

Town of Watertown
The Planning and Zoning Commission
Public Hearing
Volume Reduction Facility/ Sanitary Services
September 3, 2008

Time: 7:00PM

Date: September 3, 2008

Place: **John Trumbull Primary School Library**

779 Buckingham Street

Oakville, CT

Minnich: I am calling this meeting of the Planning and Zoning Commission to order.

Present: D. Minnich, R. Russ, M. Masayda, G. Martin, C. Mancini, J. Blais, K. Demirs

Absent: G. Dupliese, D. George, R. Rondeau

Others Present: Ruth Mulcahy, Land Use Administrator
Chuck Berger, Town Engineer

K. Demirs sat in for G. Dupliese

R. Rondeau arrive at 7:20

Minnich: Next item on the agenda is Site Plan/Special Permit #253 for sanitary services for Construction and Demolition of Debris Volume Reduction Facility including a 48,000 square foot building to be located at 0 Frost Bridge Road, Watertown, Ct in IR80 restricted industrial zone. Mike would you read the notice of public hearing.

Masayda: The Planning and Zoning Commission in Watertown, Ct will hold a public hearing on Wednesday, September 3, 2008 at 7PM, Watertown, Ct. located at the John Trumbull Primary School Library, 779 Buckingham Street, on the following applications Site Plan/Special Permit #253 (sanitary services) for a Construction and Demolition Debris Volume Reduction Facility including a 48,000 square foot building to be located at 0 Frost Bridge Road, Watertown, Ct. in IR-80 restricted industrial zone. Dated, Watertown, C. this 21st and 28th of August 2008.

Greg Lapinsi – Project Manager – Fuss and O’Neil

I have the green cards with notice. I apologize if this is very repetitive to which you have already heard with the public hearing and I am going to move through the whole thing again. This application is for a volume designed reduction facility the site itself is on Frost Bridge Road and we believe that it is a very ideal site. The main reason is because it borders the Naugatuck Railroad. It would be on the plan the railroad is due west of this facility. To the south of the facility is which could be potential a garage. To the north and to the east of this facility is the Naugatuck River. This place is also in very close proximity to Route 8 as shown on the map to the west of the site. All these factors make it ideal because we don't believe that there is any residential activity close by. I am going to talk about the site history; historically the site was used for a drive-in. Then in August 2006 a wholesale food distribution facility was approved. It was 100,000 square foot building that approval happened in 2006 but after that approval the current site owner found various construction debris of brick, also mined the site for offsite fill. Because of those actions that led state restoration plan which was approved by the Watertown Conservation Commission, November 15th 2007. In that restoration plan, put notice on the current property owner to clean up the site to what the site restoration specified as prepared by Civil One. We would like to point that Frost Bridge Associates is in no way associated with the current site owner and that applicant agrees if granted approval to take full responsibility for the cleanup work. As I said before the applicant has received Conservation Commission approval on August 28th and if local approval is granted the applicant would to continue multiple deed permits that includes 2 storm water permits, industrial storm water permit, and also a construction zone permit and a few solid waste permits, a permit to construct and a permit to operate a transfer station. They would also need to resolve the existing steam channel encroachment line permit which is before the state right now. The purpose of that permit is to deal with impacts to the Naugatuck River. This is a condition of the sale of the property as we discussed before the applicant does not at this time wish 100,000 thousands of dollars to clean up this property only to find out that it gets rejected either at the local or state level. So right now the applicant has an option on the property and as a condition of approval the condition of sale is local and state approval. We believe it is more efficient if we are going to clean up this place to do it in conjunction with remedial activities anyway because right after the remedial work is complete we continue construction instead of intermediate staff

