions or issues. There is no need for additional improvements other than those shown on the site plan.

In response to a question from Mr. Bowman about calculations taking into account flow from Patton Drive, Mr. Hulk said the flow from Patton will not change with this application. The swale is existing; nothing will change in the way it operates; and calculations have not been done for Patton. If there are issues with the current drainage system they will be taken up with Town staff and brought to light by neighbors.

With drainage going to the west area of the property, Mr. Walsh asked if there would be an adverse affect on the storage building.

There are no reported issues of water from Patton affecting the high school now, and Mr. Hulk said the site operates adequately. The existing drainage patterns will be maintained and accommodate additional volume.

On the topographical map, Mr. Noewatne pointed out the 15 foot grade from the swale to the neighboring pipe and home on Patton Drive.

PUBLIC COMMENTS AND QUESTIONS

Robert Gomes, 300 Patton Drive, stated he is a professional engineer. He reported he walked the site to address the concerns, and does not think the drainage from Patton is an issue with this project. There is a swale which helps water now. The proposed location is the ideal one for this storage building. As an engineer he stated this is a good site and he has no objections to the project.

The public hearing was closed at 7:55 p.m.

2. **Special Permit Application**
551 W.J. LLC
551 West Johnson Avenue
Sales, Repair & Maintenance of Truck Trailers
Related parking, Sanitary Sewer Connection
And Storm Water Management Facilities

PH 9/12/18
MAD 11/16/18

Mr. Voelker read comments from the Cheshire Police Department dated 9/6/18, Cheshire Fire Department dated 9/7/18 and Town Engineering Department dated 8/7/18.

Attorney Anthony Fazzino represented the applicant for the special permit application under Section 30 (A), para. #43, Motor Vehicle Dealers with Repairs License. This use is permitted in an I-2 Zone, and the subject property is in the I-2 Zone. Mr. Fazzino informed the Commission that the Inland Wetlands Watercourses Commission (IWW) determined that an application for a wetlands permit is not necessary. There have been two meetings with Town staff on the issues related to this application, and they are addressed in the existing plans before the Commission.

Ted Hart, P.E. Milone and MacBroom, LLC, displayed the site plan for 551 West Johnson Avenue. Mr. Hart explained the company repairs refrigerated units on tractor trailer trucks. The company services large warehouses in the area...Bozzuto's, Whole Foods, Napoli's...and the site is a perfect location for this repair service.

The subject property is 33 acres in area with 187 feet of frontage on West Johnson Avenue. The project will include a 20,200 sq. ft. building, with 97 parking spaces for trailers, and 49 parking spaces for cars. There will be 10 large overhead doors for trailers to be pulled in, and each bay is large enough for two trailers.

There will be no parking permitted along the long driveway; there will be signage to this effect; the land use was agricultural but this no longer the use; utilities (gas, electric, public water) are on West Johnson Avenue; sewer is located to the rear of the property; there is a large sewer main running along the Ten Mile River (pointed out on the site plan). Water flows off the driveway into the swale into the detention basin into the outlay detention area. Parking area water will flow across the pavement; there is a 4 foot wide grade/strip along the edge of the pavement into the grass into the basin. There is "0" increase in runoff with the drainage system.

Some lighting will be provided with new lights at the front entrance and illuminating the intersection.

DEEP – There are turtles in the area. The plan is sweep prior to construction looking for turtles, and if found, they will be placed on the other side of the silt fence away from the construction area.

On the plans, Mr. Hart pointed out the flood plain line. There is some parking in the flood plan; the net fill is reduced by 1,800 cu. yds. The building is located outside the flood plan. The first floor is built at 139 feet which is 3 feet higher than the flood plain.

All staff comments have been received; the applicant takes no exception to any of them; and they can be added as a condition of approval.

In response to a question about the bays, Mr. Hart restated there are 10 bays. Most of the work will be inside the bays, which are climate controlled. The company also has service trucks with technicians that visit off site warehouses for minor maintenance.

With regard to idling trucks with refrigeration noise, Mr. Hart noted that, generally, the trucks will be shut down. The parking spaces are for the trailers, which are moved around the yard with dedicated tractors. Trailers will not be sitting in the storage area or idle, but they may be tested to determine if they are working. Noise from idling refrigerated trucks should not be a concern. Most of the trailers are empty or refrigeration units are down for repair. There could be some emergency situations, and usually the technician would go to the warehouse site for service. All maintenance and testing is done inside, not outside.

