

**MINUTES OF THE CHESHIRE PLANNING AND ZONING COMMISSION
PUBLIC HEARING HELD ON MONDAY, JUNE 11, 2012 AT 7:30 P.M. IN
COUNCIL CHAMBERS, TOWN HALL, 84 SOUTH MAIN STREET, CHESHIRE
CT 06410**

Present

Earl Kurtz, Chairman; Sean Strollo, Vice Chairman; Tali Maidelis, Secretary;
Lelah Campo, Martin Cobern, S. Woody Dawson, Gil Linder

Alternates: Edward Gaudio

Absent: Louis Todisco, John Kardaras, and Alternates Bulger and Marinaro.

Staff: William Voelker, Town Planner

I. CALL TO ORDER

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

Mr. Kurtz read the fire safety announcement.

II. ROLL CALL

Mr. Maidelis called the roll.

III. DETERMINATION OF QUORUM

Following roll call a quorum was determined to be present.

IV. PLEDGE OF ALLEGIANCE

The group Pledged Allegiance to the Flag.

V. BUSINESS

Town Planner Voelker read the call of public hearing.

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| 1. Resubdivision Application | PH 5/14/2012 |
| <u>Diversified Cook Hill LLC</u> | PH 5/29/2012 |
| Plank Road | PH 6/11/12 |
| 14 Lots | |

Ryan McEvoy, P.E. Milone and MacBroom Inc. represented the applicant. Mr. McEvoy stated that at the last public hearing the application was discussed and continued pending further staff review of the plans. The Fire Department has reviewed the plans with regard to the sight lines and is satisfied with some removal of trees, and the right of way will be satisfactory. The Fire Department has requested that all driveways over 200 feet long be widened so there is 15 foot paved section and no more than 10% in grade. As a result, five driveways were revised to accommodate this requirement. The proposed cistern was reviewed and the Fire Department is satisfied with this cistern. The department would prefer sprinklers but there is no direct requirement for their installation.

Mr. Voelker informed the Commission he spoke with Fire Marshal Koslowski and read his memo of May 23, 2012 into the record. He said the Fire Department and applicant are trying to find a way to accommodate the sprinkler systems in the development.

Mr. McEvoy stated that all of the Engineering Department comments have been addressed as they relate to the plan design.

Mr. Voelker read the Engineering Department memo dated June 8, 2012 into the record.

Chesprocott Health District has approved the application with some additional testing for the reserve areas. Mr. Voelker advised that the lengthy 6/4/12 letter from Chesprocott was in the Commission packets, and noted that every lot has soil suitable for septic systems.

Mr. McEvoy stated that the builder is responsible for any damage to wells as a result of blasting.

There were no further comments or questions. The public hearing was closed.

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| 2. Special Permit Application | PH 6/11/12 |
| <u>1123 Highland Avenue</u> | PH 5/29/12 |
| 1123 Highland Avenue | MAD 8/15/12 |
| Removal of existing grass island | |
| For 3 vacuum parking stalls | |

Mr. Voelker said that this application was left open because the Commission wanted to see plans with lines drawn in the front and more details. These plans have been received and Commissioners have copies.

Ryan McEvoy, P.E. Milone and MacBroom Inc. represented the applicant. Mr. McEvoy pointed out the three stalls for the detailing business, which will have a white stripe around the entire area. Some of the island landscaping will be relocated at the flag poles along Highland Avenue. There are no other changes to the plans since the last public hearing.

With regard to the line painting, Mr. Linder said he visited the site, and noted there are no lines drawn controlling traffic off Route 10 or as cars come out of the car wash, gas station and restaurant as they approach the traffic light. He questioned if any lines are to be painted, a stop line, entrance/exit arrows.

At this time there is no proposed painting for pavement markings and Mr. McEvoy said if this were done it would require State DOT approval. The painting improvements are for the proposed three stalls at the car wash. There are no improvements planned in the area of the intersection itself.

On the plans, Mr. Linder pointed out where he thinks lines should be painted.

Stating he was not sure about DOT approval, Mr. Voelker said the applicant can restore the original lines in front of the property. He noted that the Commission has concerns about general safety in front of the building. He is certain there is a DOT permit for this property, and restoring the original lines is a reasonable request of the Commission.

Mr. Dawson stated that the Commission makes decisions on safety, and he supports painting lines on the property.

Mr. Voelker advised that there will be no elimination of parking spaces with the three stalls, and landscaping will be relocated to the flag pole area.

There were no further comments or questions. The public hearing was closed.

3, Special Permit Application
Dalton Enterprises Inc.
71 Willow Street
47,250 S.F. Warehouse Facility

PH 6/11/12
MAD 8/15/12

Mr. Voelker stated that this public hearing will remain open pending staff comments.

David Carson, OCC Group, represented the applicant, and Will McPhee from Dalton Enterprises was present to address operational questions.