restoring the entire site with top soil or what have you. The last point I would like to make about the cleanup is that the cleanup must occur to receive bank financing which the applicant (**inaudible**). I want to talk about the proposed activities in detail a lot of people ask what is the Volume Reduction Facility, has I talked to you before C & D its construction and demolition debris that would be if a building was knocked down what is left over brick, concrete, wood, shingles that type of thing that is C & D. What happen is the C & D comes in by truck. You will notice from the existing access road off Frost Bridge Drive and the tunnel across the access road and eventually they would go over a proposed weigh scale and a scale house. The trucks then back into the proposed facility up the proposed ramp and there is one of five doors. They dump on a tipping room floor which is a big concrete floor with open space. The building itself proposed is 38,000 square feet and what happens is through mechanical means no burning is proposed, no chemicals are proposed, it is mechanical means pieces of equipment like front end loaders will physically separate the loads into the different waste streams and mechanically crush it to reduce the volume. Once this work is done it is pushed towards the west and the tipping room floor is approximately 12 feet higher than the lesser portion of the building and that is where a rail sidings comes in. Approximately four rail cars can fit inside the building and after the different loads are separated they pushed over the edge into the rail cars. All the waste comes in by truck we propose approximately 200 trips per day, 100 coming in and 100 leaving. Patrick will discuss that in better detail when he goes over the traffic study that was submitted. And everything leaving the site the majority of things is to go out by rail we proposed railroad sidings along and where the storage of both empty cars and completed full cars would be. Some other aspects we have 20 parking spaces to the south of the site that are proposed. We dug in the trail to nowhere which is consistent with 2 classes of six applications it is a walking trail, it is exactly what was approved in 2006 and we are putting it in just in case at some point there is a connection for the north or south of both. The entire site is surrounded by a fence and that is done for security reasons. We also committed a landscaping plan there is a couple of trees that are proposed along the access road, a couple of other trees that are at the southeast site and then we propose full screening and the main reason for that is screened from the trail. Now as far as utilities that are proposed the entire storm water system is designed for the 25 year storm to the town standards. Storm water essentially either will end up in one of two places one the access road there are number of infiltrator units that are called tech infiltrator units that are proposed. And the remainder the site all leads to the easement of the property in the exact same location that was approved in 2006. As I mentioned before the only difference, 2 feet lower for a couple of

reasons. One it picks up the drainage at the north of the property and two it reduces the velocity of the flow before it enters the water body. No detention is proposed because obvious proximity to the river, there is one well that is proposed that is to the north of the building. There is a septic system that is proposed there is only one toilet facility and a sink that is proposed that is located inside the scale house itself. I know potentially one day utilities might come on Frost Bridge Road but for right now the system is designed to be self sufficient so you have a septic system and well that is proposed. We did receive a letter from the Torrington Area Health District on August 5, 2008 which wasn't included in the application it was given after the fact. Electric and communications will also be brought in from Frost Bridge Road; there is a couple of tanks that are proposed one is 20,000 fire suppression tank which is located to the south of the building that was reviewed by the fire marshal. There is also 5,000 underground storage tank that is proposed. Inside the building there are a number of floor drains and floor drains all connect to the 5,000 gallon underground storage tank, so if there is any liquid that does come in contact with the waste that goes on the tipping room floor in any way shape or form it will enter the floor drain and enter the 5,000 gallon underground storage tank, when that tank fills somebody has to come in and pump it out and dispose of it properly. I should also mention that inside the building we propose a misting system, to keep dust down. Lighting we have two types of lights that are proposed we have free standing and pole mounted and both of those are high pressured sodium lights we have included in our application. And all the fixtures are full cut off type fixture. We also included in our application an erosion and sediment control plan, which includes two different rows of silt fence and hay bales and those are put in to protect when we construct the trail and also the facility itself. We also have a temporary stockpile area that is proposed and a temporary sediment trap which the calculations shown on the plan do provide the required 134 cubic yards of sediment storage per acre. And lastly I would like to point out that the applicant does have a similar facility in North Branford it is a little different the facility at North Branford has no rail access and a little different from this facility, this facility proposed regional facility a larger facility and the waste streams that are going to come to this facility will be from more like the facilities that applicant currently has. The existing facility in North Branford is a type of facility that takes it from the local construction and demolition projects we don't for see that the high volume from local streets from local construction project. The applicant does have a similar facility and three members of the Watertown Economic Development Commission including the Chairman and as well as the Economic Development Coordinator toured the facilities on August 13th. We met with EDC on August 21st to basically do what

we are doing right now explain the project and subsequently the Economic Development Commission's intent of letter support to Planning and Zoning on August 25th. We have also had similar meetings with the Naugatuck Railroad Company and they have also sent I believe letters of support to the Commission. David reviewed our siding design they I believe. And that its with that I like to turn it over to Patrick who is going to do a brief presentation about traffic.

