

TOWN OF WEST HARTFORD

**TOWN COUNCIL PUBLIC HEARING
November 30, 2022, 6 p.m.,
Legislative Chambers**

**Re Application of Corporate Center West,
LLC, for SDD Amendment at 433 South Main
Street.**

A p p e a r a n c e s:

Town Council Members Present:

MAYOR SHARI CANTOR

CAROL BLANKS

ALBERTO CORTES

LEON DAVIDOFF

MARY FAY

DEBRA POLUN

LIAM SWEENEY

MARK ZYDANOWICZ

Alternate

DIANA SOUSA

DALLAS DODGE

Corporation Counsel

TODD DUMAIS

Town Planner

ESSIE LABROT

Town Clerk

A p p e a r a n c e s: (cont'd)

For the Applicant:

SHIPMAN, SHAIKEN & SCHWEFEL

Corporate Center West

433 South Main Street, Suite 319

West Hartford, Connecticut 06110

By: LARRY SHIPMAN, ESQ.

Larry@shipmanlawct.com

860.606.1702

1 **PRESIDENT CANTOR:** We will
2 call the 6 p.m. public hearing to order.

3 This is the application on
4 behalf of 433 South Main Street, amendment to
5 SDD Number 15, an application filed on behalf
6 of Corporate Center West Associates, LLC,
7 owner of 433 South Main Street located within
8 Special Development District 15.

9 The application seeks
10 permission to amend the existing SDD to
11 create a new mixed-use development which
12 contemplates a new development parcel, and
13 the construction of an approximately 2417
14 square-foot new Starbucks building along
15 South Main Street.

16 In addition, associated
17 improvements including the reconfiguration of
18 the parking layout, installation of new
19 landscaping, lighting and pedestrian
20 amenities are proposed.

21 We will begin with rollcall,
22 Ms. Labrot?

23 **THE CLERK:** Ms. Blanks?

24 **COUNCILOR BLANKS:** Present.

25 **THE CLERK:** Ms. Cantor?

1 **PRESIDENT CANTOR: Here.**
2 **THE CLERK: Mr. Cortes?**
3 **COUNCILOR CORTES: Here.**
4 **THE CLERK: Mr. Davidoff?**
5 **COUNCILOR DAVIDOFF: Here.**
6 **THE CLERK: Ms. Fay?**
7 **COUNCILOR FAY: Here.**
8 **THE CLERK: Ms. Polun?**
9 **COUNCILOR POLUN: Here.**
10 **THE CLERK: Mr. Sweeney?**
11 **COUNCILOR SWEENEY: Here.**
12 **THE CLERK: We have Ms. Sousa**
13 **sitting in alternate for Mr. Wenograd?**
14 **MS. SOUSA: Here.**
15 **THE CLERK:**
16 **And Mr. Zydanowicz?**
17 **COUNCILOR ZYDANOWICZ: Here.**
18 **THE CLERK: Thank you.**
19 **PRESIDENT CANTOR: Thank you.**
20 **And thank you, Ms. Sousa, for**
21 **filling in tonight. Councilor Wenograd could**
22 **not be here, so we appreciate you very much.**
23 **All right. And we will begin**
24 **with the presentation from the Applicant.**
25 **And that microphone is**

1 automatic. So you speak into it and it will
2 work. Thank you.

3 MR. SHIPMAN: Good evening.
4 My name is Larry shipman. I am an attorney
5 here in West Hartford, actually located at
6 433 South Main Street, with the firm of
7 Shipman, Shaiken & Schwefel. I'm here on
8 behalf of Corporate Center West Associates
9 for this application to amend SDD Number 15;
10 as was read in the public hearing notice, to
11 make certain lot improvements, create a 2417
12 square-foot Starbucks restaurant.

13 The project overall
14 contemplates potential future development,
15 and we hope to be before you at some point in
16 the near future with additional applications.
17 Tonight we're focused on this Starbucks' lot
18 creation.

19 We've been through subdivision
20 and received approval of the subdivision of
21 the 1.06-acre lot, and we have also been to
22 wetlands where we've received the wetlands
23 approval for limited disturbance in the
24 upland review area.

25 We believe in general this

1 project fits well within the district that it
2 lies in, the underlying district; the lot
3 that we've created is fully compliant. And
4 this application is requesting only one
5 waiver which is a waiver of the 10-foot
6 maximum building setback, which you'll see.

7 And the reason for that is to
8 allow for a more enhanced streetscape, and to
9 also take advantage of the natural contours
10 of the land which will set the building
11 that's intended to be built a little bit
12 lower to be more pleasing visually.

13 We have a team here tonight
14 that will take you through the project which
15 includes landscape, architecture,
16 engineering, drainage, traffic, community
17 outreach and then the architecture for the
18 plan. So I won't take up too much of your
19 time and we'll get to them.

20 I'd like to say that this
21 project meets your plan of conservation and
22 development to the extent that this is an
23 infill development in an already existing
24 property that has quite a bit of
25 underutilized and now fully paved land. So

1 by creating this we're able to access this
2 project through the signalized light at South
3 Main Street and expect very, very minimal
4 change to the traffic patterns in general at
5 the site.

6 This SDD was created in 1972.
7 So on the 50th anniversary of this SDD It's
8 maybe time for some changes or some
9 additions, and we believe that, you know,
10 this project and any future development will
11 be a benefit to this corridor on New Britain
12 Avenue and South Main Street.

13 I'd like to first introduce
14 Mr. Chuck Corsi who will give you an update
15 on where we stand with our community outreach
16 that Chuck's been communicating with the
17 neighbors on that.

18 CHUCK CORSI: Thank you,
19 Larry. Thanks.

20 Good evening, Madam Mayor and
21 members of the Council. My name is Chuck
22 Corsi. I am the principal at Corsi & Company
23 and live at 21 Walbridge Road here in West
24 Hartford. Just a quick -- before I begin, a
25 quick, my usual intro about what community

1 outreach is and is not.

2 Community outreach is not
3 going out and trying to sell people on a
4 project. It's going out and talking to those
5 immediate stakeholders within the immediate
6 neighborhood to identify what concerns they
7 have, and then go back to the developer and
8 figure out how those concerns can be
9 mitigated and solved.

10 I also wanted to just, since
11 the last outreach we were going to meet
12 earlier in November, and since my last
13 outreach report that was submitted in early
14 November, I do have just a few additions that
15 I wanted to let you know about.

16 I was able to be in touch with
17 the current President of the Colonial Village
18 Condominium Association.

19 If you go back -- could you go
20 back to the previous slide? You can see
21 those are the condominiums immediately to the
22 west on Shadow Lane. And why don't we go
23 to -- wow, that's pretty cool. Okay.

24 Thank you.

25 Yeah let's go -- we can go to

1 the final page, the list of concerns that I
2 identified -- and see if I can read sideways.

3 Yeah, that's not going to
4 work. Okay.

5 So again, I made every attempt
6 to -- I did make every attempt to touch
7 everybody within the 500-foot radius. Some
8 people returned calls. After calls I also
9 went door to door, and you'll see in my
10 outreach report that there's a copy of a
11 flyer that I dropped off at folks' doors, and
12 that seemed to solicit a good response.

13 Since this is just -- this
14 particular application just deals with the
15 Starbucks site, I did make every attempt to
16 speak with those folks on South Main Street,
17 directly across the street from the project
18 and had some success with that.

19 What you'll hear -- you'll
20 hear from the smarter folks after I leave
21 that will go through and show you how each of
22 these concerns have been mitigated or
23 addressed including, you know, the traffic.

24 Obviously, traffic is always a
25 major concern on projects, any sort of new

1 work; litter, noise, lighting, times for
2 construction, trash pick up, those sort of
3 things, those will be addressed.

4 I can, you know, I hate to be
5 a spoiler here, but they are going to abide
6 by all the Town's regulations that are
7 outlined and using the latest
8 state-of-the-art 21st century lighting, none
9 of the spotlight lighting that shines away
10 from the building towards the neighbor's
11 home.

12 And later Mr. Simons -- both
13 Bruce and Harris have committed to
14 patrolling. They do -- their folks at 433
15 South Main do a walk of the property every
16 morning, and they're going to continue to do
17 that with particular attention on any trash
18 that might be discarded along.

19 You know, one of the concerns
20 from neighbors, one of the neighbors on South
21 Main Street there was the continued expansion
22 of retail and development towards the north,
23 towards the highway. I can certainly
24 appreciate that concern, but I liken this --
25 this is already a developed property.

1 And what's happening here I
2 kind of compare it to what, you know,
3 Chick-fil-A did at the BJ's Plaza, where
4 you're taking an underutilized piece of land
5 that's paved and putting something on it
6 similar to what Jared, Red Robin, those sort
7 of things.

8 We have a very, you know,
9 parking requirements from the past almost
10 over parked a lot of these major
11 developments, like 433 South Main Street.
12 And I think it's a benefit to the Town -- my
13 own personal opinion.

14 There are also concerns about
15 the Trout Brook south branch impacts. That's
16 that stream that runs at the far west of the
17 property. You'll learn from the
18 professionals that follow me that this will
19 not have an impact.

