

SPECIAL MEETING

Wallingford Planning & Zoning Commission

Monday, November 14, 2018

7:30 p.m.

Robert F. Parisi Council Chambers

Town Hall – 45 South Main Street

MINUTES

PRESENT: Vice-Chair J.P. Venoit, Acting as Chair; Commissioners Jeffrey Kohan; James Fitzsimmons – Acting as Vice Chair; James Hine, Alternate; Steve Allinson, Acting as Secretary; Amy Torre, Zoning Enforcement Officer; Rob Baltramaitis, Town Engineer.

Acting-Chair Venoit called the Meeting to order at 7:32 p.m. and the Pledge of Allegiance was recited.

Approval of Minutes – October 10, 2018

Mr. Fitzsimmons: Motion to approve the October 10, 2018 PZC Meeting Minutes as presented.

Mr. Kohan: Second

Vote: Unanimous

Acting-Chair Venoit announced Special Permit Item #2 under Public Hearings (material storage yard)/Town of Wallingford – Electric Division/228 East Center Street - **#413-18** was **WITHDRAWN**; under Old Business- Item #3 – Site Plan (accessory apartment)/B. Thorpe/100 Chimney Hill Road - **#213-18 – was WITHDRAWN**; Item #4 – Site Plan (vehicle storage facility)/Six Research, LLC/6 Research Parkway - **#214-18 – NO ACTION REQUESTED**; Item #5 under New Business – Site Plan (remodel of basement into clubhouse, construct two outdoor pavilions)/PNA/171 North Plains Industrial Road - **#217-18 – NO ACTION REQUESTED**.

PUBLIC HEARINGS

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

Acting-Secretary Allinson read the Legal Notice and noted all correspondence into the record: Memorandum from Janis Small, Corporation Council to Inland Wetlands & Watercourses Chair James Vitali, received Oct. 3, 2018; Land Use Review Correspondence from Rob Baltramaitis, Town Engineer,

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

received Oct. 16, 2018 to Inland Wetlands & Watercourses Commission; Inter-Office Memorandum from Rob Baltramaitis, Town Engineer, to Kacie Hand, Town Planner, dated Oct. 19, 2018; Correspondence from Erin O'Hare, Environmental Planner, to Michelle Carlson, P.E., BL Companies dated Oct. 19, 2018; Correspondence from Michelle Carlson, P.E. BL Companies dated Oct. 22, 2018 to Erin O'Hare, Environmental Planner; Correspondence from Tony Buccheri, General Manager Electric Division, to Planning & Zoning Dept. dated Oct. 23, 2018; Correspondence to Michelle Carlson, BL Companies and associated attachments from Brian D. Opp, Terracon Consultants, received Oct. 23, 2018; Slope Stability Study dated Oct. 22, 2018 to Michelle Carlson, BL Companies, from Brian D. Opp Sr. Geotechnical Engineer & Stephen C. Lanne, P.E., Geotechnical Dept. Manager, both from Terracon; Suggested Conditions of Approval dated Oct. 11, 2018; Correspondence from Michael Petinge, Abel Womack, received Nov. 1, 2018; Correspondence from Jack Arrigoni, dated Oct. 29, 2018, to Wallingford PZC & Inland Wetlands & Watercourses Commission; Inter-Office Memorandum from Erik Krueger, Sr. Engineer, Water and Sewer Divisions dated Nov. 2, 2018 to Kacie Hand, Town Planner; Correspondence from Erin O'Hare, Environmental Planner, to Michelle Carlson, P.E. BL Companies, dated Oct. 26, 2018; Inter-Departmental Referral dated Nov. 7, 2018 signed by the Fire Marshal; Correspondence from Brian Freeman to Kacie Hand, Town Planner, received Nov. 7, 2018; Memorandum from Janis Small Corporation Counsel, to James Vitali, Chair, Inland Wetlands & Watercourses Commission; Memorandum received Nov. 7, 2018; Correspondence from Tom and Louise Labutis to James Vitali & Erin O'Hare, Inland Wetlands Commission received Nov. 6, 2018; Correspondence and attachments received Nov. 1, 2018 addressed to Erik Krueger, Sr. Engineer, Water and Sewer Divisions, from Michelle Carlson, P.E. BL Companies; Correspondence to Rob Baltramaitis, Town Engineer, received Oct. 31, 2018 from Michelle Carlson, P.E., BL Companies; Bound comments from BL Companies addressed to Rob Baltramaitis, Town Engineer, received Oct. 31, 2018; Memorandum to Kacie Hand, Town Planner, to Erin O'Hare, Environmental Planner, dated Nov. 9, 2018; Correspondence to Rob Baltramaitis, Town Engineer, from Sharat Kalluri, dated Nov. 7, 2018; Correspondence from Tom and Louise Labutis to Amy Torre, Zoning Enforcement Officer and the Planning and Zoning Commission, received Nov. 13, 2018; Land Use Review addressed to James Seichter, Chair, PZC, from Rob Baltramaitis, Town Engineer, dated Nov. 9, 2018.

Appearing in front of the PZC was Atty. Dennis Ceneviva, Ceneviva Law Firm, representing the Applicant; Michelle Carlson, P.E. Team Project Engineer, BL Companies; Kevin Kilgus, Engineer, BL Companies. Atty. Ceneviva said the site plan portion of the application was presented last month and questions arose after this meeting which he said will be addressed. Atty. Ceneviva noted this application is a Special Permit because the Applicant met the threshold from a parking perspective. He pointed out this use is a permitted use in the IX (Industrial Expansion) zone. He told the PZC the Applicant had agreed to the hiring of an independent traffic reviewer by the Town to review the Applicant's traffic report. Atty. Ceneviva said the stormwater management was discussed and looked into by four separate engineers by the Applicant and a separate peer reviewer. He said they all concluded the storm water management plan works and there will be no negative impacts on downgrading conditions. Atty. Ceneviva noted one of the key issues the PZC was concerned with along with the public was traffic.

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

Presenting to the PZC was the Town's Peer Reviewer Sharat Kallori, Sr. Traffic Engineer with CDM Smith. Mr. Kallori went over the traffic data and looked at the access on Carpenter Lane and at the overall site and why there was a split access between Research Parkway and Carpenter Lane. He said site lines and intersection site distances from both driveways were studied. Mr. Kallori said he had conversations with the Applicant's team and received a response from the Applicant on Oct. 31, 2018 and agreed with many of the Applicant's responses related to traffic circulation and impact. He said there were a few issues he and Mr. Baltramaitis spoke about, specifically, Carpenter Lane and the proposal to look at a profile on Carpenter Lane and cutting five feet of pavement which could result in impacts to adjacent properties which could be severe.