Patrick Baxter – Traffic Engineer – Fuss & O'Neil, Manchester

We performed a traffic statement for the proposed application; I will give you a brief overview of the site location Greg already mentioned the facility will be located on Frost Bridge Road it is also known as state Route 262. Rt. 262 is classified by the Department of Transportation as an arterial roadway. Given that Rt. 262 is 30mph, the roadway has two thirteen foot wide lanes one in this direction. We performed automatic traffic quarter counts for a period of 48 hours in the vicinity of the site in order to determine the 24 hour traffic volume, peak hour traffic volumes as well as the 85th percentile for vehicles traveling down the roadway in the vicinity of the site. Those counts indicated that the 24 hour traffic volume on Rt. 262 approximately 4,970 vehicles per day. The speeds are 41 MPH – 46 MPH east bound and west bound directions. The counts are indicated that the morning peak hour you have 173 vehicles traveling east bound 152 traveling west bound. In the afternoon peak hour we had 287 traveling east bound and 241 traveling west bound. In order to determine the impact of the proposed site and operations of the driveway we threw those volumes to the two thousand nine year using a 2% percent per year earth factor which is conservative for the area. Access to the site is going to be proposed as you see on the site plan by single driveway which will provide one exiting lane and one entering lane. The driveway will be stop controlled for vehicles exiting the site. For the post facility which is going to be possibility 100 trucks entering the site and 100 trucks existing as Greg had mentioned. That includes vehicles that trial into the site and trails will be on site for rail. In addition to that there will be a maximum of 15 workers at the facility at any given time during the day time shifts. In order to turn the impact of the post traffic we development peak hour volume based on the assumption that 25% of the trucks would arrive and depart at each peak hours. The conservative estimation that assumes that 50% of those trucks are going to arrive and depart during two one hour periods in addition to that we also consider

the employee traffic entering and exiting the site. Using those volumes as well as the as using the 2009 volumes in addition to earlier we are able to form capacity now for the site driveway. That analysis indicated that the driveway will operate a total of service A and what will service B during the two peak hours. At the request of the Commission we did go back and reanalysis that driveway with the additional traffic we generated by the closed conduct facility it is on the map we provided here. DOT is proposing to build a bus garage immediately in front of our proposed site with their site driveway located just east of our site driveway. In addition we have also noted on the map the location of the proposed power plant and the proposed shopping mall those facilities are not expected to generate any additional traffic in front of our site. The majority of the vehicles entering those sites would either use local roadways towards downtown Watertown and Waterbury or they would utilize Route 8. Each of the Route 8 ramps is located west of our proposed site driveway. Therefore we do not expect any significant amount of traffic volume to be passing by our site. The additional traffic in front of the bus garage still allows the driveway to operate (inaudible). As a further analysis just to verify that existing capacity on Frost Bridge Road, we also investigated exactly how much wide it would take a to decreases the services of that driveway and analysis indicated that even with doubling the existing volume zone of Frost Bridge Road would increase to 600 vehicles and still be (inaudible). We also preformed a Q analysis, the Q analysis indicated that they are not expecting cues more than 5 feet on the site driveways, the lane is actually one shorter than a vehicle length. So during peak hours we are expecting we expect to see no more than 1 truck or car at a time exiting the driveway due to minimal delay. We also analyzed the intersection plate distance according to the DOT criteria those criteria require 575 feet of site distance for passing of cars 605 feet of site distance for trucks in a east bound direction. In a west bound direction through the higher speeds they require 645 feet of site distance and 780 for trucks. The measurements that we took as the proposed site indicated looking to the right to the west we have 710 feet site distance which exceeds the required criteria for the roadway. Looking at the other direction we have 600 feet which brings us to the Frost Bridge Road as you can see in that map there Frost Bridge road ends at the T intersection. Therefore our analysis accident data indicated there were no report of fatalities or serious injuries around the site parameters. In conclusion it is the professional opinion of Fuss and O'Neil that it is not going to generate any impact to the existing operations of Frost Bridge Road or the other type driveway.

Minnich: Thank you sir. Is there comments or questions?

- Mancini: The average operation, I see here 3 hours of operation and will the trucks start at the beginning of the hours of operation and end at the hours of operation?
- R. Sachs: Our plan is to deal to have the facility to operate from 7 to 4:30 there will be some minimal activity 5:30 to 6:00 in the morning and maybe 6:00 at night. But the main facility would be open from 7 to 4:30 with an additional hour or two possible.
- Mancini: When would the trucks be beginning to ride?
- R. Sachs: 7:00
- Mancini: You mentioned that no material will be leaving the site by truck, is that correct?
- R. Sachs: That is not 100% correct. The majority would leave by rail. There are two bays that are proposed along the front of the facility for a couple of roll off containers and that is mainly going to be for metals into we would put into the rail cars.
- Mancini: And did you anticipate how many trucks a day would be leaving with metal on it.
- R. Sachs: Usually 2 or 3 trucks a week and then there are also some specialized items like cardboard recycling we might get another load per week of cardboard or some salvageable waste, so it is very minimal leaving the site by truck.
- Rondeau: How would you be assured that any materials that you would be getting in facility did not contain any hazardous materials like asbestos or anything of that nature?
- R. Sachs: We require them sign out that they did bring any kind of material or any material containing asbestos.
- Rondeau: I use asbestos as only as an example but please indulge me that it would include any hazardous material.
- R. Sachs: That it will and I will give you an example asbestos floor hazardous material we are dealing with all commercial, asbestos if it is removed in the state of Ct a lot of this material is going to be demolition material you need asbestos survey on a house, they say there is no asbestos, your asbestos survey will say that it does have some asbestos in house and if it does then you need a clearance for the

asbestos to be removed to outside facility we are not accepting that material. At the facility there is cameras variegate and there is cameras at the scale house and there is cameras inside the building. Once the material enters the building we kind of own it, so we are holding it to a higher scrutiny. The workers are all 40 hours on contract they on their watch to make sure that nothing can come in.