20 But again a lot of these
21 concerns came up with folks that were
22 concerned about, not specifically this part
23 of the property, but what may happen in the
24 future on the western side of the property --
25 and again, that's not part of this

1 application. And the same with wildlife
2 impacts, privacy, you know, access of the
3 property on to new Britain Avenue. This is
4 not contemplated in this application, and the
5 loss of green space.

6 So that's what I found in my
7 outreach report. I'd be happy to answer any
8 questions that you might have at this point,
9 or come up later on.

10 PRESIDENT CANTOR: Thank you.
11 Mr. Corsi. I think we will -- I don't see
12 any questions right now, but thanks.

13 KIMBERLY MASIUK: Good
14 evening. I think you can all hear me.

15 MR. SHIPMAN: I was just going
16 to introduce you -- but go right ahead.

17 KIMBERLY MASIUK: Sorry. Good
18 evening. My name is Kimberly Masiuk, and I'm
19 a civil engineer with BL Companies in
20 Hartford, Connecticut. And we've been
21 working with the Applicant on the site design
22 portion of this.

23 So I'll walk you through the
24 site plans and then take any questions that
25 you might have, and we can also turn it over

1 to Phase Zero who did the architectural
2 design for us on this.

3 So just to get you oriented
4 here, horizontally across the bottom is South
5 Main Street. On the right side is the
6 highway I-84. Left side is New Britain Ave
7 on here. And you can see the red outline is
8 the property line that we just recently
9 subdivided for the Starbucks lot, 1.06 acres.

10 This horseshoe building is
11 Corporate Center West, which is kind of the
12 hub of this overall SDD district here.

13 Hartford Healthcare is on the
14 corner of New Britain Ave and South Main.
15 Cats Limited, and then you have some Dunkin
16 Donuts; an American eagle across, diagonally
17 across the intersection.

18 And then across the streets
19 here there are residential areas that you
20 see, and a brook that runs -- runs back here.

21 This plan here is just
22 illustrating the SDD District 15 that we are
23 in, and it's the hatched area here. So it
24 does encompass the proposed Starbucks,
25 Corporate Center West, and in the Hartford

1 Healthcare parcel over here. And you can see
2 our underlying district is general business.
3 And then again as I mentioned, there's
4 residential district across the street, a
5 little bit of neighborhood business district
6 diagonally, and more residential here.

7 So the residential areas are
8 separated by streets, and on the back side by
9 a stream. And then we have the highway right
10 over here on the right side.

11 So I also mapped the wetland
12 area on here just to give you an idea. We've
13 been through wetlands; got that approved.
14 There's no other rare species habitats or
15 anything of that nature on this parcel.

16 So you can see that the blue
17 lines represent the wetland areas, and this
18 inner line here is the upland review area.
19 So a portion of our parcel is within it, but
20 again we're not touching any of the resource
21 areas.

22 This is our proposed plan.
23 I'm going to zoom in a little bit here for
24 you.

25 So this brown area here is the

1 proposed Starbucks building. Again, just
2 over 2400 square feet. We've got a nice
3 outdoor patio here for some outdoor seating
4 connected with sidewalks to the street to
5 provide some connectivity there.

6 We have 29 parking spaces that
7 you can see. And how we access them is if
8 you come in off of South Main Street and you
9 come in this existing established drive here
10 and you take a right, you can either take a
11 right and go to the front main entrance here
12 or you can continue along and enter into the
13 queue lane.

14 So there's 13 spots here to
15 queue. So that's a significant length, and
16 there's a bypass lane. So if you need to
17 have an emergency exit you can go by and come
18 back out.

19 We do have a screened -- it's
20 screened with landscaping, but it's also a
21 fully enclosed dumpster area here, and that's
22 going to mimic the facade that Phase Zero
23 will talk about later here for you.

24 There's a loading area and
25 they typically have trucks once a day that

1 come in, WB-50s. And we've provided a
2 truck-turning movement plan in our package to
3 you, just showing that they can come in and
4 make their movements on site, unload and
5 continue around the back side of Corporate
6 Center West, and come back out.

7 I'm going to go down here.

8 So this is actually just
9 illustrating the stormwater. The cyan colors
10 here are the drain lines, and this big
11 rectangle is actually a subsurface
12 infiltration system that we have.

13 So currently all the runoff
14 from this site -- and there is an existing
15 paved drive, it's collected and it's
16 discharged into an existing basin that was
17 established for this complex. We are
18 actually self contained here. So any runoff
19 from the new surfaces that we're proposing
20 are collected with catchbasins, and they all
21 go through hydrodynamic separators for
22 treatment for the water quality prior to
23 infiltration here.

24 There's an emergency overflow
25 to this pond, but again this is designed for

1 the 100-year storm event to, you know,
2 prevent and mitigate those issues with
3 potential flooding downstream. I know Trout
4 Brook has been mentioned several times.

5 And I'm actually going to go
6 back to this plan here just to show you a
7 little bit more -- but the stream along the
8 backside, these both connect and they go
9 under the highway to the south branch of
10 Trout Brook, and it doesn't connect until
11 much further down to Trout Brook.

12 So we're significantly
13 upstream of that, but again it's almost a
14 moot point because we are self contained.
15 This is really like a bowl. This whole site
16 pitches from Hartford Healthcare down towards
17 this existing pond and then it comes back up
18 for the highway. So the highway and the
19 residential areas around here are
20 significantly higher. So that will all be
21 treated. There's a stormwater report that's
22 been included in here for you.

23 This is just to illustrate
24 that the utilities are readily available
25 here. You know, we've got utility services.

1 I can zoom in a little so you can see these
2 better, but sanitary sewer is the green.
3 We've got electric across the street here
4 that will pull in. The blue is domestic
5 water. This, a building of this size and use
6 doesn't require a sprinkler. So it's just a
7 domestic line. And then gas is internally
8 available on the site already, as is the
9 tele/data. So that's all easily accessible
10 here.

11 And I am going to let Wayne
12 Violet, our landscape architect talk about
13 his landscape plan here briefly.

14 WAYNE VIOLETT: Good evening,
15 Councilmembers. My name is Wayne Violet,
16 Senior Landscape Architect with BL Companies.

17 We're going to get away from
18 the black-and-white plans for a moment,
19 because they just hurt my eyes. We're going
20 to look at some color, look at some pictures.

21 So we're really excited to be
22 part of this, to compliment the site, to
23 complement the architecture which you're
24 going to see in a little bit with an
25 excellent robust landscape plan.

1 Right off the bat we have a
2 code-compliant landscape plan, which first
3 and foremost, we try to do the landscaping
4 where it's going to have the biggest impact.
5 We call those high-visibility areas. So
6 along the street front, along the entry
7 drive, along pedestrian zones we've added a
8 lot of landscaping.

9 We have overhead canopy trees,
10 oaks and maples. We have flowering trees
11 that are going to be a great multi-seasonal
12 interest. We have understory plantings like
13 grasses and shrubs. That's going to give you
14 a great color and great texture at the
15 pedestrian scale.

16 So we think we've got a great
17 plan here that hits and checks a lot of the
18 boxes to really again compliment a very
19 efficient site, a very small site -- but the
20 contemporary, the great styling of the
21 architecture here.

22 The plantings that we did use,
23 just so you know we typically will specify or
24 utilize native plantings or locally adaptable
25 plantings. We want to be very cognizant. We

1 want this to look great for a long time. We
2 want these plants to be here for a good
3 amount of time. So very happy with the
4 landscape plan.

5 On the screen here -- if you
6 are landscape person, you'll notice a little
7 bit of a plant palette. This gives you a
8 little bit of the texture and the styling
9 that we're looking to approach with the
10 design on this site. So a great plan, very
11 happy with it.

12 And we're actually going to
13 slide to our next slide, which is a little
14 bit on site lighting. So it goes hand in
15 hand with the site, with the landscaping.
16 This is very important.

17 So a couple of things right
18 off the bat, we're utilizing all LED
19 fixtures. As was mentioned, we're using
20 state-of-the-art fixtures that are going to
21 efficiently light the site without light
22 trespass and without disturbance to the
23 surrounding neighborhood.

24 We have dark-sky compliant
25 fixtures specified. Full cut-off fixtures,

1 and what that means is we're not having light
2 bleed into the sky, and that's pretty
3 consistent with how West Hartford operates.

4 We are utilizing a mixture of
5 site lighting poles and building-mounted
6 fixtures to efficiently light the site.
7 We've minimized the number of fixtures we can
8 in order to hit the, you know, the light
9 levels that we're looking for. So we think
10 we have a good plan as it relates to site
11 lighting for this particular site.

12 On the left side of the
13 graphic there are a few images of the light
14 fixtures being used between pole mounted
15 fixtures and wall mounted fixtures. Again to
16 complement the architecture efficiently light
17 the site without having any impact to
18 neighbors surrounding or across the street.

19 So a very brief summary of
20 site lighting, of landscaping, and I'm sure
21 we'll be available for questions when they
22 come up. Thank you.