Mr. Kallori said a suggested condition that be included was that when Building #2 on Research Parkway is fully occupied, a traffic warrant analysis be completed. Mr. Hine asked about the traffic light being warranted at the intersection of Rt. 68 and Research Pkwy. Mr. Kallori clarified that he was referring to the intersection of the side driveway on Research Pkwy. Mr. Hine asked if Mr. Kallori could go into detail as to his thoughts regarding truck traffic. He noted there isn't that much truck traffic at Bristol Myers-Squibb (BMS). Mr. Hine said with the warehouses, the type of traffic will drastically change and asked Mr. Kallori how the traffic flow will change in the area. Mr. Kallori noted the Applicant is proposing two separate buildings with two separate driveways, one for employees and one for trucks. He said he expressed some concern over this noting there is conflict and confusion with people regarding what driveway to utilize. He said he didn't want the trucks to U-Turn if they didn't find the correct driveway. Mr. Kallori said there were discussions about this issue but stated that given site constraints, the Applicant had to separate the two driveways. Mr. Kallori said the turning radius were looked at and said the Applicant has tried to take preventive measures to not allow truck traffic to turn right on Carpenter Lane. Mr. Kallori said there were also concerns about traffic access onto High Hill Rd. He said the Applicant looked into this to the best of their knowledge. He said the best scenario is to have a combined driveway. Mr. Hine asked if there would be traffic issues on Research Pkwy or Rt. 68 as a result of the increase in trucks.

Mr. Kallori said in the original traffic analysis, there is a percentage to apply to account for truck traffic coming to the site. He said this figure was adjusted upwards in the latter part of the analysis. He said the project overall is not a level of service issue but truck flows and turns and confusion entering the driveways. Mr. Kallori said he didn't see a lot of issues with traffic coming off I-91 onto the site. He said he believed the Applicant did what was possible to channel the traffic to Research Parkway. He said there could be a few stragglers, and noted it is hard to predict not knowing the tenant.

Mr. Kohan said there wasn't a clear answer regarding the hours of operation for the warehouse. He said this was key for the traffic. He said the report compared old BMS traffic with expected truck traffic. Mr. Kohan noted that the area is congested at 9 a.m. during rush hour. He made the analogy that if he is stopped at a traffic light near an 18-wheel truck, when the light turns green and five cars go past the truck before it even gets onto the road. He asked if this scenario factored into the calculations for the new warehouse. He said he believes this intersection will handle the expected truck traffic, but taking a

SPECIAL MEETING

left onto Research Parkway could be problematic during the morning rush hour. Mr. Kallori said the overlay between the peak hour of the site and the peak hour of the street traffic is accounted for. He noted every intersection has a cycle. He said traffic flow is random, noting there may be some cycles during peak hour where there may be more trucks than normal. Mr. Kallori said it is important to know what the site will look like when fully opened and who the tenant will be which is factored into the analysis. Mr. Kohan said he wondered where the truck traffic will be coming from, i.e. I-91 north or south. He said these exit ramps are short and depending upon hours of operation, this could be problematic for traffic. Mr. Kohan asked about Carpenter Lane, noting at the last meeting, the PZC was concerned about traffic exiting onto that street, vehicles and trucks. He said he still has a concern about using that entrance and exit onto Carpenter Lane.

Mr. Fitzsimmons mentioned the Oct. 31 response from BL Companies to Mr. Baltramatis. He noted issue #1, questioning the reasonableness of the study area regarding the traffic analysis which was inconclusive as to no assignment of site generated traffic along adjacent roadways or intersections is provided. He noted it was asked if the Consultant should submit a trip assignment study along roadways and key intersections to validate the reasonableness of the study areas. Mr. Fitzsimmons noted the Consultant's answer indicates they used "based upon the historical counts at the BMS driveway. Mr. Fitzsimmons stressed that a warehouse facility is different than a corporate research facility. He said this will be predominately truck traffic based upon the intended and requested use of the site.

Mr. Fitzsimmons noted that people working at BMS may have taken back roads going on Rt. 68. He asked Mr. Kallori if the traffic distribution was acceptable to him. Mr. Kallori said if he had done a study based on traffic distribution, the intent would be to put more of the traffic towards major highways. He said he believes the Consultant is talking about 75% to 80% of the traffic oriented towards Rt. 68 and I-91. Mr. Kallori said there might be more of a skew towards Rt. 68. Mr. Fitzsimmons spoke about the justification of the traffic signal at the site driveway. He asked if he read the report correctly which stated "waiting for warehouse #2 to be up and functioning".

Mr. Kallori said this was correct. Mr. Fitzsimmons said the report said the signal warrant analysis would be done if approved, after operational and when half the facility is completed. He asked why this analysis wouldn't be done sooner. Mr. Kallori said the justification for the traffic light is based upon how much traffic will be generated on the driveway itself after BMS is gone and building #2 is fully occupied because there is no access from Building #1 into Building #2. Mr. Kallori said the Town has jurisdiction over the traffic light but noted this is regulated by CT DOT which has the purview to have the light removed. Mr. Fitzsimmons noted this peer review was just a review of the Applicant's study. He said all traffic studies are only concerned with peak hour traffic. Mr. Kallori agreed but noted some traffic studies do look at off-peak, which only happens when there is a significant variation. He said this is subjective, depending upon the tenant.

Mr. Allinson noted Mr. Kallori stated he preferred combining the driveway on Carpenter Lane. He said on the map, it looks as if there is an exit for the tractor trailers to go "left" onto Carpenter Lane onto Research Parkway. He noted there is another driveway for the parking lot of 486 spaces to go either left

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

onto Carpenter Lane towards Research Pkwy or right onto Carpenter Lane towards High Hill Road. He asked Mr. Kallori what he meant by “combined” driveways. Mr. Kallori said the combining of both the driveways on Carpenter Lane is preferred because they are too close to one another. He said the confusion is that the truck may miss its entrance point. He said the same thing could happen with the driveway for Building #2 where there is a split driveway for cars and trucks and the trucks would have to climb a steep hairpin bend of a road. He said the concern is splitting vehicular traffic between two driveways serving the same building and then possibly looking at combining access for the two buildings, which he said after speaking to the Applicant, was not practical or feasible based upon the tenant. Mr. Allinson asked if there was discussion to prevent cars from going to Carpenter Lane. Mr. Kallori said there were discussions regarding combining driveways or to have one access point but based upon what he has heard, there may be two separate tenants with two separate access points. He said the plan for the site is to accommodate future tenants.