Lapinsi: The other thing I would like to add is that DOT requires manifests for all the trucks so those are recorded and they go to DOT as well.

Rondeau: If my house were if I got the less expensive demolition and put up something new and if someone were to come in (inaudible)

R. Sachs: You would hire a contractor and you got to demolish a building, either the contractor or homeowner has to get a survey, the survey of the house would see if there was survey.

Rondeau: The reason I brought that up is because you had mentioned something about having a 5,000 gallon tank to hold. What type things expect to get into that tank other than water?

Lapinsi: The most likely culprit would be petroleum products from the vehicles themselves. Which you would not want them to discharge into the river you would have to pump it out and put it in a truck and dispose of it. It would have to be treated.

Rondeau: If that system were to reach its maximum capacity of 5,000 gallons there was not a truck readily available to take that, where does that overflow go?

R. Sachs: The amount of liquid that goes in this tank is and this is really a security blanket, that something breaks and goes into a holding tank but currently we have an alarm on the system that alarms us when we are at 4,000 gallons.

Rondeau: And all the misting that you were mentioning that's immaterial it sticks to the debris that...

R. Sachs: The misting that occurs in this building is very similar to Stop and Shop misting on the cucumbers, just a little mist that keeps the dust down. You will see the floor damp but you will not see any ponds or puddles.

- Rondeau: Some of these questions are just involving the fact that we have the river right there, it is our responsibility to make sure none of that stuff ends up...
- R. Sachs: And that is the exact reasons for the holding tanks, it is an emergency system that we have.
- Rondeau: You mentioned about the your septic and really designed for one sink and one toilet would the crew that you mentioned as you had was it an issue of space and or area big enough to be able to put in septic why only one toilet and one sink in a facility that size?
- R. Sachs: The actual workers on site will actually be 7 or 8 people, one toilet is probably sufficient; we could look at that again.
- Rondeau: I am just curious, was it an issue that you did not have room or the space to be able to put in adequate septic or it is just the fact that is all you really needed.
- R. Sachs: That is all we needed.
- Rondeau: The utilities running from Frost Bridge Road to your facility are they underground, is that what you are proposing or are you proposing to run telephone, electric?
- Lapinsi: We are proposing underground.
- Rondeau: This question for the traffic study gentlemen, you had mentioned that you felt even with a proposed development of a shopping center not too far from your facility that you felt even with a shopping facility that even think they would be any more traffic than exists now going by your facility. Could you clarify that, I don't really see that as being the case?
- Baxter; The proposed shopping mall is relocated on Ledge Road right over here by Rt. 262 next to Route 8 South bound ramps. So we would expect any vehicles entering or exiting the shopping mall will most likely either going to be using Rt. 262 into the center of Watertown or if they are coming from locals further away they would be entering and exiting Route 8 South heading back towards 84. Or if they are coming from New York they could continue up Frost Bridge Road and then at the intersection west of our site they come straight across and Route 8 north bound or coming entering and coming down Route 8 south bound off ramp

they would turn left onto Echo Lake Road and then a right onto Frost Bridge Road. So in all those scenarios vehicles will not be traveling past our site on Rt. 262. There is very little in the way of developed land east of our site so we would not expect that anything percentage. There maybe a few cars per day but we would expect.

Rondeau: And what you are saying makes somewhat logical sense but it is not necessarily the case. I personally travel up 262 quite frequently, if you are trying to come out of Waterbury and get onto Route 8 then cross 262 and if someone could help with the name of the road is Huntington Avenue and Thomaston Road, frequently there is a couple of traffic lights there and it's not uncommon for there to be quick especially around rush hour time it is not quite uncommon for there to be quite a bit of traffic backup just trying to get through those lights to get on to Route 8. I personally do it all the time I will take and go Rt. 262 and cross right past your facility and go up Echo Lake Road to get into Watertown and I can see that more and more people would be willing to do that especially that was something to go to up there in the shopping center, there is nothing now. With that being said if the traffic increased by 50% or even 100% of what it is would that affect any of the studies that you may have done at this point in time.

