

MINUTES OF THE CHESHIRE PLANNING AND ZONING COMMISSION PUBLIC HEARING HELD ON MONDAY, SEPTEMBER 9, 2013, AT 7:30 P.M. IN COUNCIL CHAMBERS, TOWN HALL, 84 SOUTH MAIN STREET, CHESHIRE CT 06410

Present

Earl Kurtz, Chairman; Sean Stollo, Vice Chairman; Lelah Campo, Martin Cobern, Edward Gaudio, John Kardaras, Gil Linder

Alternates – Leslie Marinaro and Jon Fischer (observer)

Absent: S. Woody Dawson, Louis Todisco, and Alternate James Bulger

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. Stollo 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

Mr. Voelker read the call of public hearing for each application.

1. Special Permit Application

City of Meriden

**1285 S. Meriden Road/Meriden Water
Work Road (Reservoir Road)**

Commercial/Utility improvements and

Upgrades to the Broad Brook Filtration Plant

P.H. 9/9/13

MAD 11/13/13

Mario Francucci, Black & Veatch Engineering, represented the applicant. The purpose of the facility upgrades is to better conform to the Safe Drinking Water Act. This is a conventional water treatment facility operating since the 1970's; it does a good job; and the challenge is the algae counts in the reservoir. Mr. Francucci said his firm is assisting the City of Meriden (City) with upgrading the facility with a more robust treatment plan. This includes improvements and renovations and construction of a 4800 square foot building to facilitate Dissolved Air Flootation (DAF) for treatment of the water supply, with removal of particles in the water.

The Commission was told by Mr. Francucci that the site plan is one building called a Filtration Building, and this is a new building with the DAF process, a chemical

treatment process. The existing building will be gutted; there will be some site work; and the City has been working on this project for a few years.

Commission Questions and Comments

Mr. Cobern asked about the impact on the Quinnipiac Trail or boating launch area on the site.

According to Mr. Francucci there will be no impact.

Mr. Francucci responded to a question from Commissioner Campo about the DAF process. He explained we are dealing with clean reservoir water; there is sedimentation; there are solids which settle into the bottom and clear liquid moves to the filtration process. The system works well except in very warm summer months when algae propagates. The sedimentation and solids must be removed from the drinking water, and DAF process treats water with air, materials float to the top, and are skimmed off.

Mr. Gaudio asked about anything being put in the water, or everything going through the filtration once the DAF process is done.

The treatment goes through several steps before leaving the plant for the customer. The first major step is the DAF process, and the second is filtration, along with other important things happening, including chemical treatments before DAF to condition the water. Chlorine will continue to be used in the form of bleach, and gas chlorine will be forever removed. The water department will be providing a solution to the drinking water with a two prong approach – treatment of the water once it gets to the plant, and provision of aeration and de-stratification process.

Regarding the improvements and upgrades Mr. Francucci advised that they will be staying within the footprint of the building. The larger extension is at the Broad Brook Plant with a new building to house and use the DAF process and chemical treatment steps.

PUBLIC

Norf Petrucci, 1194 Cornerstone Court, adjacent neighbor to the plant, questioned the location and size of the new building and disruption to the area with the construction.

Mr. Francucci advised that the new building can be seen from the road, but is not as visible as the existing building. The DAV building will have an architectural metal bond finish; conversion of the front of the existing building with the same finish; and the building will be in the location where the sedimentation basin is now located.

With regard to disruption, Mr. Francucci said this will be a construction site, and the intent is to maintain full vehicular access on Cheshire Road.

Mr. Petrucci asked about waste and its disposal.

Sludge from the water treatment process is material encompassed in a small pumping station, pumped off site to the sewer system. There is no intention to store this material on site.

Ms. Marinaro asked about lighting and conformance with zoning regulations.

Mr. Francucci said there will be lighting on the building; it will not be tall; it will be under the control of the Meriden Water Department; and staff must have lights to do their work.

The Commission was told by Mr. Voelker that there is security lighting around the building and entry way. It must be full cut off; there are no commercial or parking lights; and the lighting must be in conformance with the regulations.

Mr. Cobern referred to an application from the water company of 15 years ago. At that time it was discovered that a few Cheshire residents receiving Meriden water service were charged higher/premium rates. He asked if this policy was still in effect.

The Commission was advised by Mr. Francucci that Cheshire residents get the same rates as Meriden residents.

Mr. Linder commented on knowing the location of the pump station, Sindall Road to Finch Avenue, and a few feet down is the start of the trail; and the new addition will be 4,800 square feet.

The Commission was advised by Mr. Voelker that the addition is the new building, and it was pointed out on the plans.

The new building will be masonry/block alcoa bond metal for architectural purposes, and Mr. Francucci reported it would be the same height as the existing building.

THE PUBLIC HEARING WAS CLOSED.