Acting-Chair Venoit said the hours of operation is a challenge in not knowing the tenant. He spoke about vehicles turning right onto Carpenter Lane . He said if there are 488 cars, a good amount could turn right down to Carpenter Lane and go over to High Hill Road. Acting-Chair Venoit said this is significant traffic in this area. He noted the study doesn’t address this. Mr. Kallori said this would be regulated by signage and the directionality provided by the tenant. He said some cars may pass the point to Rt. 68. He said the intent is not to put traffic onto High Hill Rd. Mr. Fitzsimmons spoke about the control of truck traffic, noting Wallingford has a Wal-Mart which runs its own trucks and controls that traffic by having a separate truck entrance to the rear of the store which works in controlling that type of traffic. Mr. Fitzsimmons stated that in not knowing the tenant and who will be driving the trucks, the Town has no assurance of whether the truck traffic could be controlled. Mr. Kallori said this is a reality but at this point it is more a prediction than reality of how the truck traffic would egress in and out.

Atty. Ceneviva spoke about Carpenter Lane. He said as far as the truck traffic is concerned, the way the driveway would be constructed would be to preclude trucks from taking a right out of the driveway. He showed a slide which showed the movement. Atty. Ceneviva said no truck would want to take that right turn and there are geometric restrictions to ensure along with signage that all trucks will take a left onto Research Parkway. Atty. Ceneviva noted his client had no problem with the driveway further east being restricted to a left out only so that vehicles wouldn’t take a right and go up Carpenter Rd. to High Hill Road. Atty. Ceneviva also spoke about hours of operating noting this is not a tenant-driving operation but based upon E-Commerce. He said other communities have approved developments of this size. He noted there has to be approvals in order to generate a tenant. He pointed out the IX Zone permits this use. He said he suspected the hours of operating will be 24/7 and would be busier during daylight hours.

Atty. Ceneviva noted that for Carpenter Lane, the truck driveway precludes a right turn and will have appropriate signage. He said the Applicant has agreed to make the same restriction on the automobile driveway. He said the Applicant is happy to comply with anything the Commission feels is reasonable. He noted that regarding traffic, the Conditions of Approval relate to looking at the continued use of a traffic

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

signal on Research Pkwy at the site driveway. He noted the Applicant likes having the traffic light at that location.

Atty. Ceneviva spoke about the blasting, noting there might be some areas based upon the course of construction that would require minimal blasting. He pointed out that Mr. Baltramaitis has put in a Condition of Approval requiring certain pre-construction surveys of existing domestic wells that are located within 1,000 ft. from the excavation limits, expanded to 1,500 ft. where explosives may be utilized. Brian Opp, Geotechnical Engineer, Terracon Consultants, told the PZC the dash red line on the site plan, east of the buildings, are the areas based upon borings where bedrock removal may likely require some blasting. He emphasized the majority of the excavation will be done by mechanical means; the rock should be able to be removed by the excavator bucket or a ram attachment. He said if blasting is required, it would amount to a small percentage.

Mr. Opp said a Contractor could also split the rock with a chemical agent. He said houses or domestic wells within 1,500 ft. of the two potential blast zones would be given a pre-blast survey. Atty. Ceneviva cited #7 in the Conditions of Approval, requiring pre-construction surveys of existing domestic wells so a baseline (within a 1,000 ft. of the excavation site and 1,500 ft. if explosives were used), could be established. He said the Applicant agrees to do this analysis even when there is major site work.

Atty. Ceneviva spoke about noise. He said he spoke with Corporation Counsel Janis Small regarding this issue. He noted there is a noise regulation within the Town's code and any tenant in these buildings would have to comply with the noise regulation. He said there are specific objective standards as to what amount of noise is acceptable and are different levels for day and night. Atty. Ceneviva noted the site plan, stating the site is 180 acres. He pointed out the residences on High Hill Road sits approximately 100 ft. higher than these warehouses. He said there will also be retaining walls on the site. He said the Applicant tried to respond to every concern and stated the residences on Barnes Road are approximately 900 ft. to 1,000 ft. from these warehouses. He said the loading docks will be behind the buildings, not aimed at the residential homes as was the case with the Thurston Warehouses.

Atty. Ceneviva noted Condition of Approval #8 which states that prior to the issuance of a building permit for Building #1 or Building #2, the Applicant would perform post-construction surveys of existing domestic wells. He said his client asked this be done prior to the issuance of a Certificate of Occupancy (CO). He said multiple engineers have looked at traffic, storm water management and every member of the Town Staff have gone through this application several times. He said he wanted to give the PZC assurances that everything the Applicant did was designed to ensure the site works and works well.

Mr. Hine discussed the traffic and asked how the concern of a tractor-trailer going up Carpenter Lane and missing the right-hand turn would be addressed. He said if the tractor-trailers going up Carpenter Lane to High Hill Road would be a disaster. Ms. Carlson said if a truck missed the first entrance, they could make it into the next entrance if the geometry was modified slightly to allow entrance. She said this could be accommodated if this was a concern. Mr. Hine said this could be a possibility and should be protected against. Ms. Carlson said there is a lot of frontage along Carpenter Lane for adequate signage

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

to be installed. She said most of the traffic will be vendors and regular customers who know where they will be traveling. Mr. Hine asked about blasting noting the engineer indicated the majority of the site can be excavated by mechanical means. He noted "majority can mean 51% or 99%. He said he wanted a better sense of what is meant by "majority". Mr. Opp said he won't know until excavation begins, but guessed it 89% would be soil or soft rock. Mr. Hine said the northeast and southeast portions of the site have been focused on and asked how much of the other areas would require blasting. Mr. Opp said the eastern side is the cut and the western side is the fill. He said the eastern side is where the majority of the cutting will be.