Baxter: We did analyze potentially three existing traffic lines on 262 which increased by 100%. (inaudible)

Lapinsi: Consider 600 trips per hour

Rondeau: I did not think it was accurate to say no traffic would go by there by the shopping mall. How many trucks, how often do you think this would happen that trucks would be stacked up on your driveway to get into the plant to unload? How many can you hold as far as stacked up and how long would that take?

R. Sachs: We could probably hold a half a day's worth of traffic on site without the amend of cueing. The trucks would come in here, they don't have to stop they go to the scale we could stack 50 to 60 in here plus the driveway could handle 20 trucks there will be zero wait time coming into the facility. At the facility you have a stop sign.

Rondeau: What is your proposed width of your driveway?

Lapinsi: 30 feet is shown in the layout.

Minnich: In your conversations with traffic the DOT with regards to how much traffic, they were going to (inaudible) did you have any conversations with them in regards to access management to the roadway out front, in the possibility of sharing driveway or some means of access sharing some means of access management with the bus garage?

Baxter: That was not mentioned, my understanding as far as their process goes they are still in the planning process, they have not had the final site development or prepared the applications for the facility.

Minnich: What is the distance from the driveway that you are proposing to the stopping line of for the proposed bus garage?

Lapinsi: 12 feet

Minnich: I understand also that state is in the planning stages would it not then be prudent to move your driveway adjacent to the property lines so the Department of Transportation may consider combining that access way or do you want to keep your driveway where it is?

Lapinsi: No we don't have a problem moving the driveway further to the east but at this time we cannot guarantee that there project is going forward and since we do not have a site plan from them right now we are doing our design if they were ever to come to us after the fact while we are getting the key approval and we could work something out at that point then perhaps we can entertain that offer. But right now since we do not have the design of theirs right now to work with we haven't gone that we just designed the facility.

Minnich: I am not suggesting trying to get that finalized with the state they are still in the process, I am really suggesting it would logical moving your driveway adjacent to that property line and then the state can do their work they will have that there to use.

R. Sachs: You are 100% correct. If we try to get some information but at this point they did not know where the buildings would go they were not 100% sure if it was going to happen another option might be sharing of the driveway unfortunately we did not have the information hopefully we will have it shortly before the facility building will come in to modify that.

- Lapinsi: Another thing that is a possibility is that we share a driveway and even had an easement on the property and keep it where it is that could be worked out.
- Minnich: I guess I am paraphrasing correct if I am not, you don't have an objection to moving your driveway that you have close to us adjacent to the property line of the state when they are proposing their bus garage?
- Lapinsi: If the state does not have an objection? We don't have an objection?
- Minnich: I was willing to understand in some completeness and I will be happy to accept something in writing If you would like to do this all of the outdoor storage that you are proposing, I heard what you said this evening and there is a lot to that I did not know before, what is the in your somebody's narrative Ruth, our staff, or yours, that you had a storage facility out here at Echo Lake Road to be used for Tamrek Energy for the use of ...
- R. Sachs: We are planning no outside storage everything is within the building.
- Minnich: That makes it very easy.
- Lapinsi: The only thing I said is to the east of the facility there is a couple of liners in case we have some empty roll off we want to store there, before they go inside the building. We designated that are there. But there will not be any processing materials or material storage outside the building everything will occur inside the building.
- Minnich: There is nothing then for record will be stored in any roll off or any other matter on your driveway or near your driveway close to Echo Lake Road because that is what I understood it to be is that true.
- Lapinsi: Just the trains.
- Rondeau: Just to follow up on that you still dump a train with debris you have to wait for engine to come by and haul it off, while that is waiting in the wings to be picked up do you cover that with tarp, what prevents cardboard from blowing...
- R. Sachs: Every train that is loaded has a canvas on it.

Minnich: My last question what the source of supplies for water?

Lapinsi: There is a well.

Minnich: And that well will be sufficient for that whole rinsing system that you are talking about?

Lapinsi: Yes

Masayda: The applicant did not discuss the permanent easement for the walking path along the Naugatuck River?

Lapinsi: As far as the easement goes the 2006 there was a draft easement, I guess it was negotiated between the town and the current site owner, the applicant is perfectly willing to enter into a similar type of agreement. Our conversations with Paul Jessell, the Town Attorney he said the easement with a condition if the application is accepted that he has to enter it into an easement. The easement as you discussed I think at the last meeting should say it is for the entire length of the property not just for the proposed walking trail, the applicant is perfectly willing to enter into that agreement.

Masayda: I am not sure why type of easement this is, this covers the surface of the path, and does it cover west of the path, the rest of the path to the Naugatuck River...