23 KIMBERLY MASIUK: So before I
24 turn it over to Phase Zero, I did just want
25 to touch base quickly on the traffic. So we

1 did include a full traffic study that was
2 prepared by our traffic engineering
3 department, and they found that the peak-hour
4 volumes were 140. Based on the ITE Trip
5 Generation Manual, that they would expect 140
6 max on the peak a.m., and then also on
7 Saturday, so.

8 And they did review the level
9 of service and there was no significant
10 impact found, and no improvements needed
11 based on the traffic study -- and that's all
12 included in your documents.

13 And with that I will turn it
14 back over to Larry, to turn over to Matt.

15 MR. SHIPMAN: We're going to
16 bring up our architect to go over it.

17 MATTHEW WITMER: Thank you.
18 Good evening. For the record. I'm Matt
19 Witmer a principal with Phase Zero Design
20 Architects in Simsbury Connecticut, and
21 pleasure to be here tonight.

22 We've had the opportunity to
23 work with Starbucks at a number of sites
24 throughout New England, and I have to say
25 this is probably one of the better sites, if

1 you will. Things just really came together
2 very nicely.

3 Sometimes things are forced
4 and, you know, this site I think you'll agree
5 as I walk you through this, it's just one of
6 those designs that just came together really,
7 really nicely. It has a lot of unique
8 features to it.

9 This is actually a view from
10 inside Corporate Center West. As you come
11 into the parking lot and begin to make that
12 turn you're going to see one of the entrances
13 to Starbucks. This is the entrance that
14 faces the main parking area, if you will.
15 We're not calling it the main entrance.
16 We're calling it the side entrance.

17 As you come around to this
18 side of the building, you'll also see the
19 drive-through. It's all revealed to you very
20 easily, but it's well blocked by the view
21 from South Main.

22 As Kim had showed you in the
23 site plan, you continue to drive down behind
24 the building and then up into the
25 drive-through lane and the bypass lane. So

1 the vehicles are really hidden. The queuing
2 is really hidden by topography. I'll show
3 you that in a site section in a little bit.
4 The headlights at night don't shine across
5 the street or into South Main. It's really
6 very nice the way the topography tends to
7 screen and complement the building.

8 And the next slide.

9 So this is the view from the
10 intersection of South Main and Corporate
11 Center West. It's about a 2417 square-foot
12 building. It's not a large building at all.
13 We worked with DRAC and did some back and
14 forth. I actually had some good discussions
15 where we ended up lowering the overall height
16 of the building, working with them a bit on
17 the proportions and the materials. And I
18 think what's come out of that is a little bit
19 more of an attractive building.

20 The building itself is only 16
21 feet high. We are screening it with a
22 mechanical screen, which brings us up to
23 about 19 feet 10. So it's fairly low.

24 It's all done out of durable
25 materials. The material primarily is brick.

1 We also have a Trespa panel which is a
2 composite panel. And we have a metal panel
3 that's both anodized black. And we also have
4 a metal panel that has a printed image on it,
5 if you will, of a wood material. It actually
6 is a really high-end panel. This is not your
7 typical laminate, but it shows really well;
8 gives some warmth to the space, to the
9 building.

10 This is the back side with the
11 drive-through. You can see some of that wood
12 panel there. We have screens with a fence.
13 You can see over on the left side of the
14 image, that hides our mechanical systems, if
15 you will.

16 There's no exterior ladder.
17 There's an internal roof hatch. So we don't
18 have anything that, you know, would be seen
19 around the building that looks utilitarian.

20 I also show that there's some
21 lighting you can see below the word
22 "Starbucks" there. This is really decorative
23 lighting. I'll show you a little bit down on
24 the front of the building as well. It really
25 just shines up and down. It's a warm LED,

1 and it's really just something to bring your
2 eye to create a little bit of interest.

3 This is the back side. As you
4 can see again, not very interesting but
5 really not seen by anybody and well screened
6 by landscaping as well as the fencing.

7 And the front side where we
8 have our main entrance, if you will, which
9 faces South Main. There is a connecting
10 sidewalk directly to South Main. You can see
11 we have an awning on the entrance which
12 connects to a pergola that covers our dining
13 area, our outside dining area. That's
14 surrounded by planters.

15 We have a stamped concrete
16 floor, if you will, that looks like a stone.
17 And then we have some planters there that are
18 actually made out of a stone composite
19 material, which will have some perennials --
20 annuals in there.

21 The next?

22 This is it at night. You can
23 see we have a lot of muted lights. We're
24 also looking at some twinkle lights, if you
25 will, a very warm LED hanging from inside the

1 trellis area just to provide a little bit of
2 light in that area in the evening, certainly
3 not to flood it with light or anything like
4 that.

5 And then this is the view from
6 what I'll call the windshield view as you're
7 driving by on South Main. You can see the
8 front of the building with the dining area,
9 the outdoor dining, and that also helps to
10 hide some of our parking as well.

11 Here's a little bit of the
12 materials. We have the, you know, the Trespa
13 panel that I told you about, the brick, you
14 know, the metal pergola system and the Mapes
15 Canopies that are on the building.

16 And I think this last one
17 really shows a little bit about what I was
18 talking about from the site. You can see
19 that the parking behind the building is
20 actually stepped down. We're actually lower
21 than the residential across South Main by a
22 good distance, and we have a fair amount of
23 landscaping there that's blocking the view,
24 but also allowing the building to have some
25 presence.

1 And that completes the
2 presentation from my end. Thank you.

3 MR. SHIPMAN: So we've taken
4 you through the project. And just to
5 summarize that, we believe that this is a
6 very good use of this property. It enhances
7 also the walkability in the area.

8 It provides amenities to the
9 large population within the office building
10 that currently exists along with the Hartford
11 Healthcare. And it also kind of ties this
12 property more to the corner, which is one of
13 your corridors at New Britain Avenue and
14 South Main Street.

15 With that, I think we'd take
16 any questions that you have?

17 PRESIDENT CANTOR: Thank you
18 very much, Attorney Shipman.

19 So I think what we will do is
20 just review some of the comments. We'll hear
21 from people in the audience, and then we will
22 ask our questions.

23 So Madam Clerk, do you have a
24 summary of correspondence that we've
25 received?

1 THE CLERK: All of them are
2 included. There were no new ones.

3 PRESIDENT CANTOR: Okay.
4 Thank you very much. We all have received
5 them in our packets and had the opportunity
6 to review them. So we appreciate that.

7 We'll take a look at the
8 sign-up sheet, and if you haven't signed up
9 you will have the opportunity to speak.
10 There's one person signed up, Christopher
11 Conway.

12 State your name, address. And
13 if you are representing a group, you have
14 five minutes to speak; if not, three minutes.

15 CHRISTOPHER CONWAY: I'll keep
16 it to under five.

17 PRESIDENT CANTOR: Thank you,
18 Mr. Conway.

19 CHRISTOPHER CONWAY: Good
20 evening, Madam Mayor and members of the Town
21 Council. For the record, my name is
22 Christopher Conway. I am the President and
23 CEO of the West Hartford Chamber of Commerce,
24 which is at 948 Farmington Avenue.

25 On November 3rd Bruce Simons

1 from Figure Eight Properties met with the
2 Chamber's economic development committee and
3 provided a detailed overview of the proposal
4 for a new freestanding Starbucks on their
5 property at 433 South Main Street.

6 The Economic Development
7 Committee voted to recommend to the Chamber's
8 executive committee who fully endorsed the
9 proposal.

10 The Chamber believes that
11 Figure Eight's proposal for a new Starbucks
12 will specifically enhance West Hartford's
13 business climate and generally add to the
14 Town's overall well being.

15 The proposed Starbucks
16 application is consistent with the Town's new
17 updated plan of conservation and development
18 and helps the Town achieve objectives
19 outlined in the POCD, including encouraging
20 infill development on vacant and
21 underutilized lots, mixed uses in commercial
22 areas and development in already established
23 transportation corridors.

24 The new Starbucks will also
25 encourage new additional pedestrian foot

1 traffic in the immediate area, create
2 economic vibrance and generate approximately
3 30 new jobs.

4 For these reasons the West
5 Hartford Chamber urges the Town Council to
6 approve Figure Eight's proposal for a new
7 freestanding Starbucks at 433 South main.

8 PRESIDENT CANTOR: Thank you,
9 Mr. Conway. Appreciate it.

10 Is there anybody in the
11 audience that did not sign up to speak that
12 would like to speak?

13 Okay. Come on up and state
14 your name and address for the record. If you
15 aren't a West Hartford resident, then we can
16 vote.

17 JAMES REARDON: I am a West
18 Hartford resident. My name is Jim Reardon.
19 I live at 7 Davenport. And so I'm interested
20 when people talk about the corridor -- and
21 I'll just say I oppose this. I live over
22 there at Wolcott condos.

23 The corridor is people, people
24 who live on Knollwood Road who live across
25 the street. And we're talking about this is

1 going to enhance the corridor? Many of the
2 people there are essentially landlocked by
3 traffic at all hours of the day. The area
4 over there is incredibly unsafe.