Mr. Hine noted there are residences to the south of the site and asked how likely it would be that blasting could take place outside the listed areas. Mr. Opp said this wouldn't happen based upon the grading. Mr. Kohan commented he agreed with Atty. Ceneviva that the Applicant and Town Staff have done a pretty good job and have been thorough. He said this was a good plan and commended the Applicant. Mr. Kohan spoke about the blasting, noting the Conditions of Approval were taken directly from the hydrogeologist's report. He said the residences should be comfortable and the Conditions of Approval and recommendations in the report would make him feel comfortable. He said he was impressed with the seismic recording being done.

Mr. Kohan asked about the million gallon water tank on the property. He said the report spoke about doing a structural review of that tank before any work takes place. He noted this review wasn't done. He noted there is also supposed to be a retaining wall to support this structure. He said the report said the wall would support this structure and asked if this plan has been completed. Rob Baltramaitis, Town Engineer, said he believed this was a recommendation from the Water Division that the structural analysis be done and believed this would be a Condition of Approval. Mr. Baltramaitis spoke about the retaining wall stating that a wall could be constructed that would support the surcharge of the water tank. He said it isn't prudent at this stage in a land-use application to do a detailed design. He said this is something that will be forthcoming. Mr. Kohan noted the construction site and contingency plan speaks about having a monitor for construction and heavy-rain events along with an escalation process. He said he wasn't clear as to how this process worked. He said he was concerned about having someone on site during a rain event so nothing catastrophic would occur.

Mr. Baltramaitis said controlling water from this site is paramount for the Water Division. He said the erosion control aspect was scrutinized by Town Staff. He said this will be developed between the Town and the Applicant. Mr. Fitzsimmons noted in response to Atty. Ceneviva's statement, this was only the PZC's second change to review a high volume of data, even though the application has been active since April. He asked why the Applicant wasn't using one driveway on Research Parkway, noting he has seen different comments in the material, some as recent as this evening from the Town Engineer which indicated "for warehouse operations and logistics, the Applicant insists a second full access for Building #1 to Carpenter Lane is essential".

Jeff Checkoway, PMRG, stated that with this type of user, a separate entrance is required for security. He said from the beginning, a small existing connector was only ever intended for fire access. Mr.

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

Fitzsimmons said the concern is traffic. He noted the PZC has special rules for Special Permits. He said he is looking at the appropriateness of the entrance and exits, which he said still concerns him. Mr. Fitzsimmons said Carpenter Lane feeds a residential area and a school and is unique and the fact this area may be opened up to truck traffic is a concern. He said there wasn't a lot of documentation regarding site drive entrance. He said he wished he had the conversation in June instead of November to ask Inland Wetlands to cross the Muddy River to expand it to limit the traffic.

Atty. Ceneviva said the Applicant recognized from the beginning that traffic is a concern. He said the contemplation that all of the traffic from Building #1 will go from Carpenter Lane to Research Parkway. He said there would probably be an occasional truck that misses the driveway. Atty. Ceneviva said there will also probably be people who will take a right out of the automobile parking, stating that if they reside on High Hill Road, they will take a right, otherwise it would make no sense. Atty. Ceneviva said geometrically, it can be set up for vehicles to take only lefts out of the site which was the contemplation from the beginning. Atty. Ceneviva said there hasn't been any engineering information stating this doesn't work. He said all the traffic engineering said this won't have an impact. Mr. Fitzsimmons asked if the Applicant will give the Town any roadway improvements with this proposal. Atty. Ceneviva said the Applicant will do changes to improve site distances and accesses. Ms. Carlson pointed out the profile on Carpenter Lane doesn't meet the stopping distance or site distance for the current design speed on the road. She said the Applicant is proposing to fix this, thus lowering the profile.

Mr. Fitzsimmons asked the value of the road improvement. Ms. Carlson said she couldn't answer this, but noted the project would involve a 1,000 ft. of roadway improvement. Mr. Fitzsimmons asked Mr. Baltramaitis if Carpenter Lane would be on the Towns to-do list. Mr. Baltramaitis said this road wasn't on the to-do list and noted there are other roads like Carpenter Lane in town. Mr. Fitzsimmons said he was very concerned this use is abutting a residential zone. He noted this is a new use near mature houses and said it behooves the PZC to address the noise. He said he was struggling to address the noise noting this would be a 24 hour a day operation. He also noted the blasting and outdoor loudspeakers. He said this use is intense next to a residential use, especially if the noise is more than what the residents hear today. Atty. Ceneviva said there is no plan for outdoor loudspeaker use. Mr. Fitzsimmons asked about the blasting time and requested blasting times be put as a Condition of Approval.

Mr. Opp said blasting is usually done during normal working hours. Mr. Fitzsimmons asked how many days a week the construction would occur. Mr. Checkoway said the hours of operation for site construction would occur during the weekdays. He said some work could occur on Saturdays, but probably not on Sundays. Mr. Fitzsimmons noted there is a church/school component up the hill from the site. He asked about school buses. Mr. Allinson asked about Building #1 and access to Carpenter Lane. He said he believed Building #2 would be less of an issue than Building #1 with the access to Carpenter Lane abutting the High Hill Road side. He noted that on Sundays, Carpenter Lane is packed with church traffic. He spoke about possibly having bypass traffic on the lower half of the road. He said the way it is set up currently, it will cause a bottleneck. Mr. Allinson said Carpenter Lane is not to be a private access way for Building #1 because it wasn't designed for this.

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

Mr. Allinson said he has major concerns about this part of the road taken from the Town for this use without allowing the traffic to properly move. He referenced the parking lot for cars and limiting right hand turns out of the facility. He asked if there would be a similar curb cut for the trucks. Atty. Ceneviva said he believed the cut would be something geometric. Mr. Allinson said he was concerned about the 24/7 usage of the facility. He said he has heard BMS' machine which operates on Sundays which sounds like a conveyor belt or compactor which can be heard all the way to the back of Marie Drive. He said if land comes down on a slope, the sound will rise over the retaining wall. He said he would like to see more information on this.

Fred Greenberg, Principle Traffic Engineer, BL Companies, made a presentation on Carpenter Lane and the driveway access. He said only people who live in the area or in Durham or Rt. 17 or Middletown would go this way. He said most of the other people will access the site off of I-91. Mr. Greenberg said everyone coming to this site will be an employee, a vendor or a Contractor, not the general public, so the traffic flow can be controlled. Mr. Greenberg said large trucks with 53 ft. boxes couldn't use this road to go to Rt. 68 because it would be illegal.