Lapinsi: Right now what we have we have fence around the entire property. We don't know how currently who would be able to get to the walking trail. That would have to happen in the future when it is connected either north or south. But as far as the path itself, full access agreement but we are not proposing any type of temporary way to access that...

Masayda: At the next meeting if you could just get a little more information on it or maybe we can have the Town Attorney to see what he discussed at that time what this mechanism of permanent easement. You are saying it is going to extend all the way up to the furthest point, the northerly part of the property.

Lapinsi: Correct

Masayda: The property down there is the state forest?

Lapinsi: Correct

Masayda: So it's going to go from the southerly part of your property to the most northerly part of your property along the Naugatuck River?

Lapinsi: Correct

Masayda: And a permanent easement in favor of the town of Watertown?

Lapinsi: Correct

Minnich: It is obvious as Mike suggested that, we are not probably going to close this hearing this evening, it would probably good for staff if you could get together with applicant and with Paul Jessell if we could see this easement in front us, that will resolve all of our questions, I am sure.

Masayda: And another thing was the looking at the grading plan it does not seem like where you have the shown on the plan it could be constructed to the details of what is also presented in your plans.

Lapinsi: We would have to look at that, we could work with town staff to make sure that it is constructible.

Minnich: For the next time too if I like to understand and have a presentation of what the plan is and the process is going to be with regards to the remediation plan that the order that you now have on this property and the cease and desist order, I want to comprehensively understand what is your plan and how you are going about doing what you are doing, I do not need to know this know because we are going to continue this but I want to give some to time to the public.

R. Sachs: We would like to discuss it, if there are any questions we can address them the next time.

Minnich: I don't want to cut you off except it is a late hour and we have a lot of other stuff on the agenda. I do not believe we are going to close this public hearing this evening in part the reason is that we needed more time for staff to review and provide comments to us and so that we don't close our public hearings by practice until we understanding from staff as to what we are doing so in interest of time if

you don't mind, if you could hold that answer to the next time, I was just trying to prepare you for it.

R. Sachs: We just want 20 seconds if a question pops up we can answer next time. We want to have every opportunity to close the public hearing if possible. I understand with your process because you do have 65 days to accept it after the public hearing is closed, if you have any comments that we could work out, but if that is not your practice I understand there throwing it out as our preferred option. As far as the remediation plan we are going to follow Civil Ones plan to a T. Which includes reuse of some of the materials and some of the contaminated materials will be excavated and taken off site following excavation and removal there will be confirmatory soil samples done and those samples will be analyzed to make sure they meet two criteria's. Once it is deemed clean then we have to bring in fill because this is going to be a net fill job additional bring it up to sub grade for the remainder of construction so that is the mediation plan, we know we need to work with the town of Watertown staff and town Watertown's consultants to make sure everything is done correctly and we are purposely willing to do that as well.

Rondeau: Just because you have an opportunity of having access to the river for the town of Watertown and I leave it up to Chuck to determine whether it should be staked in the fields so that it could be seen its location.

Minnich: That is a good idea. Anybody else?

Martin: You indicated earlier that the type of demolition material coming in is from houses that are being demolished is that what I heard you say?

Lapinsi: It is not just houses, it going to be commercial buildings.

Martin: So it could be for example what is there now because that all came from the Trumbull Mall it was all demolished and drop into the site, unfortunately we need to clean that up first before the facility... a company came in and throw all that construction debris in there and now we got a construction debris and mediation company... is there any tie between Bailey Company and this company?

G. Sachs: Absolutely, positively not.

Martin: You say 100 hundred trucks per day and 100 trucks out, how is that figure come about, could it be 200 or 300 how are reaching 100? Is that the maximum capacity of the building?

R. Sachs: No, but that is what our model projective is.

Martin: What is the size of your facility in Branford?

R. Sachs: About 25% of this.

Martin: So you could in concept have a lot more traffic than 100.

R. Sachs: We don't expect it.

Martin: Any idea where the traffic is coming from is it coming north, is it coming south where is this traffic coming from, do you have any idea?

R. Sachs: It is projected it will come through Route 8 north and south. We feel the higher percent will come south.

Martin: With that said did traffic engineer take into consideration traffic that comes off of Route 8 heading north because that gets pretty bogged down on occasion if you are traveling down that exit?

Baxter: The analysis assumed that all the trucks would be coming from Route 8 in terms of the turning movements they are making in the driveway. However we do not analysis the Route 8 ramp intersection.

Martin: So you are looking at the traffic right at your intersection from your road contact but you are not looking at any of the traffic coming off of Route 8 and how that is going to affect that?

Baxter: Yes that is correct.