Dalton Enterprises is a 5.39 acres site at 71 Willow Street, and presently utilizes outdoor storage areas for its finished product from the main building., The existing storage yard is 3.26 acres made up of compacted crushed stone and pavement on three sides of the perimeter. The applicant plans to build a 47,250 s.f. storage area in the center of the existing storage yard for inside storage of products. The building will be in the center of the yard; there will be perimeter paved access around the entire building; and the existing buffer on the east and west will remain untouched.

The applicant has secured IWW approval, and the plan has been reviewed by the Beautification Committee. As part of the IWW approval the Engineering Department reviewed the storm water management plan and it has been approved.

Comments from the Fire Department dated 6/11/12 have been received, and the applicant will be addressing these comments.

With regard to access and circulation and volume of materials on site, Mr. Carson said there is not change between what now exists. It is simply a matter of taking the gravel outside storage area in the center of the paved perimeter and building an inside facility.

The proposed building will be a steel frame structure with metal siding, low profile metal roof, and a band of glass for exterior lighting just below the roof line.

Mr. Cobern asked about replacing the large area of impervious surface with pervious surface and the storm water management plan.

In response, Mr. Carson said explained that Dalton uses 60,000 gallons of water per month in the processing facility. The design proposed would equate to an above ground detention area. In the existing facility the operation uses tanks to store the water. What will be done in the new building is collection of roof drainage, storing it in inside tanks for utilization in the processing facility. The net result is a decrease in storm water runoff, decreasing the peak in all storm water events to a 100 year storm event. In the review with the Engineering Department it was recognized that under normal operational conditions the plant is shut down in December and January. The system has been over designed to accommodate the snow load from these two months with zero water usage. There is no increase in water runoff from the extra asphalted surface, and there is actually a decrease in runoff. The tanks in the factory are internal and could hold water from a 100 year (or double) storm.

According to Mr. Voelker the Engineering Department is looking at this application with close scrutiny and sees no problems so far. There is a swale along the water course to handle anything making its way there, and Engineering and IWW are happy with the application.

Mr. Cobern asked about use of the enclosed storage area and trucks pulling into the building to load and unload.

The building will be constructed in three phases, and Mr. Carson said when it is completed there will be a total loading dock at the far end. Until such time the existing free standing loading dock will continue to be utilized. Mr. Carson stated that finished products come out of the main plan, are stored in the yard and when the building is completed, product will come into this building. Depending on the phasing of the project there may be temporary loading facilities at the end of each bay. The outside storage will continue to be used with produce moved by a fork lift.

It was noted by Mr. Cobern that over the years there have been complaints from neighbors about noise and truck horns, etc. coming from this site. He asked if adding the enclosures will reduce this noise.

The noise will be somewhat reduced due to some of the activity being inside the building and Mr. Carson said once the building is completed the constant running back and forth of fork lifts will be eliminated. The tractor trailer trucks will still be coming in to be loaded up.

Mr. Dawson visited the site and said he was impressed by the number of employees and the operation. He believes this will be an improvement over what is there now.

Mr. Gaudio asked if the building will be a two story.

Mr. Carson reported it would be a one story building, 28 feet high, typical metal frame building. He displayed a design of the building and described what will be seen from the street side. There will be an 8 foot berm and 8 foot fence. All three phases of the project should be completed within 5 years.

PUBLIC COMMENTS AND QUESTIONS

James Sima, 180 Birch Drive, asked about the loading docks impacting on the Linear Trail and he wants to insure there is no conflict of trucks interfering with the Trail.

Mr. Carson explained there is a 16 foot easement for the Trail along the west side of the property. This is outside the limits of what is being proposed. The trail is still in the design phase in this area, and one option is actually bringing the trail on the other side of Willow Brook and crossing back in. Towards West Main Street the State and Dalton are looking at options using Ball & Socket property and reconfiguration for access to the trail. At this time there are no proposed changes to what now exists. When the trail plans are finalized Dalton will be in discussions with the State and is prepared to cooperate in any way required.

Mr. Strollo asked about the bridge on the plans.

Mr. Carson said there is a bridge shown on the map which shows the 35 foot easement between 71 Willow and the private home.

If the trail stays on the east side of the brook, Mr. Gaudio asked about buffering in this area.

Stating that the applicant is cognizant of this, Mr. Carson said this is all part of the design and environmental mitigation for wetlands. An 8 foot wide swale section is proposed on the edge of Dalton's paved surface, and this is prior to reaching the 16 trail easement. This area could be landscaped, fenced, etc. to separate the potential trail in the easement and the existing facility.

THE PUBLIC HEARING WAS CONTINUED TO JUNE 25, 2012.

4. **Subdivision Application**
Ricci Construction Group Inc.
261 Cook Hill Road
2-lots (1 existing)

PH 6/11/12
MAD 8/15/12

Mr. Voelker read a letter from Ryan McEvoy, Milone and MacBroom into the record requesting that opening of this public hearing be deferred to June 25, 2012.

VI. ADJOURNMENT

MOTION by Mr. Cobern; seconded by Mr. Maidelis.

MOVED to adjourn the public hearing at 8:15 p.m.

VOTE The motion passed unanimously by those present.

Attest:

Marilyn W. Milton, Clerk