PUBLIC COMMENT – 9:40 p.m.

Bill Puttre, 4 Marie Lane, said although Mr. Hine's comments regarding truck traffic was insightful, what wasn't mentioned was the type of truck. Mr. Puttre spoke about double trailers and noted that several companies on Research Parkway use these trucks daily. He pointed out that Bob's Stores was unique because they use the doubles and they cannot back up or turn around without a large amount of room. He said if these trucks are to be used at this new warehouse facility, that will present a problem. Mr. Puttre said there will be people in the future on the PZC who will wonder what the current PZC members were thinking back in 2018.

Shirley Shadish, 6 Tammy Hill Road, spoke about the traffic and the other companies who use tractor trailers and wonder if this was part of the traffic study. She said the left lane is always jammed without the addition of these trucks. She said traffic turns right on red coming off the I-91 ramp even though it is illegal. She said she is asthmatic and is concerned about the diesel fumes.

Bruce Ollodart, 15 Cliffside Drive, spoke about Carpenter Lane. He said he has lived here nearly 30 years and noted in all weather conditions it is steep coming down the hill. He said in poor weather, he didn't see how it would be safe to come down this hill especially with trucks pulling out. He said it is one lane on each side and is narrow. Mr. Ollodart said he didn't see how this road could be safely widened.

Roger Anderson, said he has lived on High Hill Road and Valley View Drive for 32 years and is a quiet area. He said he is in disbelief over what is being proposed for this area. Mr. Anderson noted that BMS was a research facility that didn't create traffic problems. He said if this is approved, the PZC should be ashamed of themselves.

Jen Frechette, 29 Valley View Drive, said she was pleased the PZC was expressing all of our concerns. She asked what the timeframe would be if something did happen to the water and who would be

SPECIAL MEETING

responsible. Ms. Frechette mentioned the noise, 24/7 of tractor trailers and wondered is she would be hearing this every night. She noted her neighborhood is at a higher elevation and said tractor trailers are loud and a high enough wall couldn't be built and noise ordinances will be broken and is difficult to fix. Ms. Frechette said Carpenter Lane shouldn't be touched and is the main way into her neighborhood. She pointed out if she worked at Warehouse #1, she wouldn't take a left and sit behind trucks when she could take a right and go around onto High Hill Road. She said everyone has a travel app and will figure out High Hill runs parallel and this area will be loaded with traffic. Ms. Frechette said she hopes the PZC never gets to a comfort level to vote for this and this project is not a good thing for this community.

William Stuckey, 54 High Hill Road, said he looked at the special requirements for the title IX zone. He said he didn't believe a 24 hour a day operation that will produce noise will be a good neighbor.

Richard Schartman, 27 Cliffside Drive, urged the PZC to vote against this proposal. He noted the BMS is zoned IX. He said zoning regulations permit warehouses in the area, but do not permit truck terminals in the area. He said the difference is that a warehouse is for storage, but the Applicant proposes having trucks come in, exchange goods and leave. He said this is the definition of a truck terminal which the Town confines to I-20 and I-40 zones not the IX zone. He said the IX zoning designation requires the businesses be held to a "good neighbor" policy standard. Mr. Schartman said the Applicant hasn't submitted any information concerning the effects of their project to housing values and hasn't set up a fund to compensate homeowners for losses caused by their project. Mr. Schartman said the Applicant also hasn't addressed the effect of their truck terminal on the exit 15 interchange which is close to the facility. He noted there have been accidents and death in the areas. He said BMS was an asset to the Town and the State and to tear this down and replace it with a truck terminal is not good economic development and will permanently replace high wage jobs with low wage jobs. He asked if any refueling or maintenance be performed at this site and will trucks be washed at this site.

Dr. Angela Throm, Hemmingway Drive, asked about the noise ordinances and wondered besides being decibel related, is it also frequency related. She spoke about the trucks beeping when they back up 24/7. Dr. Throm spoke about traffic safety, noting the 80% to 90% turning onto Rt. 68 towards I-91. She said if this is hundreds of trucks a day, a significant number would go down Rt. 68. She noted the site distances are poor and that area is poorly lit. She asked if the PZC reviewed the safety concerns of increased truck traffic on Rt. 68. She said she is an engineer and this is a hazardous area and the 80% should be looked into. Dr. Throm spoke about the watershed area, noting she works in a chemical plant in a watershed area and noted there are many regulations in place. She asked if the Applicant is prepared to clean up hydraulic fuel spills from the forklifts. She also asked what type of materials will go through this warehouse and if there is a contamination, would they be prepared to deal with this. She spoke about the rise of these warehouses being built in the state because of the rise in e-commerce and recommended the Commission look into complaints.

Keith Laursen, 3 Tammy Hill Road, spoke about the truck missing the turn on Carpenter Lane, the second entrance and the truck drivers becoming familiar with the area, thus preventing them from missing the turn. Mr. Laursen said he believed the independent traffic evaluator said the recommendation was to go

SPECIAL MEETING

to a single driveway. He said this would increase the possibility the trucks could miss the turn. Mr. Laursen addressed the comment about the truckers getting to know the turn and entrance. He pointed out that if it isn't known who the tenant will be, if this will be an e-commerce center, there will be independent truckers who will come to this site once and only once and won't know the area. He said if the turn is missed, there will be no area for them to turn around and they will come up Carpenter Lane and come down High Hill Road.

Mr. Laursen spoke about the noise and noted that in the winter months, he can see BMS. He said since Eversource trimmed trees, he can hear snowplows plowing and their backup signals and that is with two trucks. Mr. Laursen spoke about the traffic potentially going through High Hill Road and people wouldn't want to go through those neighborhoods. He said comments are being made without a study of what happens on High Hill Road and Tammy Hill Rd with people taking shortcuts. He noted that when work was being done on Research Parkway, the amount of traffic cut through to avoid this was significant. He said people cut through every day and it is people who reside on the shoreline, who would take this route.

Rachel DiPietro, 2 Tammy Hill Road, said she agreed with Mr. Laursen regarding the concern with people taking a right onto Carpenter and a right onto High Hill. She said a lot of heavy construction equipment cuts through her area and the traffic time on Rt. 68 is a nightmare.