Martin: You talk of no hazardous materials but I heard somebody say in their discussions we are going to have roofing shingles, things like that, roofing shingles have asbestos in it, how do you eliminate that type of material in there or transit board, the normal construction material items that I looked at your plans and your

crushing walls you start crushing material you start developing a lot of dust, a lot of dust has asbestos flowing around in it, material that may not be friable.

Lapinsi: As far as the hazardous materials go the type of materials that we are talking about are like mercury switches, PCB that type of thing we are not talking about drums of chemicals the only thing that could potentially come in from a demo project is that type of thing. Those types of materials along with the asbestos there has to be an asbestos survey done on the building before demolition and licensed asbestos Bateman contractor has to come in and remove that material before it is demolished.

Martin: Even transit boards?

R. Sachs: Even if it is not no friable it has to be removed and you have to get clearance from a hygienist before the building is demolished. That is right on your demolition permit, you have an asbestos clearance, it is not just your permit, and it is every state permit in every town in the state.

Martin: What kind of ventilation do you have in the building to prevent any materials that may have slipped through; things happen do you have your ventilation system in there that filters air that is being exhausted outside the building?

R. Sachs: Our existing system has a misting system inside, and that is one of the reasons we invited Economic Commission down when you walk in the building there really is no dust in the building, but besides that we do have a exhaust fans on the building itself to take out any exhaust, the fumes are really taken out the diesel fumes and the diesel equipment that runs in the building they have a catalytic convertor on them, so you really can't smell the diesel fumes inside.

Martin: So there is a filtration system is what you are telling me for, I am not thinking so much the diesel fuel, I am thinking about the crushed material anything that maybe mixed into that that was missed, when you are looking at taking down a Trumbull Mall as they did before and put all that material in a building. It is very difficult to make sure that everything in that pile is clean.

R. Sachs: We understand that we take precautions two cameras, god forbid there was something loaded up and brought on the truck because one they are not paying for hazardous material to come in we don't want it because we really try to protect ourselves. We have been in operation for 8 years and we never had one incident of asbestos coming in the building.

Lapinsi: Let me make one more point as I mentioned in my presentation this is not the last step we still need to get DEP approval you are going to have to fit the plans to them and go over system in further detail.

R. Sachs: On a point back to your emissions, the DEP will require us whether it be quarterly or semi-annually or annually or monthly how to test asbestos monitor and a dust monitor within the a building we have to monitor it and submit it to the state we will have to hire another inspector to come which will report back to DEP.

Martin: Is there another facility of this size out there, my question would be did talk to members of the community as to how the facility runs and again is a facility of this size that we can go out and question the neighbors of the community to see what kind of effect this has this has on a community?

R. Sachs: There is a facility in Suffield, CT that facility is very similar in size.

Martin: Similar size in Suffield.

R. Sachs: This is not our facility but...

Martin: I understand but it is similar facility.

Mancini: The land fill is the trains going to Ohio, do you own that land fill?

R. Sachs: No we do not.

Rondeau: I would like to know if I am the only one that would like to have the traffic study include a look at the Route 8 North exit 37 ramp how the trucks coming off of that affect traffic getting off of Route 8?

- Martin: The only exception I would like to add to that is I would like to add both North and South, the only concern I have is the size of these trucks, you fill that with a ton of concrete or whatever many tons of concrete they lumber along,...
- Rondeau: I would like to see that, am I the only one.
- Minnich: I would like to ask Mike if I may you deal with this. I understood that when a business generates 100 cars, 100 trips that DOT looks at this issue?
- Masayda: 200 parking spots or 100,000 square foot building
- Rondeau: I would like to request a, I know you took a traffic study for what you provided seems to be adequate to this point but I would like you to perhaps go back and take a look at...
- Masayda: However they are going to have to get an encroachment permit from the state of Ct for driveway access to the Rt. 262 so the state will see it at that point.
- R. Sachs: That is correct.
- Minnich: And you have a preliminary approval from the state.
- R. Sachs: No we will go to DOT once we get local approval.
- Minnich: Anybody else on the Commission before we open to the public? Let us now. Let me indicate that we have a letter I won't read it into the record unless. The letter from the Railroad Company dated August 26, 2008 from Howard Bakis, President in a paragraph and I paraphrase it being in support of this application. Another letter I know he is here tonight but Joseph Beres, Chairman of the Watertown Economic Commission, dated August 25, 2008 I am paraphrasing also is being in favor of this but welcome to make comments. And also Louis Beres Jr., 632 Litchfield Road, let me this one in the record if I may. This addressed to Planning and Zoning Commission from Louis Beres, Jr. at 632 Litchfield Road in Watertown. This is in reference to the construction and demolition facility planned for the former Watertown drive-in property next to exit 37 from Route 8 on Frost Bridge Road. This is an excellent use of this property that is has now taken and not put up for use. This facility will have a minimal impact on our town and no impact on any populated areas. Materials for this plan will use Route 8 and