5 There are accidents there
6 constantly. I can tell you personally, my
7 daughter was in a car accident with another
8 Conard high schooler. Her car was totaled
9 right at the intersection of 84 at the
10 entrance there. My car was totaled in front
11 of Dunkin Donuts. My mother-in-law's car was
12 involved in a hit-and-run accident right at
13 South Main and New Britain. This area is
14 incredibly dangerous.

15 I noticed the traffic engineer
16 isn't here. Okay. So if we add more traffic
17 to an already dangerous situation it won't
18 make it any worse? It's horrible.

19 And I'm just going to read the
20 one section. I will submit written comments
21 but -- well, I'll just actually skip the read
22 and I'll submit it later.

23 If you come from South Main
24 from the New Britain area and you approach
25 that intersection, and then you approach the

1 CCW area, there are lights there. The very
2 intersection after that is Conard High
3 School. There's enormous volume of high
4 school traffic at that time in the morning,
5 at least -- and then of course in the
6 afternoons.

7 So you know, the whole area, I
8 think what it doesn't take into account is
9 the quality of the traffic. There's just an
10 incredibly -- if you sit at the light; I
11 would ask any of you here, go sit at the
12 intersection of South Main and Britain Ave
13 and watch the light.

14 And I guarantee you that red
15 does not mean read. Everybody will go
16 through, and if you're the developer you're
17 probably saying, well, that's -- whose fault
18 is that? Is that the Town's? Nobody patrols
19 the traffic, but that's the reality of the
20 traffic over there. It's an incredibly busy
21 area. Additional traffic isn't needed.

22 If the Town does permit the
23 building, the drive-through is not needed.
24 That's clearly designed to capture the
25 traffic off of the highway. And all those

1 people who come in, well, then once they get
2 into Starbucks will now have to make a left
3 turn at the signalized light adding to more
4 backups.

5 The traffic over there --
6 anybody who, you know, you can do a traffic
7 count. I've done traffic counts. You put a
8 little rubber thing on the line. It counts
9 the blips. If you go over there and observe
10 what you'll see is that the busy times of the
11 day traffic backs up from the CCW, and New
12 Britain Ave, it backs up there. And then it
13 backs up going the other way up New Britain
14 Ave.

15 The area doesn't need more
16 traffic, not for something that's not --
17 that's being billed as an amenity. So I'd
18 like to just submit written comments, if I
19 could?

20 And I have one question which
21 is simply, is the setback on South Main
22 Street actually to make it closer or further
23 away from South Main? And I'll leave it with
24 that.

25 But in summary, as someone who

1 lives there as a resident -- and I know there
2 are other people here. I hope they'll
3 actually speak, since I only have three
4 minutes -- and I don't represent anyone
5 except for myself. It's an incredibly
6 difficult place to live.

7 I've lived at other places in
8 town -- on Mountain Road. This area is
9 qualitatively different and doesn't need more
10 traffic, and that's it.

11 But I would love to get a
12 question -- an answer to that question.

13 PRESIDENT CANTOR: And I did
14 not get your last name, Jim?

15 JAMES REARDON: Reardon,
16 R-e-a-r-d-o-n.

17 PRESIDENT CANTOR: And do you
18 have written comments for us --

19 JAMES REARDON: I do, but I
20 just want to get an answer to that -- I will
21 submit them, but I was wondering about the
22 setback.

23 Is it closer or further away?

24 PRESIDENT CANTOR: The
25 developer will address that when they come

1 back up.

2 JAMES REARDON: Okay. All
3 right. Well, I'll submit the written
4 comments. My assumption is that it was
5 further away -- is closer, but it may be
6 further away, in which case I would not have
7 a comment.

8 PRESIDENT CANTOR: Thank you,
9 Mr. Reardon.

10 Is there anybody else that
11 would like to come on up. State your name
12 and address for the record.

13 LINDSEY WOLEJKO: Hi. Good
14 evening, everyone. I'm Lindsey Wolejko. I
15 live on 9 Knollwood. I'm also one of those
16 residents that lives in a very busy area of
17 town.

18 I did read all the paperwork.
19 I saw the traffic study. I did try and get
20 ahold of Chuck as well. And what I would
21 really like to ask is if there has been any
22 neighborhood impact studies done to look at
23 the residents, the quality of life that is
24 going on in those streets, the taxpayers of
25 the Town.

1 We on Knollwood have been
2 landlocked by South Main -- by New Britain
3 and South Main ever since the last couple
4 years with the new addition of DORO
5 Marketplace -- it's been thriving. It's been
6 great, but it has also brought with it a lot
7 of traffic, especially to our neighborhood.

8 Knollwood is home to a lot of
9 children who are playing. We see a lot of
10 cars using our street as a passthrough,
11 trying to beat the light at South Main and
12 New Britain Ave, flying by. We also have
13 people who think they can access DORO
14 Marketplace from our street. So we get about
15 40 or 50 cars turning around a day.

16 It is a very busy, busy area
17 and it's hard to live there because we can't
18 even -- we can't leave our neighborhood at
19 certain times of the day. We have to go the
20 back way, go back way -- back ways through,
21 nobody will let you out. Trying to turn from
22 that when it's a two person road, and the
23 additional traffic that will be brought
24 through Starbucks is going to be very
25 challenging. And so I think we need to

1 really take a look at those neighborhoods.

2 I know we had mentioned
3 Chick-fil-A earlier as an example of a
4 successful property. However, there aren't
5 many residents living over by Chick-fil-A.
6 This is an area where there's a lot of
7 vibrant neighborhoods and I just think that
8 we need to take a step back as a Town and
9 really look at that, and look at the
10 residents and see how this is going to impact
11 their quality of life.

12 The traffic study, while
13 great -- and I know it can be helpful in
14 things like this. That's looking at passing
15 traffic. It's not looking at the people who
16 are actually living on these streets and the
17 impact it's having on their daily lives.

18 Thank you.

19 PRESIDENT CANTOR: Thank you,
20 Lindsey. Can you state your last name again
21 for the record?

22 LINDSEY WOLEJKO: Do you want
23 me to spell it, because it's a hard one.

24 PRESIDENT CANTOR: Yes,
25 please. Thank you.

1 LINDSEY WOLEJKO:

2 W-o-l-e-j-k-o.

3 PRESIDENT CANTOR: Okay, thank
4 you so very much. All right. Is there
5 anybody else? Come on up.

6 LINDSEY MARSHALL: I'm another
7 Lindsay on Knollwood road, Lindsey Marshall
8 of 22 Knollwood road. And I would just like
9 to say I, you know, the development is
10 exciting. DORO has brought a lot of great
11 things -- and Starbucks would too, but again,
12 just being able to turn onto or off of our
13 street is very dangerous. We really cannot
14 take a left anymore off of Knollwood road.

15 And then the no sidewalks on
16 our street -- when I have two kids. And as
17 they're going to there, running down the
18 street to their friends or riding on their
19 bikes. It's really dangerous. So just kind
20 of something to consider as we're making
21 these developments, what can be done in the
22 neighborhoods.

23 I know in some other
24 neighborhoods, you know, near the Center,
25 they've been turned into one-ways just to

1 kind of help with that traffic, or lines on
2 the street at New Britain avenue so that cars
3 stop and you can get through. So just kind
4 of thinking of some of those ideas that we
5 could do to make it safer. Thank you.

6 PRESIDENT CANTOR: Thank you
7 very much. I saw another hand up?

8 Yes, come on up.

9 EILEEN RAUSCH: Hello. My
10 name is Eileen Rausch. I live at 6 Thorne
11 Road. I lived there for 27 years. I'm in
12 Wolcott Town Houses. I've seen a lot of
13 changes in West Hartford, and I wish I could
14 say I was looking forward to this change.
15 I'm not.

16 I echo what other people have
17 said. I sort of came here to hear about it.
18 I'm a little dismayed that the traffic is
19 absolutely ridiculous, and those of you who
20 don't live at our end of town don't see it.

21 New Britain Avenue is a
22 racetrack -- people fly. I live near the
23 traffic light for Wolcott Road. I live near
24 Wolcott Park. Traffic lights mean nothing at
25 this end of town, and it's a racetrack. And

1 it's gotten worse.

2 I feel for the people on
3 Knollwood. It's getting bad on Wolcott Road
4 as well. Every morning when there's a
5 shutdown on the highway everyone uses New
6 Britain Avenue, and it's only going to be
7 worse.

8 So I don't have a lot of
9 things beyond -- I mean, I object to the
10 environmental impact and so on that Mr. Corsi
11 already referred to, but I'm really sad that
12 this whole area is being changed to a
13 commercial district. DORO increased the
14 traffic and Dunkin Donuts increased the
15 traffic and we don't just don't need it. So
16 that's all I have to say.

17 My last name is Eileen Rausch,
18 R-a-u-s-c-h.

19 PRESIDENT CANTOR: Thank you,
20 Ms. Rausch. All right. Is there anybody
21 else that would like to speak that has not?

22
23 (No response.)

24
25 PRESIDENT CANTOR: Okay. Now

1 actually, why doesn't the Applicant come back
2 up? And you take some of our questions and
3 then you can answer or respond to some of the
4 feedback that you've heard.