Chris Gaffney, 182 High Hill Road, thanked the PZC for giving this issue serious consideration. He noted that after a spring storm, a tree fell across High Hill Road, forcing him to go back down to Research Parkway and then to Carpenter Lane which also had a tree blocking that road. He said he then realized there is only two ways in and out of his area and is true for many people in this area. He wondered what would happen if a truck jackknifed or another event blocked this way. He said this will impact hundreds of people and should be taken into consideration. Mr. Gaffney spoke about the "nestling" of the noise in this neighborhood and noted that lights and noise will radiate through this area. He wondered if there will be refrigeration trucks idling all the time or truck drivers sleeping in their trucks which will also impact the community and also should be considered.

Dilip Patel, said he would like to see the profile of Carpenter Lane. He asked what the 85th percentile speed. Mr. Greenberg said the speed was approximately 45 mph and the posted speed limit was 35 mpg. Mr. Patel noted the road is being improved which is designed for 35 mph to 45 mph. Mr. Greenberg said a design is being proposed for 45 mph. He said he wasn't sure what the current design speed was. Mr. Patel said once the road is improved from 35 mph to 45 mph, the motorists will drive faster which will make this road very unsafe considering it is in a residential neighborhood. Mr. Patel said the road is being cut on the top of the slope and wondered what this would do to the slopes on the side. Mr. Greenberg said the slopes will have to be regraded. Mr. Patel asked if there was a water tank in the area and how will this impact the tank's integrity. Mr. Greenberg said there will be no impact to the water tank. Mr. Patel said there are ways and means in construction where the driveways can be combined. He said internally, the site can be redesigned and minimize to have no impact to wetlands so two separate entrances are not required.

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

Robert Demaio, 14 Carpenter Lane, commented that as residents, a financially viable town is desired, but this must be balanced. He said the safety and well-being of the community can't be compromised. He said the sheer size of this proposal in this area shows complete disregard for the community. He noted that Rt. 68 is already a poorly designed at this point and adding 100 or more tractor trailers to this area is unconscionable. He said there is no good answers on why there is no exit on Research Parkway. He wondered if this might cost too much. He said all he has heard is soft answers and word: "it should" "it may", "the intent is" "random" "hard to predict" and "unknowns". Mr. Demaio said this proposal should be near the highway not near a residential community. He said this application is dangerous and outrageous with 245 loading docks and 145 trucks. He urged the PZC to deny this application.

Jack Arrigoni, 18 Martin Trail, told the PZC it took the Inland Wetlands Commission four meetings to make a decision and noted the PZC is only on their second meeting regarding this issue and they should take their time making a decision. Mr. Arrigoni noted that last month he was the only one who spoke against this. He noted he touched on noise, traffic and electrical issues and a gas line in his recent letter. He spoke about the Muddy River and the Wallingford watershed. He also mentioned the blasting issue. Mr. Arrigoni pointed out this project is right on the watershed. He said he had concerns about the trucks noting the double-turn back going up to Building #2. He said this is located on a hill and pointed out the trucks would have to climb 50 ft. to 70 ft. from Research Parkway and make a sharp right turn drive to the right, make a hard left and make a 180 degree turn. He said the trucks will have to do this in the winter which means there will be a lot of salt put down on that road. Mr. Arrigoni noted that in his letter he stated he witnessed a truck flipping over on I-91 going from Rt. 69 trying to make the left hand turn. He said he noticed diesel fuel all over. He noted this week alone, there were three accidents. He said he is very worried about what would happen if a truck tips in this area and also wondered what the trucks will be carrying when they flip and what the warehouse will be storing.

Mr. Arrigoni noted the PZC changed the zoning about a year ago and asked if the zoning could be changed again to protect the watershed.

Major Dale Hourigan, 9 Marie Lane, said he spent 37 years in law enforcement; five with the Wallingford Police and 32 with the CT State Police. He said he has taken a lot of enforcement action in this area in particular Carpenter Lane and Research Parkway. He noted that no one stops at the four-way stop sign. Mr. Hourigan spoke about wrong turns and noted he saw an Amazon truck trying to make its way up High Hill orchard. He said High Hill Road is a cut through. Mr. Hourigan addressed the trucks, the warehouse and the contents. He asked the Commission to consider the storage of hazardous materials. Mr. Hourigan asked if improvements will be made to the street lighting and noted pedestrian traffic in the area is intense especially around the noon hour. He asked about the frontage on Research Parkway that would belong to this parcel. He said he found it difficult with the amount of frontage that the Applicant couldn't engineer and design egress to and front from the facility on Research Parkway. He said a lot of facts haven't been presented. He asked the PZC to consider the public safety aspect. He said the engineers are sitting at a desk in a sterile environment; these are real people and is real life.

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

Bruce Anesi, 91 High Hill Road, told the PZC he has lived here for 17 years and he has a proper home. He noted that 17 years later there is a proposal which jeopardizes the character and environment we live in. He urged the PZC to advocate for the residents who live on these properties in favor of someone new who wants to bring unwanted noise and air pollution and increased truck traffic. He said BMS was a good neighbor and urged the PZC to approve only those projects that carry on the standard of BMS.

Joseph Heeren, 206 High Hill Road, said he has lived in Wallingford for 47 and lived on High Hill for 40 years. He said he has seen all the development in the area before there was BMS and any industrial on Research Parkway. He said he works in Monroe and takes the Merritt Parkway. He said it is posted on the Merritt "no trucks" or "no commercial vehicles" and sees commercial vehicles on the road quite often. He said he was disappointed tonight and has many concerns and none of his fears have been allayed. He said when he takes the Merritt and gets off Exit 15 northbound, there is a traffic back up. Mr. Heeren says he makes the right turn onto Research Parkway and this in an ordeal now. He said access would be restricted to the residents own homes with this facility. Mr. Heeren said with this proposed footprint, this facility would be the 10th largest building in the world (combined) at 1.1 million square feet. He said this application seems to be rushed through. He asked when the demolition of BMS is being planned. He also said he wonders what will be stored in these warehouses.

Richard Gordon, 93 High Hill Road, said he has been a resident of this area for 32 years and moved in before the opening of BMS. He said he is concerned about lighting, especially spotlights. He said when BMS first opened up, there were bright spotlights on the back of the building creating an issue for his home and his neighbor's home. He said BMS addressed this issue. Mr. Gordon asked if there were studies regarding the potential light pollution from these two warehouses and are there local standards relating to the amount of lighting to be emitted from these two structures.