not have an effect on traffic on local roads storage waste material for the facility to be shipped by rail CSX by a large railroad with a presence of New England in a recent advertisement said that the fuel mileage for their trains was over 400 miles per gallon for one time material shipped. The plan at present will be a large property tax benefit to Watertown. I have been with Watertown for a long time I graduated from Watertown High School in 1951. Our children also graduated from Watertown High School, my mother graduated from Watertown High School in 1927. Watertown High School was on the second floor of the Walnut School. Our family is happy living in Watertown and hope our leadership makes the right decision to enable all of us to have successful future. Thank you Louis Beres. Also finishing up on the written communications I sort of want thank those who responded to the Commission's request including our Attorney with regards to the issues that the Commission had with regards to Fuss and O'Neil at our regular session we can decide whether as a Commission that is acceptable. But I certainly did leave what we asked had to be done. I want to read in the record a letter from Tony Maggario Esquire, dated today, September 3rd, Dear Commission, As you know I represent the Bailey Company I will see Bailey considering the above referenced site pursuant to your recent request this correspondence was to assure the Commission that Bailey is fully aware that should the pending applications of 0 Frost Bridge Road LLC be granted. Bailey's previous site approval will no longer be valid. If you should have any questions at all please do not hesitate to contact me. Sincerely, Tony Maggario Esquire. That concludes the written communications; are there any comments from the public orally?

Joe Bradajur – EDC

Also I would like to present tonight is the same thing, same way it was presented to EDC and our site visit. I may answer a couple of questions. Specifically the bus maintenance facility we tried over and over again to find out from the state exactly the status of that program and it is back in the design stage. They could give us no idea when that would go forward. I understand there are some funding issues, so this could drag on for another few years before that becomes reality. As far as the walking trail there is a possibility from according to Joe Seacress, that may in fact go on the other side of the river. Thomaston has talked about that in the recent past. So we are not quite sure exactly what is going to happen to that walking trail but in fact that may not be an issue.

Masayda: The point is that it is not just a walking trail. Access to the river should belong to fishing or anything else, access to both sides of the river.

Bradjur: As far as the site visit we had it is not the sexist project in the world. It is in a commercial zone, it was not noisy, there was no neighbors to be talked to, the neighbors, all their businesses I did not see any residential facilities in the area. It is a pretty straight forward facility where they come in and they drop things off, they separate them and they load them on trucks and took it away. But it is a pretty straight forward practice that I saw. And that is about it, from our perspective it looked like a good fit with the assumption that bus depot facility does go there, this would almost be invisible to the public. That would be built in front, this is going to sit in the back and it would not be in any a detriment to the area.

Martin: Did you view the vehicles coming in to the site?

Bradajur: Yes

Martin; Was it a constant flow of trucks?

Bradajur. We were there probably for half hour to 40 minutes I think. By the time we left there were 2 or 3 trucks in cue. Pretty much they come in, they dump their load, they did sort through it as described. They did separate everything and I guess at the end of the day they would take that specific group of material load it on a truck and cart it off site that way. But again it was not noisy, it wasn't pretty straight forward.

Minnich: Well, thank you Joe, thank you EDC for the work you have done. And we appreciate the comments you made and thank you.

Martin: One more question from the applicant?

Minnich: No this is the public's time. Is there anyone else from the public who would like to make a comment on this application? Hearing none.

Martin: One more thing, when you talk of the watering system that knocks down all the dust obviously that will create mud on the floor and that will be the closest thing to having contamination I would think that you would have in the facility. What happens to that mud?

R. Sachs: The floor is concrete, it is 100% concrete. There is no puddle of water on the floor. You will not see a quarter inch of water. And whatever that water really mixes in with the debris and gets loaded back out that mist.

Martin: The crushing happens the dust happens it gets knocked down as you are pushing the stuff along the muck that goes with the product.

R. Sachs: The mist ends up on the materials; there is no muck on the floor. That is the reason for the concrete floor.

Minnich: Is there anything else from members of the Commission? We still have more comments to get from our staff and I would suggest that we continue this public hearing until Wednesday, September 17th. Is there a second? Is there any further discussion? All those in favor please say I, all those opposed no. Motion carries.

Text of Motion to close the public hearing.

Motion made by C. Masayda and seconded by C. Mancini

All in favor and none opposed.

Michael Masayda _____
Secretary