5 All right. I'm opening up the
6 floor to Town Council. Are there any
7 questions from members of the Council -- I
8 guess you can respond, but I'm sure there's
9 going to be more to respond to.

10 But yeah, if you would like to
11 respond to what --

12 MR. SHIPMAN: Well, I was
13 going to have our traffic engineer come up
14 and go through some of the findings, but I
15 would like to say that it was a minimal
16 impact that this would increase to the
17 existing traffic.

18 And unfortunately, that the
19 traffic is heavy there, but it's not going to
20 be made really any heavier by the inclusion
21 of a Starbucks there.

22 PATRYCJA PADLO: Good evening,
23 everyone for the record, my name is Pat
24 Padlo, and I'm a professional engineer
25 licensed in the State of Connecticut.

1 Just to answer some of the
2 comments that were provided by the public,
3 yes, we do acknowledge that there's heavy
4 traffic. And there are some crash statistics
5 that we've provided in the summary table.

6 The majority of the crashes
7 that we have noticed or reported in the last
8 three years were at the intersection of South
9 Main Street at New Britain Avenue. However,
10 in front of the proposed site at the segment
11 of New Britain Ave those accidents or crashes
12 reported were minimal.

13 Going back to other comments
14 as far as the traffic impacts, as Kim
15 provided earlier, the Starbucks itself is
16 generating approximately -- based on ITE trip
17 generation standards are generating 137
18 vehicles in the morning; in the afternoon,
19 about 60; and then on Saturday, midday about
20 140, in and out. That's total.

21 So if you think of it over an
22 hour -- so if you think of the rate or in
23 terms of that, it's about two vehicles a
24 minute. And to add on to how conservative
25 these numbers are is also the fact that

1 Connecticut DOT only allows a 20 percent
2 bypass rate.

3 So think of it in terms of how
4 often when you go and get your coffee are you
5 going just to get your coffee? Or is it on
6 your way and you're just stopping by and
7 picking up a cup of coffee? So knowing that
8 we only had a 20 percent reduction, and
9 that's why our volumes are approximate -- the
10 highest volume that we're generating is about
11 140 vehicles, which is about two vehicles a
12 minute.

13 Going back to the actual level
14 of service, or how much impact does it have
15 on the existing traffic? Yes, there is
16 congestion in the area and on the -- at the
17 signalized intersection, specifically at the
18 South Main Street and New Britain Ave.

19 However, looking at our
20 results from the Synchro model that provides
21 the -- Sorry. Let's take a step back. We
22 utilized a traffic simulation model Synchro
23 that grades the level of service or how well
24 of a traffic input -- traffic flows through
25 it by level of service A through F; a means

1 good, 'F means congested -- and currently
2 there is congestion.

3 The level of service in the
4 area is approximately level of service D.
5 And for overall -- and we are maintaining
6 that throughout the three time periods that
7 we've analyzed, and that means about delay,
8 about a minute or so.

9 I hope that answers the
10 questions.

11 PRESIDENT CANTOR: Thank you.

12 PATRYCJA PADLO: No problem.

13 MR. SHIPMAN: Just to add to
14 that in a nontechnical manner, we believe
15 that this traffic is already there. This is
16 a Starbucks. It's not necessarily a
17 destination, and I think that's why you find
18 that coffee shops, whether it be a Starbucks
19 or a Dunkin or any other, are voluminous
20 because they just pick up the traffic that's
21 already there. They're not really creating
22 new visitors to the site.

23 And on top of that, this one
24 will be serving a large population that's
25 actually pulling into the office building for

1 work and/or medical appointments, and it will
2 pick up that. And there is a lot of
3 walkability in that neighborhood, and there's
4 bus stops in that neighborhood. And this
5 will just be another stop, a stop along the
6 way on that.

7 PRESIDENT CANTOR: Do you want
8 to address the setback now?

9 MR. SHIPMAN: My understanding
10 is that the setback, the maximum building
11 setback is from the front of South Main
12 Street, and this building is set further
13 back.

14 And what that's doing is it's
15 allowing for the additional green space and
16 landscaping, and pushing the drive-through
17 and all the visual impact of parking to the
18 rear of the building, not to the front of the
19 building.

20 And it allows for -- but the
21 reason for the small setback is to allow for
22 walkability in a zone like this, because
23 again, this -- while there is traffic, this
24 is a business commercial zone and it will
25 continue to be that whether there's this

1 particular use or another use. The uses in
2 that area are commercial business and do
3 attract traffic. And West Farms Mall being
4 around the corner is probably the biggest
5 driver of all the traffic in that, in that
6 area.

7 PRESIDENT CANTOR: Thank you.
8 All right. So I would like to -- I don't
9 know. I see our Town Planner in the back
10 there. I don't know if you would like to
11 come up and just talk about that, that heavy
12 traffic and what you perceive as the impact.

13 And I don't know if that's --

14 MR. DUMAIS: For the record,
15 Todd Dumais, Town Planner. I am not
16 qualified to discuss traffic. Our town
17 engineer is not here, but has reviewed the
18 traffic analysis provided by the Applicant
19 and hasn't identified any issues with the
20 analysis provided.

21 I would point out because it
22 wasn't apparent from the Applicant's
23 presentation that both roadways, on New
24 Britain Avenue along this property's frontage
25 and South Main Street are not local town

1 roadways. They are state traffic facilities
2 and subject to additional review and approval
3 by the State Office of Traffic
4 Administration, in which the Applicant is
5 under that process as well.

6 PRESIDENT CANTOR: Thank you.
7 That's very helpful. Okay.

8 All right. Now with that I
9 think we're ready to go to questions from the
10 Council. Are there questions from the
11 Council?

12 Ms. Blanks?

13 COUNCILOR BLANKS: Thank you,
14 Madam Mayor.

15 And thank you for your
16 presentation. I always enjoy these
17 presentations, especially the landscape piece
18 of it.

19 So my first question -- well,
20 I'll stay with the little parking thing. My
21 family is a big Starbucks family, especially
22 my daughters, and they love the
23 drive-through. So I would like you to
24 elaborate a little for me in terms of the
25 drive-through lane coming in from South Main.

1 And it looks like it's
2 separate from the rest of the corporate
3 structure, because my concern is I know
4 personally that that drive-through lane can
5 back up. I don't know what it is about
6 Starbucks, but it seems like every state that
7 I go in that drive-through lane a hanging all
8 the way out, and sometimes can interview with
9 other traffic.

10 So can you elaborate on that
11 for me?

12 KIMBERLY MASIUK: Sure. So if
13 you look at the screen here -- I'm going to
14 zoom in a little bit.

15 Again, South Main Street is
16 down here. When you come in if you continue
17 on here there's actually 13 spots for cueing
18 in this, in this lane -- which is
19 significant.

20 But if there is an issue,
21 these -- I'm going to go back to this mapping
22 here just so you can see -- there is
23 alternative. There's alternatives.

24 So this circulates all the way
25 around, you know, Corporate Center West.

1 These roadways completely encircle this. So
2 if there is an issue there are alternatives
3 for the traffic flow, but 13 is actually, you
4 know, a significant number in here. And then
5 again, there's the bypass lane if for some
6 reason you need to get by and get out.

7 COUNCILOR BLANKS: Okay.

8 MR. SHIPMAN: Can I just add
9 that also that traffic, obviously if it does
10 back up it does back up internally -- which
11 is not that we're anticipating it will back
12 up, but it's not going to be backing up onto
13 any public roadways that are causing any type
14 of traffic situation.

15 So that's a benefit, I guess.

16 COUNCILOR BLANKS: Okay.

17 Through you, Madam Mayor. So let's say it
18 potentially does back up, would it interfere
19 with the other corporate center's tenants, or
20 patients, or clients if they're trying to get
21 through? Or is it separate?

22 So does it kind of stand
23 alone, and are they able to travel freely?
24 That's what I'm getting at.

25 KIMBERLY MASIUK: So you're

1 saying if they back up into this driveway?
2 This is actually a fairly wide drive aisle
3 right here. It's 28 instead of, you know,
4 24. You see 23 and 24 are typical.

5 So there would be room to
6 actually go around if for any reason it does
7 back up. But this, this is a drive lane and
8 you can go here or you can circulate, you
9 know, around the building. And if for some
10 reason Corporate Center West patients had to
11 get in here and it was backed up, there's
12 plenty of room to really go around. This
13 isn't a high-speed roadway. Like Larry
14 mentioned, you know, it's in the parking lot.
15 Or they would have to go, you know, around,
16 circulate around the other side to get into
17 the building under the garage that's
18 underneath.

19 MR. SHIPMAN: The west side of
20 the building actually I think carries most of
21 the traffic to 433 South Main just because of
22 the way the parking is set up. And it's
23 easier access, so most of the tenants -- me
24 being one of them would, generally would go
25 by that entrance completely and go around the

1 front of the building.