Mr. Linder asked about what is shown on the property, and the property extending to the left/north.

On the overall site plan, Mr. Hart pointed out the access to West Johnson Avenue. The property extends to the south and across the flood plain to the Ten Mile River.

A question was asked by Mr. Linder about buildable land to the west.

Mr. Hart said there is no buildable land, and pointed out the flood plain and large areas of wet lands, the gas main and sewer main.

Mr. Natale asked for more information on the lighting.

There will be all LED lights, and Mr. Hart said this is down lighting. The high intensity is 6 foot candles, and security lighting.

Dave Sullivan, P.E. Traffic Engineer, Milone and MacBroom addressed the traffic study, evaluation on the traffic characteristics, impact of traffic on the operations.

Traffic Volume – There are 10 to 20 trucks on a typical day coming and going at the site; there will be 40 employees, 10 of them will be on the road; the others will be arriving and departing during peak hours of 7 a.m. to 6 p.m. The traffic count on West Johnson Avenue is not high during peak hours; it is about 200 to 250 cars and this will not impact traffic or anyone in the vicinity of the site.

Accidents – In the most recent three-year period there has been only one (1) accident in the area; there is a driveway across the street with some activity; there is a hump in the road; there are no hazard or safety concerns.

Going out of the driveway to the left the hump is an obstruction to the sight lines. The sight lines do meet zoning requirements of minimum criteria (CONDOT regulations).

Some of the criteria to be met cannot be met; there could be the driveway at a different location along the frontage; or combining of driveways with neighbors.

The traffic study came up with three alternatives to mitigate the sight line conditions.

#1 – Passive signage with installation of two static “Trucks Entering” (700 feet ahead) and “Hill Blocks View” signs.

#2 – Semi-passive signage which includes “Trucks Entering” sign supplemented with a radar speed compliance sign installation.

#3 – Active sign that includes the static “Trucks Entering” with an actuated “Vehicles Entering-When Flashing”; it would only be activated when a vehicle approaches West Johnson Avenue to exit this site or the site across the street.

After meeting with CPD and CFD and Town staff it was determined to go with option #2 with speed radar signs and advanced warning.

On the plans, Mr. Sullivan pointed out the new driveway, location of the advance sign (700 feet before sign) which will be permanently installed on a steel pole with solar power. The owner would be responsible for the maintenance and ownership of the sign and installation. To insure sight lines are maximum along the site frontage between the property line and curb line, there will be trimming of vegetation and trees to limit obstruction of the sight lines. The applicant worked with the CPD on many issues.

Mr. Natale talked about 195 feet for a passenger car to make a left turn, and asked how a tractor trailer would make this turn...very slowly...with cars flying up and down in this area. He has concerns about this.

The Commission was told by Mr. Voelker that Deputy Chief Pichnarcik had concerns, and he visited the site and experienced the traffic flow.

Mr. Sullivan said 175 feet and 195 feet are the old minimum requirements, and under new requirements there is no minimum, but there are guidelines to be achieved. He stated trucks have different sight line requirements and being up higher there is a better ability to see. Stopping sight distances were looked at...25 to 100 feet. CPD rechecked alternative access points, and preferred option #2 for the site.

With trees and shrubs to be removed, Mr. Natale questioned having flashing pole within the sight lines. He noted there is a telephone pole at the site entrance. He has concerns about signage, speed, people ignoring the signs and still going.

Mr. Sullivan advised the pole is where the radar sign will be located. He said signs are usually effective when first installed, and over time this effectiveness wanes when people get used to the driveway being there.

Attorney Fazzone said the Town WPCA granted a feasibility approval to the application.

Regarding the repairs to the refrigeration in the trucks, Mr. Natale asked about environmental impacts.

There should be no environmental impacts. If the application is approved, Attorney Fazzone outlined the process for the motor vehicle repair business license. A MVD permit is required; this ties into the DEEP plan which must be approved for recirculation of disposal of the products; and the applicant must meet all of the requirements before approvals are granted.

The public hearing closed at 8:30 p.m.


VI. ADJOURNMENT

MOTION by Mr. Dawson; seconded by Mr. Natale.

MOVED to adjourn the public hearing at 8:31 p.m.

VOTE The motion passed unanimously by those present.

Attest:


Marilyn W. Milton, Clerk