John Livingstone, 42 Valley View Drive, told the PZC he has lived on this road for 42 years and has seen a lot of traffic on Carpenter Lane. He said approximately 15 years ago, there was a snowstorm and an 18 wheeler jackknifed when the driver realized he was in the wrong location and couldn't make it up the road. He wondered how many of these trucks coming in will have deep cleats on their tires. He said he sat on Carpenter Lane for over three hours waiting for the truck to be pulled out of the snowbank. Mr. Livingstone also noted a snow plow also had trouble making this hill. He said if there is snow and the trucks try to use Carpenter Lane, the snow will be packed down to ice. He said if the grade is changed, there will be more accidents.

Beverly Morse, 174 High Hill Road, there have been issues with Eversource and there is no noise barriers. She said she now has views of the power plant and BMS. She said she can only imagine what the people will experience on Carpenter Lane when the trucks enter that area at 2 a.m. She asked the PZC to don't vote for this application. She said she has lived in her house for 40 years and has seen many changes, most not good for the area. She asked if BMS is demolished, where would the material go and what would this do for traffic.

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

Christine Livingstone, 42 Valley View Drive, said she lives parallel to High Hill Road. She commended the Applicant's representative for being thorough in endeavoring to comply with all the Town's ordinances and regulations concerning the impact on the land, the water and the air. She said this proposed facility is not welcome and will ruin the watershed. She said she is afraid there are too many unanswered questions. She said the human factor has been ignored and urged the PZC to use their conscience when they vote.

Ed Bradley, 2 Hampton Trail, said he has lived in the area for 44 years and said his home is located just south of this site. He spoke about problems with runoff and sediment and noted that prior to the early 1980's there was never a problem. He spoke about Miller's Pond and Rt. 68 and flooding. He also spoke about the history of Spring Lake going back to the 1930's. Mr. Bradley read a letter dated Sept. 26, 1940 from William MacKenzie who noted that Spring Lake is a critical component of the watershed. He said he was concerned the pond on the east side of this property will bleed out. He asked who would monitor the site and who will be in control. Mr. Bradley said there is no protection for the homeowners.

Laurie Mendygral, 16 Martin Trail, said she lives on Spring Lake and said she moved to Wallingford because of the lake. She said she has watched Wallingford grow out of the suburbs into more of a city atmosphere. She said Rt. 5 is now a massive nightmare. Ms. Mendygral said she doesn't want this to happen to Rt. 68 and would like to see Wallingford stay the suburb she moved to. She said this project will affect the lake and her well and asked the PZC to think about the little people in town and why we all live here.

Jean Wronka, 54 High Hill Road, pointed out that trucks shift up and down and will hear this 24/7 especially if they go up the hill and encounter the hairpin turn.

END OF PUBLIC COMMENT

Atty. Ceneviva noted that after Dec. 31, the BMS building will be razed. He pointed out there is now a glut of vacant office space in Wallingford and no one was interested in this site. He said the application has been done with a lot of forethought. He said the Applicant made sure there will be no impact to the residential neighbors. He noted this is an IX zone and what is being proposed is the sort of use that would be contemplated. Atty. Ceneviva pointed out this parcel is 180 acres and is not a small parcel of land. He said because of the wetland on site, there would be a problem accessing the area from another point. He said BL Companies have been working on this application for over a year. Atty. Ceneviva said the Town Planner made recommended approval with certain conditions of approval because she felt it was important to do this for the PZC and to indicate what her concerns were. Atty. Ceneviva said the Water and Sewer Divisions came up with their own conditions of approval and did not recommend denial. He said the Town Engineer also is coming up with a conditions of approval list and no one is recommending denial. He added an independent engineer also recommended approval. Atty. Ceneviva said an independent traffic reviewer went over the Applicant's traffic report and there has been no suggestion the plan doesn't work. Atty. Ceneviva said every effort was done to minimize the impact on the community and improve and redevelop a site that has already been developed. He said the original

SPECIAL MEETING

use is no longer needed or viable. Atty. Ceneviva said the proposed development has been taken away from the residential homes. He said he couldn't imagine there would be more traffic than today from the access points at Research Parkway down to Carpenter Lane taking a right. He said this is a Research Parkway development. He said he believes the project meets all the qualifiers for a Special Permit application. He spoke about the monitor noting that if the application is approved, one of the conditions suggested by the Town Engineer and the Water and Sewer Divisions and the Town and Environmental Planners and in the wetlands approval, was the hiring of an erosion and sedimentation control implementation monitor, who will ensure during construction and before the site is stabilized that the controls be handled appropriately by the Contractor.

Mr. Fitzsimmons noted the PZC has 35 days to take action. He recommended that because of the sheer volume of information and the time needed to digest all this information, the Public Hearing should be kept open. Mr. Kohan said he agreed with Mr. Fitzsimmons and said this was a tough decision based upon not knowing who the tenant will be and this ties the Commission's hand regarding questions that need to be asked. He said the residents brought up a few issues the PZC needs to consider. He said he didn't believe this was going to be a truck terminal and to him, fits the definition of a warehouse. Mr. Hine said it makes sense to continue and would like to digest the information heard tonight. Mr. Fitzsimmons said he would request between now and the Dec. 10 PZC meeting, a signed and dated letter each Department Head on any conditions of approvals and concerns. Mr. Kohan said he would like to see the conditions of approval list whittled down. He said he didn't recall seeing a lighting plan. Acting Vice-Chair Venoit agreed.

Atty. Ceneviva agreed to an extension to the Dec. 10 PZC meeting. Mr. Checkoway noted the daycare facility power that is fed from the central utility plant at BMS is being shut down on Dec. 21, which renders the daycare facility without power and the ability to provide life safety fire alarm systems. Mr. Checkoway said there is a question of extending overhead power lines on a temporary basis to the daycare so the facility will not go dark and lose the building. He requested some action be taken tonight so Wallingford Electric Division (WED), can proceed with the installation of the temporary poles. Mr. Kohan noted WED is willing to do this temporarily. Mr. Allinson asked if the temporary lines are installed and the application is denied, how will the lines be taken down and will they become permanent overhead lines when there is clear regulations that underground lines are required for new construction.