2 KIMBERLY MASIUK: Yeah,
3 they're like this most typically. And
4 there's three entrances.

5 COUNCILOR BLANKS: Two other
6 questions.

7 PRESIDENT CANTOR: Absolutely.

8 COUNCILOR BLANKS: Thank you.
9 Through you, Madam mayor.

10 So the other question I had
11 was -- I think it's for you, Mr. Landscape
12 Professional -- when you talked about the
13 lighting, and that it was a good plan. So
14 I'm just curious, because that sort of sounds
15 like your professional expertise.

16 What makes it a not good plan,
17 or a marginal plan? So it sounds like
18 there's some levels there.

19 So can you just elaborate?

20 WAYNE VIOLETTE: Yes. To
21 repeat, Wayne Violette, Senior Landscape
22 Architect, BL companies. In regards to the
23 sight lighting, and it's a good plan -- the
24 reason why that is the case or what would
25 make a maybe incorrect plan is if we have any

1 light bleed, you know, past the property. If
2 we have more fixtures than would be needed
3 for the site. If we over light the site.

4 We feel like we've minimized
5 the amount of light fixtures between pole,
6 wall-mounted, and then you had seen from the
7 architectural images some of those
8 decorative really nuanced lights on the
9 building. We think we've minimized the
10 number of lights by using LED fixtures,
11 modern fixtures to create a great plan.

12 Again, a bad plan would be too
13 many fixtures in the wrong spots, lighting
14 areas that are not high visibility areas
15 either for vehicular or pedestrian zones.

16 For that reason we feel we
17 have a very strong plan.

18 COUNCILOR BLANKS: Thank you,
19 and one more. Through you, Madam Mayor -- is
20 the dumpster. So I believe you all said that
21 the dumpster is in an enclosed area and it's
22 secured and sort of out of the way. So I'm
23 just curious in terms of how will the
24 dumpster be secured? How often will that
25 dumpster, you know, be changed?

1 Because again, when we're out
2 and about sometimes, either it's on the
3 weekends or what have you, sometimes the
4 dumpsters can be overflowing and very
5 unsightly, especially for folks that live in
6 the neighborhood.

7 KIMBERLY MASIUK: It is a
8 fully enclosed dumpster, but I want to let
9 Larry speak to the actual, like, procedural
10 process for Starbucks.

11 MR. SHIPMAN: So as far as
12 Starbucks is concerned, they'll hire a trash
13 pickup service. I don't know how frequently
14 they'll come. It's something that they kind
15 determined based on traffic at the store.

16 But with regard to, you know,
17 securing it -- and later again, the owners of
18 the building have committed to policing the
19 parking lot as they currently do now every
20 morning to pick up any trash or napkins that
21 might be blowing.

22 So we think that once
23 Starbucks get their process down with how
24 often they need to empty the dumpster, and
25 the fact that there will be daily monitoring

1 of traffic -- of trash, that should resolve
2 any concerns.

3 PRESIDENT CANTOR: Thank you,
4 Ms. Blanks.

5 Mr. Cortes.

6 COUNCILOR CORTES: Through you
7 Madam Mayor, I've got a few questions.

8 One, what is the hours of
9 operations of the Starbucks?

10 MR. SHIPMAN: Generally the
11 Starbucks is open from five to ten, 5 a.m. to
12 10 p.m. There, those would be the hours that
13 they would be requesting unless they're in
14 conflict with the Town's set hours.

15 COUNCILOR CORTES: Okay. And
16 then the other question that I have is the
17 traffic light -- there's a traffic light
18 there I believe right in the entrance, and
19 that traffic light is not informational
20 during those hours all the time. You know
21 sometimes there's a blinking red.

22 Is that something that will be
23 addressed, because it is a nightmare to drive
24 in that section at times? So it would be
25 helpful to get in and out of the property.

1 KIMBERLY MASIUK: I'm going to
2 defer to our traffic engineer on that one.

3 PATRYCJA PADLO: For the
4 record, Pat Padlo, professional traffic
5 engineer.

6 You are correct. There are
7 sometimes during off-peak hours that that
8 signal is turned off. We will be working
9 with the Connecticut Department of
10 Transportation, because it is a state route
11 to determine if those times need -- during
12 off-peak hours or those selected times need
13 to be -- the signal needs to be turned on, or
14 not.

15 COUNCILOR CORTES: And then
16 the last thing is -- I guess it's more of a
17 comment. We state that, you know, this would
18 accommodate, you know, a lot of the people at
19 Corporation Center West and the medical
20 building. Why not put it in the building?
21 That's besides the point.

22 And to say that the traffic
23 will not increase there, we don't need
24 projections. If you go to the Starbucks
25 right down the road you will see that there

1 is an impact on Corbins Plaza from the
2 Starbucks -- if you sat there and watched.

3 So now we're going to add a
4 drive-through which is super convenient,
5 which I'm excited about it. It is going
6 to -- there is going to be an impact in
7 traffic on a road that's already difficult.

8 Two weeks alone on that
9 section of New Britain Avenue there was two
10 car accidents within 20, 30 minutes apart.
11 And I know that you guys cannot address the
12 traffic issue. That's bigger and that's
13 something that I think we should look at down
14 the road, but it is going to be a significant
15 impact on traffic, I believe.

16 But that is all. Thank you.

17 PRESIDENT CANTOR: Thank you,
18 Mr. Cortes.

19 Ms. Polun?

20 COUNCILOR POLUN: Thank you,
21 Madam Mayor.

22 PRESIDENT CANTOR: Just as
23 welcome to your first public hearing.

24 COUNCILOR CORTES: Thank you
25 very much, and thank you to the team

1 presenting. My questions are around
2 pedestrian safety, so a couple of questions
3 around that.

4 I imagine that some of the
5 folks who work at Corporate Center West are
6 going to want to walk over to Starbucks
7 throughout the day. Is there an easy way for
8 them to do that without just walking through
9 a parking lot with no crosswalks?

10 KIMBERLY MASIUK: Yes, there
11 is. So if you look at you -- can see this is
12 the Corporate Center West building right
13 here. There's concrete sidewalks all along
14 here.

15 And this light tan with the
16 black speckle here, that's all new sidewalks.
17 And then of course, we have the crosswalk to
18 get them over here safely to the Starbucks.

19 COUNCILOR POLUN: Great.
20 Thank you. And a follow-up question through
21 you, Madam mayor. Would you consider putting
22 in speed tables or raised crosswalks in those
23 areas with some stamped concrete or brick?

24 I think that would promote
25 better pedestrian safety, alert drivers to

1 the fact that the crosswalk is coming up. I
2 know that's a best practice for pedestrian
3 safety.

4 KIMBERLY MASIUK: Yeah, that
5 shouldn't be a problem. We can incorporate
6 that in here.

7 COUNCILOR POLUN: Thank you.

8 PRESIDENT CANTOR: Thank you,
9 Ms. Polun. Mr. Davidoff?

10 COUNCILOR DAVIDOFF: Thank
11 you, Madam Mayor. I have two, two questions.
12 Along South Main Street there seems to be a
13 new sidewalk that runs in front of the
14 building to basically nowhere, because it has
15 to stop before you get to the highway
16 offramp. Why are we building a sidewalk to
17 nowhere?

18 KIMBERLY MASIUK: So in
19 original meetings with DRAC -- and Todd
20 Dumais may be able to speak to this even
21 more. This was part of a comment, was to
22 just redo these, the sidewalks here in this
23 area.

24 And I understand what you're
25 saying, that if you were to go down here it

1 does -- does go to I-84. That was in one of
2 the comments. And discontinuing that would
3 really be -- it's off our property. It would
4 be up to the Town to, you know, go to the
5 State to discontinue that because that is in
6 the State right-of-way.

7 So we did provide this
8 connectivity that was requested at previous
9 meetings, and replaced the sidewalk in front
10 of here.

11 COUNCILOR DAVIDOFF: Thank you
12 for your answer. I understand what you're
13 saying, but we don't really want to encourage
14 pedestrians to walk towards a highway
15 offramp. Okay? It just doesn't make any
16 sense to me.

17 And especially once you get
18 over the highway overpass you're going to
19 have people then try to cross over where
20 people would get onto I-84, which is very
21 dangerous anyway because you've got people
22 coming in both directions trying to get onto
23 that highway. So anything that could curtail
24 that activity would be more favorable.

25 So at some point that sidewalk

1 in my opinion needs to end well before the
2 highway. So I don't know what can be done to
3 do that.

4 The second thing is in one of
5 your drawings -- which one? I'll get to
6 which one it is. One of the pretty
7 pictures -- oh, it's A9.

8 You've got a person on a
9 bicycle and there they're biking from that
10 sidewalk from somewhere. I don't even know
11 how to even get over there. Okay? So really
12 that's not realistic. Okay?

13 So I think that that's
14 problematic, and I don't think we really want
15 to encourage people to be coming down there
16 on bicycle to come in front of your building
17 like that. Okay? Not that people will not
18 bike to the site -- which brings me to my
19 next question.

20 If someone was to bike to the
21 site, where do they put their bicycle?
22 Because I don't see anywhere on the site plan
23 anyplace for them to secure their bicycle.