**2. Special Permit Application
Consulting and Design LLC
901 West Main Street
Renovate existing convenience store
For a Drive Thru Dunkin Donuts**

**PH 9/9/13
MAD 11/13/13**

Ronald J. Fortune, Consulting and Design LLC, represented the applicant. The site is at the intersection of West Main Street, Prospect Road and Mountain Road. The site there is an existing building/convenience store and canopy for gas service which will remain; and the applicant wants to add a drive thru around the back for a Dunkin Donuts. Square footage of the building will be the same. There is a queuing length, menu board installed, dumpster, enclosed area, small retaining wall on Mountain Road side, with 900 sq. ft. designated to the sublet. This leaves 556 sq. ft. of internal area for

use as a convenience store. Tank location and dispensers will not change but the parking arrangement will change. A traffic study has been done and is in the packets. This will be a drive thru only service, and there will be no sit down.

Mr. Voelker noted that this is a drive thru only, and the site will continue to operate as a full gas station.

The traffic study information was questioned by Mr. Stroll who asked about coming out onto Mountain Road, exit by a light, and he commented on the heavy flow of traffic towards Waterbury.

Scott Hesketh, FAH Associates, Inc. prepared the traffic study, said that there is a grade change in this location on site and it is difficult to access Mountain Road. There is a traffic light access at RT 70 and RT 68; heading east (right turn) this can be done at the un-signalized driveway.

The flow of traffic is a concern for Mr. Strollo, exiting left from the main entrance towards Waterbury is terrible.

There was a traffic count done at the signalized intersections, cars into and out of the existing development, projected added traffic volume from the drive thru window distributed to the road way network, and Mr. Hesketh said the analysis indicates a left turn can be made out of the driveway. There is some question on queuing across the site driveway as a result of the two lights, and this has been reviewed. There will be times when the queue is backed up, but based on the study and counts it will be possible to make the left turns safely.

For clarification, Mr. Cobern noted there is a mini-mart at the location now, and the assumption is people going in can also purchase from Dunkin Donuts to go, and this will not add to the traffic. The Regional Planning Committee studies troublesome intersections with high volume, and Mr. Cobern shares the concerns cited by Mr. Strollo... people coming out RT 68 driveway trying to make a left turn. He asked about a "no left turn" sign at this exist, forcing people to exit on RT 70 to the light.

It is possible to do this but Mr. Hesketh said traffic counts in the a.m. and Saturday showed two left turns at each time. People coming to this facility are familiar with the traffic pattern and how things operate in town. He is opposed to posting a sign.

Mr. Linder discussed driving west on RT 70, entering the gas station, having to make a sharp right before the pumps and circle to the right around the property for Dunkin Donuts.

A schematic drawing was displayed by Mr. Hesketh. He said a car can go right and circle to the rear for Dunkin Donuts or enter on RT 70.

Mr. Linder asked about arrows painted so vehicles go around the pumps to the donut drive thru, and not drive aimlessly around the property. This makes sense.

This is not shown at the moment, and Mr. Hesketh stated paint on the pavement can be confusing. If the Commission believes this should be done for approval, this would be done. Wording with an arrow could point people in the right direction.

Stating she is familiar with the site, Ms. Campo commented on it already being challenging to get in and out. There is confusion with this drive; people cut through from the other side; and now we are asking for traffic getting fuel to play chicken with drivers coming out of Dunkin Donuts. They need to cross each other, especially to take a left turn. Regarding customers, the applicant says there will be 50% new customers to the donut shop, and she does not lock into the idea of everyone being familiar with the site. Mixing the two – fuel station and donut shop together – will be more challenging than just the fuel station. She said mixing the two together will cause conflicts, especially at the West Main Street entrance.

According to Mr. Hesketh it is expected there will be 50% new customers, which can be local people new for Dunkin Donuts purchases. There will be increased traffic due to the donut drive thru, but some people will already be on site.

As people exit the Dunkin Donuts, Ms. Camp said the only option is for RT 70 and that would not be bad. Otherwise drivers must cross the pumping area, taking a sharp left turn in front of cars pulling in for gas. There is 20 feet apron which cannot handle two cars; there will be conflict between vehicles; there is limited visibility; and drivers making a blind left turn.

Ms. Marinaro stated her agreement with Ms. Campo's comments, and said there will be back ups for Dunkin Donuts. She said there is not enough room between this area and the pumping area. There is the question of going to Mountain Road, and confusion will result in the front of the site.

On the plans, Mr. Hesketh pointed out where vehicles will enter, order from Dunkin Donuts, and stacking of vehicles will be in the back of the site. The anticipated number of cars through the drive thru is 54 per hour, 1 per minutes, and there should be ample time to service a vehicle.

Noting that there is not a Dunkin Donuts drive thru within 6 miles, Ms. Campo said the traffic counts are conservative for this location. There is a blind corner; this must be fixed; and with the application before the Commission tonight, Ms. Campo would not support the application because this is a poor location.

Stating his agreement, Mr. Gaudio commented on the large number of cars at this site when he drives by, and in the back there is a considerable drop off.