Mr. Hine said the proposal was the lines wouldn't be temporary, but permanent overhead lines to the daycare. He said now the proposal is the lines will be temporary and ultimately placed under the road. Atty. Ceneviva said this was correct and why the Town Planner was encouraged by this proposal. Mr. Hine said he had no problem with this, but believed Mr. Allinson brought up a good point that we could end up with temporary lines that could end up permanent depending upon the outcome of this application. He wondered if there was a proposal by the Applicant to address this. Atty. Ceneviva said the daycare is there and at some point, the temporary lines would have to come down and electricity would be provided by underground service. Atty. Ceneviva said the contemplation is that it should be kept open and the way to do this is to feed it with electricity.

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

Mr. Kohan said if the application was denied, the Town would have to provide until the next tenant. He said this is the cost of doing business. Mr. Fitzsimmons noted the daycare currently receives its power from BMS until the end of December. He said he believed the discussion at the last meeting without a vote was yes. He said if the Commission is not taking action tonight, there is nothing that can be done. He said he is in favor of continuing the application but said the daycare center is a problem for us, noting BMS is still open and is a problem for them. He said he doesn't want to be pushed into providing electrical power for them.

Mr. Fitzsimmons: Motion to continue the Public Hearing to the Dec. 10, 2018 PZC meeting

Mr. Kohan: Second

Vote: Hine –yes; Kohan –yes; Fitzsimmons – yes; Allinson – yes; Venoit – yes

PUBLIC HEARING CONTINUED TO DEC. 10, 2018 PZC MEETING.

FIVE-MINUTE RECESS TAKEN AT 11:25 p.m.

MEETING RESUMED AT 11:29 p.m.

NEW BUSINESS

6. 8-24/Town of Wallingford/Purchase of Property, 33 North Cherry Street

Acting-Secretary Allinson read all correspondence into the record: Correspondence from the Mayor to the Planning & Zoning Commission received Oct. 19, 2018 with an attachment map.

Ms. Torre said the property is proposed for parking in line with the Transit Oriented Development and the Town Center new zone. She said the Planning Office recommends approval to the Town Council to purchase the property. Mr. Kohan said he is in favor of purchasing this parcel, but is not in favor of using the parcel for parking. He said he hopes parking will be a short-term objective. Mr. Hine echoed Mr. Kohan's comments. He said he hopes the parking is a temporary use and the Town's intent is to purchase the buildings around the property to market to a future developer to enhance the downtown.

Mr. Fitzsimmons: Motion to approve under CT Gen Statutes 8-24, for the Town, the purchase of property known as 33 North Cherry Street as recommended by the Town Planning Office and by the Mayor's Office.

Mr. Kohan: Second

Vote: Hine-yes; Kohan-yes; Fitzsimmons-yes; Allinson – yes; Venoit- yes

ROAD ACCEPTANCE

7. Docker Drive Ext., servicing the Knollwood Place Subdivision - #103-08

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

Acting-Secretary Allinson read all correspondence into the record: Memorandum to the PZC from the Engineering Dept. dated Nov. 2, 2018.

Mr. Baltramaitis said he is recommending the public improvements be approved by the Town of Wallingford. He said this subdivision goes back to 2008. He explained the process of the roads getting accepted into the infrastructure is to have them inspected by his office and by Public Works. He said both he and Public Works Director Henry McCully signed a recommendation to this Commission and if favorable, it goes to the Town Council where the road will be accepted.

Mr. Fitzsimmons: Motion to approve acceptance of Docker Drive Ext., and forward this to the Town Council per Section V-J of the Subdivision Regulations.

Mr. Kohan: Second

Vote: Hine-yes; Kohan-yes; Fitzsimmons –yes; Allinson – yes; Venoit-yes

BOND RELEASES AND REDUCTIONS

8. Subdivision/Pasquale DiNatale/605 North Elm Street - **#101-17**

9. Brett & Danielle McCarthy/231 Northford Road

10. Special Permit/Specialized Education/5-9 Barnes Industrial Road South - **#401-17**

Ms. Torre said the bond release for 605 North Elm Street was contingent upon both engineering and wetlands sign-off and was not ready at the last meeting. Mr. Baltramaitis said this is not ready and said a drive-by showed evidence of rilling which needs to be touched up. He said this may not be ready until the spring. Ms. Torre said #9 is ready to be released as well as #10.

Mr. Fitzsimmons: Motion to release the bond for 231 Northford Road and 5-9 Barnes Industrial Road South as recommended by the Planning Office.

Mr. Kohan: Second

Vote: Unanimous

REPORTS OF OFFICERS AND STAFF

11. Administrative Approvals

a. Zoning Permit/P/ Sagristino for Spring/50 Gaylord Farm Road - **#805-18**

b. Site Plan Modification/Ferti Management Corp./155 East Street - **#216-18**

c. Change of Use/WCW Holding, LLC/1127 South Broad Street - **#311-18**

d. Change of Use/A. Mujollari/1207-1211 South Broad Street - **#313-18**

SPECIAL MEETING

Wallingford Planning & Zoning Commission
November 14, 2018

e. Change of Use/Ives Road, LLC/20 Ives Road - **#315-18**

f. Change of Use/Nikos "The Greek Guy"/600 North Colony Road - **#316-18**

g. Change of Use/A. Khan/1103 Old Colony Road - **#308-18**

12. 2019 Planning & Zoning Commission Meeting Schedule

Mr. Fitzsimmons: Motion to approve the 2019 Meeting Schedule

Mr. Kohan: Second

Vote: Unanimous

13. ZBA Decisions of October 15, 2018

Ms. Torre noted there were three approvals: a variance request for landscaping changes description on the frontage on Capital Drive on 122 North Plains Industrial Road because of parking changes; building coverage of .1% storage pad at Aldi's to be enclosed; lack of landscaping on 8 Pent Highway.

14. ZBA Notice of November 19, 2018

Ms. Torre noted the first item for a sideyard variance of 2.26 ft. was withdrawn. She said one variance for Inframetals involves additional coverage of a crane bay and Rowland Technologies at 320 and 340 Barnes Road, adding a building addition and reduction in parking requirements

15. Zoning Enforcement Log

Ms. Torre said there has been activity but reduced in Ms. Hand's absence.

ADJOURNMENT

Mr. Fitzsimmons made a motion to adjourn the meeting at 11:40 p.m. Mr. Kohan seconded the motion which passed unanimously.

Respectfully submitted,

Cynthia A. Kleist

Recording Secretary