24 KIMBERLY MASIUK: There is
25 bike racks right here. I think that's

1 right -- yeah. So can you see this?

2 COUNCILOR DAVIDOFF: Where?

3 KIMBERLY MASIUK: You want me
4 to circle them? These two, two rectangles.

5 Do you see that? It's right
6 off of the top left of the building corner
7 right here. Let me change colors here. See
8 if it --

9 MR. SHIPMAN: I believe in
10 Matt's paperwork there's actually some
11 specifications of the bike racks that are
12 being placed on the site.

13 COUNCILOR DAVIDOFF: Okay. So
14 I missed that. Sorry. So how do they get
15 there without conflicting -- okay? With the
16 vehicular traffic?

17 KIMBERLY MASIUK: So they can.
18 These sidewalks, there's crosswalks and they
19 can come down and over.

20 COUNCILOR DAVIDOFF: Okay. So
21 I just don't know whether or not that's the
22 best placement for them. I see. I see where
23 you've put them, but it does seem like
24 there's a lot of conflict with vehicular
25 traffic, and I thought part of our plan of

1 conservation and development was to make some
2 synergy between pedestrians, motor vehicles
3 and bicyclists.

4 And for me that looks like
5 conflict, because when they leave they could
6 be going near the bypass line. They could be
7 going near the drive-through lane, so.

8 KIMBERLY MASIUK: Okay. So do
9 you want to maybe put something -- this is
10 not a good color here. Hold on. You know,
11 if you want to put something over -- that's
12 not a good -- sorry. Crazy mouse over here.

13 If you want to put something
14 over there in that area on the side we could
15 do that. And even, you know, we could --
16 obviously again, this is in the State
17 right-of-way, but you know if you're
18 concerned with the sidewalk maybe this just
19 ends here, and we stop. And there's a break
20 so people are not going this way. And we
21 could put, you know, the bike racks over here
22 if that's amenable.

23 COUNCILOR DAVIDOFF: I think
24 the bicyclist is going to get off their
25 bicycle to enter the premises. So I would

1 have thought that they would go in through
2 that door near the patio; would have made a
3 lot of sense to me.

4 Because most people who ride a
5 bicycle don't have a cup holder. So I think
6 they're going to want to either finish their
7 beverage -- Okay? And relax, perhaps on the
8 patio or perhaps inside.

9 But I think to put them in
10 conflict -- I do like your suggestion to move
11 it. I think that meets the need so other
12 than that --

13 MR. SHIPMAN: And we'd be
14 happy to work with Todd to relocate the bike
15 rack, and safe access to it so that it's not
16 coming over the grass. There will be a path
17 for it.

18 COUNCILOR DAVIDOFF: As one of
19 the people who worked -- and my last question
20 has to do with drive-through's in general.
21 As one of the people who worked with my
22 former colleague Mr. Williams on the
23 drive-through ordinance, there was a set of
24 criteria that we established with respect to
25 idling noise, with respect to trash, with

1 respect to impact to abutters and things of
2 that nature.

3 So in your conversations with
4 DRAC or the Town Planner did you go through
5 all the considerations that were in the
6 drive-through ordinance and check all those
7 boxes? I just want to get that on the
8 record.

9 KIMBERLY MASIUK: Yeah, when
10 we designed this, this was all done -- we
11 knew that there was the new I ordinance for
12 the drive-through specifically. So this was
13 done in accordance with that.

14 COUNCILOR DAVIDOFF: Okay.

15 Thank you for your answers.

16 PRESIDENT CANTOR: Thank you,
17 Mr. Davidoff.

18 Ms. Fay?

19 COUNCILOR FAY: Yes, thank
20 you, Mayor Cantor. I just had a very quick
21 question.

22 In terms of the physical
23 building itself what's the occupancy maximum
24 in terms of the people? And the same with
25 the patio? Thanks.

1 **MATTHEW WITMER:** Again for the
2 record, Matt Witmer from Phase Zero Design.
3 It's an occupancy of about 30 people inside.
4 And seating, depending on what would
5 typically be done, we don't yet have a plan
6 from Starbucks on this particular location.

7 We did show seating for 30
8 people outside on the patio as well.

9 **COUNCILOR FAY:** Thank you.

10 **PRESIDENT CANTOR:** Thank you,
11 Ms. Fay.

12 Mr. Zydanowicz?

13 **COUNCILOR ZYDANOWICZ:** Thank
14 you, Mayor. So kind of to segue -- I have a
15 few questions, but to the sidewalk issue
16 again that Mr. Davidoff was talking about,
17 about ending it. And you kind of highlighted
18 it there.

19 I really didn't think of it as
20 an issue until Mr. Davidoff brought it up,
21 because then I looked on my Google maps and
22 it does not go anywhere. I guess a
23 consideration might be to eliminate the
24 sidewalk literally going into the Starbucks
25 and just have the State maintained sidewalk

1 that exists already, because then you
2 wouldn't be having any traffic coming off of
3 South Main Street.

4 Either pedestrian and
5 bicycles, I think in this area -- I don't
6 know all the ordinances around town, but I
7 thought we had an ordinance where the bikes
8 couldn't be on the sidewalks. They have to
9 be on the road. I don't know that for a fact
10 in this area.

11 So they would have to use the
12 main courses to get in there, the bicycles
13 anyway. I don't know that be the case here.
14 So I've just kind of been thinking that it
15 wasn't even something that brought it up, but
16 I was just thinking the sidewalk going
17 directly into the Starbucks doesn't need to
18 exist off of South Main Street. And that
19 would be the least path of resistance then.
20 You know, so then there's no issue right
21 there in my mind.

22 So the other thing, traffic
23 was brought up and some people spoke about
24 traffic. I live north of Albany off of
25 Mountain Road, and I can tell you guys you

1 don't own the traffic down here in this area.
2 We have traffic backed up almost a mile plus
3 from Route 44 all the way up Mountain Road.
4 And as a Dad that had three kids that had to
5 get to Wolcott Park for Soccer at 4:30,
6 four o'clock, five o'clock, that is like a
7 two-hour, you know, take a lunch with you,
8 try to get across town. So traffic does
9 exist all over town and crossing it sometimes
10 is difficult. I understand that.

11 I don't really see the huge
12 impact of traffic on a Starbucks, two, three
13 an hour -- or two, three a minute when you
14 have a large place like this and a health
15 care that's probably got about the same
16 amount of people coming in as well.

17 Again, they did the traffic
18 studies. I'm not the smart person on that,
19 but the other thing, too, is what they
20 mentioned is to block the intersections on
21 Davenport and Knollwood. I think that, you
22 know, someone mentioned painting lines and at
23 minimum a sign. And I think that may be the
24 Town or the State. I don't know, but maybe
25 we can put something in there asking the

1 traffic not to block those intersections.

2 I know we have one on Mountain
3 Road going up. And people follow that sign
4 because, you know, it's your neighbors that
5 are coming out of there and you want to let
6 them out. So I know the sign works in my
7 neighborhood. I don't know if it would work
8 here, but I think it's an attempt. And I
9 don't know if painted lines can exist. I
10 don't know the state rules for state highways
11 like this, but I think that would be an added
12 value for those, those roads right there.

13 And I think that was all I
14 had. I appreciate all the work that went
15 into this. So thank you.

16 PRESIDENT CANTOR: Thank you,
17 Mr. Zydanowicz. Mr. Sweeney?

18 COUNCILOR SWEENEY: Thank you
19 for the presentation. My comments are more
20 along Mr. Zydanowicz's as well. I was
21 wondering if there were any other traffic
22 calming -- more addressing to the residents,
23 or their concerns that they brought up.

24 I agree with Mr. Zydanowicz.
25 That seems like a really great idea, because

1 I think we have them further up the road in
2 that -- in the South Main/North Main area
3 where you're not supposed to -- I think
4 there's like signage there to not block or
5 not stay in there.

6 And we created that extra left
7 lane, I think, in the last five years to
8 allow for, I think, a little bit better
9 turning on the left there. So I think that
10 would be -- I would agree with them on that.

11 It is unfortunate -- I just
12 was just looking at the maps. That whole
13 neighborhood doesn't have any sidewalks all
14 the way down. So I do understand that if
15 there's any way that we can potentially look
16 at some traffic calming over time, I think
17 also potentially increasing the police
18 presence over there during rush hour to help
19 with traffic calming, I think that would
20 be -- I hope that would be helpful.

21 But yeah -- I mean, it is
22 unfortunate. I mean, the growth in that area
23 has been significant. I mean, the Town
24 has -- we've been trying to develop the other
25 side of town, and these are the unfortunate

1 consequences of what have come from that. I
2 think that there's been a lot of
3 investment -- and we heard this over the last
4 couple of years, that hasn't been a lot of
5 investment on the south side of town.

6 And what do we have? More
7 investment in the south side of town. And
8 what you get with that? More traffic. But I
9 also don't think that this will significantly
10 increase it. I think there is a larger
11 problem that we should address over the long
12 term, but we appreciate the application and
13 the thoughtfulness you all put into this.