Mr. Strollo stated the ideal plan is one way coming out on Mountain Road.

Regarding Mountain Road, Mr. Fortune said a strip of land may be in question as to ownership. Congestion has been eliminated with painted lines to direct cars through the area...go out to Prospect Road or directly out. He said timing is an issue with fueling, and the company would not provide a design which will not work and have a negative impact on gas sales. The company believes it will work and has other similar facilities.

This is also a truck fueling station and Mr. Strollo asked if this was considered.

Mr. Fortune said the company has agreed to move the truck fueling to the side.

The majority of commissioners have concerns, and Chairman Kurtz said the applicant should look at traffic flow before the next public hearing.

Town Planner Voelker commented on being careful about traffic and Police and Fire Departments input is needed, along with Engineering Department comments. He will meet with the applicants, if requested.

THE PUBLIC HEARING WAS CONTINUED TO SEPTEMBER 23, 2013.

3. Special Permit Application
HAI Group Facilities/Bill Lewellyn
189 Commerce Court
Building addition and associated
Parking

PH 9/9/13
MAD 11/13/13

Attorney Matthew Hall represented the applicant along with Darin Overton, Milone and MacBroom.

Darin Overton, P.E. displayed the maps of the site, showing the existing location on Commerce Court, reduction in the cul de sac length as part of the resubdivision, and undeveloped portion of the property. The site is 15 acres, 7 lots, I-2 zone; 4 of the lots were consolidated as part of the existing building and parking; and as part of the new subdivision the remaining 3 lots were consolidated. It was planned for a separate building with connector, and now it will be an addition to the existing building.

The topography of the site gently slopes to the detention basin. There is a 40,000 sq. ft. existing building; soil scientists looked at the site; there are no wetlands; IWW permitted this application on August 13th. Existing utilities will serve the site and extend to the new building. Total coverage is 15% which is within the regulations.

Parking – total of 342 spaces; handicapped spaces to the front and site; and plans submitted to the State Traffic Commission for update of property certificate. All information has been provided to the Cheshire Police Department Traffic Division.

Utilities and Erosion Control – no large changes; proposed development does not exceed original plans; detention basin designed to accommodate 7 lots; there is

easement over the property; storm drainage will be relocated; existing easement will be abandoned and storm drainage will be re-routed from Commerce Court to accommodate the new building. The matter is before the Council on September 10th.

Sewer – available on Commerce Court; relocation of forced main to the new pump station serving the addition; existing mains will be utilized; water, gas, electric existing service/mains will be utilized, with some shortening of existing mains.

Sedimentation and Erosion Control – provided with the plans in accordance with 2002 DEEP guidelines.

Mr. Voelker advised that the easement issue is on the Council agenda of 9/10/13; and PBC cannot act until the Council approves the abandonment of the easement.

Staff Comments – Mr. Voelker read staff comments into the record from the Engineering Department, 8/26/13 and Fire Department, 9/5/13.

Regarding the parking, Ms. Campo noted that the additional parking is not shown.

In response, Mr. Overton said there is an existing parking lot which extends beyond the table shown on the plans; it is in front of the building which accounts for parking for all of the existing building.

Mr. Strollo asked about it being normal for a property to take a Town road.

This is unusual, but Mr. Voelker said it gives more flexibility. This is industrial property. HAI has asked the Town to abandon the road in exchange for HAI using it for development purposes to facilitate this project.

Attorney Hall stated that the length of the road was 7 lots; the lots have now been consolidated; the Town is abandoning the right-of-way for utilization of the company to the best advantage. The cul de sac terminates at the higher elevation, and there is about 3% grade on the road.

Mr. Overton said the slope matches up with the proposed addition entrance; there is not much of a grade change from the cul de sac to the main entrance. With two separate buildings there was the ability for maintenance of the utility corridor. With the change to move the buildings together, the utilities will be re-routed. The blue color on the plans is the route of the storm drainage which goes around the parking lot.

The second sheet in the set shows the outline of the parking and property as a whole, and limits of the parking for the existing building.

Attorney Hall stated he would report back to PBC following the vote of the Council.

THE PUBLIC HEARING WAS CONTINUED TO SEPTEMBER 23, 2013.

(Ms. Marinaro was recused from the Yeager application)

4. Special Permit Application
Bill Yeager
1701 Highland Avenue
Personal Training Studio

PH 9/9/13
MAD 11/13/13

Bill Yeager, applicant, presented his application for a personal training studio at 1701 Highland Avenue (old Cox building). Because this is a health facility a special permit is required.

There will be minor interior modifications; no exterior modifications or changes; and the site will have fitness equipment and a yoga center.

There were no comments or questions from the Commissioners or the public.

THE PUBLIC HEARING WAS CLOSED.

VI. ADJOURNMENT

MOTION by Mr. Cobern; seconded by Kardaras.

MOVED to adjourn the public hearing at 8:45 p.m.

VOTE The motion passed unanimously by those present.

Attest:

Marilyn W. Milton, Clerk