14 Thank you.

15 PRESIDENT CANTOR: Thank you
16 Mr. Sweeney.

17 Any other questions from the
18 Council? Mr. Cortes?

19 COUNCILOR CORTES: Through
20 you, Madam mayor. I've got one more
21 question I forgot about. The trucks
22 delivering the stuff.

23 So there's a Starbucks in the
24 center; I see them receiving a delivery.
25 There's a tractor-trailer and I know the

1 scale might not look, you know, it might look
2 smaller than what it actually is, but I
3 find I just want to know where the tractor
4 trailer would deliver the food? And how it
5 would exit out of there?

6 Because it is a tight space.
7 I'm looking at it more like Chick-fil-A, you
8 know, like that little area. And I'm
9 wondering if that's the same, or if the
10 tractor trailer can actually -- is it going
11 to go around the 433 Corporate Center West
12 building?

13 KIMBERLY MASIUK: So this just
14 shows the traffic and the mix coming in, and
15 then backing out. And they actually can go
16 out through here and back around.

17 COUNCILOR CORTES: Got it. So
18 they would back into where the dumpster --

19 KIMBERLY MASIUK: Yeah,
20 there's, like, an area for the dumpsters back
21 here.

22 COUNCILOR CORTES: And there's
23 a loading dock.

24 KIMBERLY MASIUK: Yes.

25 COUNCILOR CORTES: Gotcha.

1 Thank you.

2 PRESIDENT CANTOR: Thank you,
3 Mr. Cortes. Mr. Zydanowicz?

4 COUNCILOR ZYDANOWICZ: Sorry.
5 I just kind of want to get it on record,
6 because we were just whispering it here and
7 that's not fair to everyone sitting out
8 there. Also maybe -- again, talked about
9 speedway. I'm concerned about your
10 neighborhoods in Davenport and Knollwood.
11 I've seen it work in other areas -- is maybe
12 a speed hump along with the signage on
13 Davenport and Knollwood.

14 Not anything that the
15 developers would do, but as a Town without
16 those sidewalks there, maybe it kind of could
17 slow and deter traffic and help alleviate
18 some of those, those issues that you do have.

19 I don't know how we go about
20 that, but I just wanted to get it because we
21 were talking about it, and I wanted to get it
22 on public record. Thank you.

23 PRESIDENT CANTOR: Thank you,
24 Mr. Zydanowicz. Anything else?

25 Okay. So I do have a question

1 on snow removal. That's kind of my standard
2 catch here. So where would you -- would you
3 remove snow? Would you pile snow in a
4 location? How would you? Obviously it
5 depends on the amount of snow.

6 KIMBERLY MASIUK: I don't know
7 if Bruce -- wants to speak more about this or
8 not, but I know there is a very large amount
9 of paved area back here that -- where they
10 can actually remove it, and put it over here
11 and stockpile it.

12 I don't know if Bruce has ever
13 had to take it off. I don't think so,
14 because these are never -- they're usually
15 open spots back here. So they have adequate
16 space to go over here.

17 PRESIDENT CANTOR: So that is
18 close to the street front right there. There
19 could be --

20 KIMBERLY MASIUK: It's in a
21 hole, though.

22 PRESIDENT CANTOR: Oh, okay.

23 KIMBERLY MASIUK: If you look
24 at the grade it drops, like, almost ten feet
25 down there.

1 PRESIDENT CANTOR: Okay. All
2 right. I would echo my colleagues' concern
3 about -- I think we've all seen the
4 incredible success of many of the businesses
5 and the investment that has happened in the
6 south end of town and over the last five to
7 ten years.

8 And it has had an impact, no
9 question, on traffic. And unfortunately,
10 we're seeing accidents everywhere and this is
11 not -- as Mr. Zydanowicz says, this is the
12 biggest complaint we get throughout the town
13 is accidents, traffic and speeding. And it's
14 consistent with other towns as well, and we
15 don't stand alone. This is something that
16 people -- I think everybody is in a rush and
17 wants to get places quickly.

18 So this is something. I think
19 we do need to look at that intersection and
20 work with the State and see if there is a
21 grander plan that we can do. In the
22 meantime, we do understand the concerns of
23 the cross street, you know, a pass-through
24 street.

25 We do have a process now

1 for -- and maybe the Town Manager can share
2 with you the process that residents can take
3 to have a review of their street. It's a
4 more standard process now. Because this was
5 a really consistent complaint that we have
6 heard townwide on cut-through streets we do
7 have some medication; whether it's digital
8 signs, we can take a look.

9 But I will say after the
10 pandemic we saw a change in driving behavior
11 everywhere and the highways have been -- have
12 really felt that, too. So communities that
13 are sort of close to highway exits are also
14 feeling that.

15 And I'm not sure -- I know
16 that the State has invested some money.
17 There's been some federal commitment to
18 driver safety, and we hope that that will
19 continue to change behavior and include
20 enforcement, but also maybe some additional
21 infrastructure plans because it is a real
22 problem.

23 Again, not unique to West
24 Hartford, but we are a dense populated
25 community. So maybe we feel it a little more

1 acutely at times.

2 Let's see. Are there any
3 other questions for the applicant?

4
5 (No response.)

6
7 PRESIDENT CANTOR: Okay. So
8 I'm going to read into the record a letter
9 dated October 27, 2022, from Design Review
10 Advisory Committee recommending approval; a
11 letter dated November 4, 2022, Town Plan and
12 Zoning Commission also recommending approval.

13 Is there any closing comment
14 that you would like to say?

15 MR. SHIPMAN: I appreciate the
16 time and consideration that you've all given
17 this. It's nice when you put a lot of time
18 into something that people actually take the
19 time to read it and look at it, and ask --
20 ask good questions.

21 We do not feel like -- we
22 understand traffic in general, as all of you
23 have said. We do not believe that this
24 particular project is going to be a driver of
25 an enormous amount of increased traffic

1 that's going to have any significant impact
2 on what's already there. And because of the
3 location of this project within the existing
4 433 South Main Street property we think it's
5 a really good use for that, for that parcel.

6 The last thing I want to say
7 is the sidewalk. We're happy to look at the
8 sidewalk. DRAC had recommended the sidewalk.
9 So we're kind of at odds with how you folks
10 would like us to address it, but we will
11 address it. And we can work with Mr. Dumais
12 on solving that.

13 PRESIDENT CANTOR: Okay.
14 Mr. Dodge.

15 MR. DODGE: Thank you, Madam
16 Mayor. As just an additional point of order
17 on the sidewalk.

18 As one of the original
19 conditions of approval I think approved back
20 in 1981, the Town did require the owner of
21 the SDD to maintain sidewalks along the
22 entire perimeter of the properties. So
23 that's an existing requirement that the Town
24 has placed on the developer.

25 PRESIDENT CANTOR: Thank you,

1 Mr. Dodge. I'm wondering if there could be a
2 sign, the sidewalk ends. You know, something
3 like that, just to make sure that there's --
4 okay.

5 All right. Thank you,
6 Mr. Davidoff, are you okay with that. Yes?
7 Okay. All right. Very good. All right.

8 Mr. Sweeney, without any
9 objection?

10 COUNCILOR SWEENEY: Without
11 any objection I move adjournment.

12 PRESIDENT CANTOR: All right.
13 Is there any objection?

14
15 (No response.)

16
17 PRESIDENT CANTOR: There being
18 no objection, the public hearing is
19 adjourned. And --

20 JAMES REARDON: I just wanted
21 to respond to the engineer.

22 PRESIDENT CANTOR: Then you
23 could go off-line and have a conversation,
24 but that won't be part of the public hearing.
25 Okay?

1 JAMES REARDON: But I would
2 like it to be part of the public record,
3 because it wasn't presented initially. So to
4 respond to something that was may be --

5 COUNCILOR SWEENEY: It was.
6 It was asked.

7 JAMES REARDON: -- wasn't in
8 the presentation. It would be improper not
9 to include it as a matter of procedure.

10 PRESIDENT CANTOR: The
11 question was asked and answered, and I think
12 that conversation with the Applicant for
13 your -- that would be helpful for you.

14 JAMES REARDON: I've noted my
15 objection. Thank you.

16 PRESIDENT CANTOR: Thank you.
17 All right. With that is there
18 any objection?

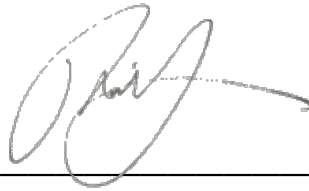
19
20 (No response.)

21
22 PRESIDENT CANTOR: Seeing no
23 objection, we are now adjourned.

24
25 (End: 7:30 p.m.)

CERTIFICATE

I hereby certify that the foregoing 81 pages are a complete and accurate computer-aided transcription of my original verbatim notes taken of the Public Hearing in RE: APPLICATION OF CORPORATE CENTER WEST, LLC FOR SDD AMENDMENT AT 433 SOUTH MAIN STREET, Held before the West Hartford Town Council, at Town Hall, 50 South Main Street, Room 314, West Hartford, Connecticut, on November 30, 2022.



Robert G. Dixon, CVR-M 857
My Commission Expires:
6/30/2025