



Subject PZC Appl 414-19 425 & 528 South Cherry Street
From Dewey, Jeffrey <jdewey@blcompanies.com>
To kacie.hand@wallingfordct.gov <kacie.hand@wallingfordct.gov>
Date 2020-02-28 2:08 pm

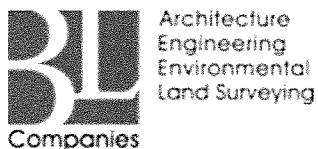
- Walingford Amazon drainage sketch.pdf (~185 KB)

Attached is a sketch of the existing drainage in the Allnex parking area. There are 3 catchbasins which discharge towards the CL&P easement area. This area drains westerly towards Pent road.

We hope to get some actual plans from Allnex early next week. I will be sure to share with you should we be successful.

Have a great weekend!
Jeff

Jeff Dewey, PE
Senior Engineer II
BL Companies | *Employee owned. Client driven.*



355 Research Parkway, Meriden, CT 06450
tel: 203.630.1406 | direct: 203.608.2567
fax: 203.630.2615
www.blcompanies.com



Rec. as
email att. -
2-27-20

414-19BB amazon logistics

REVISED

DOB2 – 425 SOUTH CHERRY STREET, WALLINGFORD, CT AMAZON LOGISTICS OPERATIONAL NARRATIVE

Amazon Logistics (“AMZL”) is a service that fulfils customer orders. AMZL specializes in “last mile” delivery of customer orders from delivery stations. Packages are shipped to AMZL delivery stations from Amazon fulfillment and sortation centers. Packages arrive from line haul trucks, are sorted based on zip codes and loaded into delivery vans operated by delivery service partners (“DSP”) or personal vehicles operated by individuals (“Amazon FLEX”).

Delivery stations operate 24/7, with most of the sortation activity done early in the morning when the line haul trucks arrive with customer packages. At our proposed Wallingford, Connecticut facility, AMZL anticipates approximately 8 line haul trucks delivering packages to the Delivery Station each day, primarily between the hours of 10:30 PM to 8:30 AM. Associates sort the packages by routes, place the packages onto movable racks and load the packages into the delivery vans primarily between 12:30 AM and 11:00 AM with approximately 125 Amazon associates entering and departing between those times. Additionally, there will be approximately 20 managers supervising the DSP operations, arriving between 8:00 AM and 11:00 AM and departing between 7:00 PM and 10:00 PM.

The first “wave” of 25 DSP drivers arrive at a delivery station at approximately 10:00 AM. DSP drivers either park their personal vehicles onsite and pick up their delivery vans or park their personal vehicles offsite at 528 South Cherry Street, Wallingford, Connecticut (AKA – Allnex site) approximately 800 feet away from the AMZL delivery station, pick up their delivery vans and drive to the delivery station. Once at the delivery station with their delivery van, DSP drivers load their delivery van and depart to deliver packages directly to customers. Each delivery wave takes about 30 minutes to load and depart. As a wave of DSP drivers prepare to depart, a new wave of DSP drivers queue and prepare to load their delivery van. The last wave of DSP drivers departs the delivery station around 1:00 PM. Approximately 130 delivery vans will depart the Delivery Station between 10:00 AM and 1:00 PM and return between 6:00 PM and 9:00 PM. For Wallingford, Connecticut Conditional Approval purposes, it is anticipated that AMZL will not exceed using more than 175 delivery vans during its “Steady State” operations. Steady State is typically defined as the period from January 1 through to the last week of November in any given year, excluding a few days in July for the Amazon Prime Day event. During the holiday season (typically starting Black Friday up until Christmas), AMZL experiences a higher than usual volume demand known as “Peak”. It is anticipated that, during Peak season, AMZL will not exceed 275 delivery vans on the highest shipped volume day during this period.

After DSP drivers complete their routes, they return to the delivery station with any packages that may have been non-deliverable. After proper checkout and release, the DSP drivers park the delivery van either onsite or at the offsite location and leave using a personal vehicle or public transport.

AMZL also uses Amazon FLEX to deliver packages. Amazon FLEX is a new innovation from Amazon that allows individuals to be use their own vehicles to deliver packages to customers. Amazon

FLEX works in concert with an advanced logistics systems and technology that Amazon has been building since day one.

AMZL anticipates approximately 100 traditional passenger vehicles entering the facility staggered between 4:00 PM and 6:00 PM. FLEX loading waves similarly take 20 minutes to complete.

After departure of the last wave of delivery vehicles, delivery station associates prepare the delivery station for the next day's packages.

Subject Re: Revised Amazon Delivery Station DOB2 Operational Narrative - Wallingford, CT



From Kacie Hand <kacie.costello@wallingfordct.gov>

To de Bourbon, Marc <marcbour@amazon.com>

Cc <kacie.hand@wallingfordct.gov>, TCODY@RC.com <TCODY@rc.com>, Dewey, Jeffrey <jdewey@blcompanies.com>, Flynn, Jamie <jamflyn@amazon.com>, Fries, William <bfries@blcompanies.com>

Reply-To <kacie.hand@wallingfordct.gov>

Reply-To <kacie.hand@wallingfordct.gov>

Date 2020-02-27 1:16 pm

Hi Marc,

Thank you for the updated information and for all of your time in discussing these issues. I think the updated formalized numbers are very helpful, and having formalized numbers/caps will greatly inform the Commission in making their decision. I believe you were also going to address the fact that there are significantly more van spaces than actual vans being discussed (275 during peak vs. 354 van spaces)? I know you explained it to me verbally, but I think this would be very helpful in written explanation to the Commission. This could be in an additional revision or a separate document/explanation.

If you have any questions, please do not hesitate to contact me.

Thank you!

Kacie A. Hand, AICP
Town Planner
Town of Wallingford
203-294-2090
Fax: 203-294-2095
kacie.costello@wallingfordct.gov

On 2020-02-25 8:48 pm, de Bourbon, Marc wrote:

Kacie,

Sorry for the delay in getting this revised operational narrative back to you. Please call me with any questions.

Best,

Marc

Marc A. de Bourbon | Senior Program Manager
Amazon Logistics
California Remote Base
marcbour@amazon.com | (510) 343-4342

-----Original Message-----

From: Kacie Hand <kacie.costello@wallingfordct.gov>
Sent: Tuesday, February 18, 2020 7:00 AM
To: de Bourbon, Marc <marcbour@amazon.com>
Cc: TCODY@RC.com; Dewey, Jeffrey <jdewey@blcompanies.com>; Flynn,

414-19CC

Subject pzc aPPL nO 414-19-425 South Cherry Street - DOB2
From Dewey, Jeffrey <jdewey@blcompanies.com>
To Erik Krueger (erik.krueger@wallingfordct.gov)
<erik.krueger@wallingfordct.gov>
Cc kacie.hand@wallingfordct.gov <kacie.hand@wallingfordct.gov>,
Gagnon, Christopher <cgagnon@blcompanies.com>
Date 2020-03-05 10:24 am



- 9-SU190130401-SU-1 24x36 40SC.pdf (~1.1 MB)
- 23-DN190130401-DN-6 24 x 36 N.T.S..pdf (~5.0 MB)

Good morning Erik,

In accordance with your pan review comments, please see attached revised plans.

1. Architecture is working on the solution to the fire flow issue
2. As previously noted the charges have been acknowledged
3. See attached revised plans for the monitoring manhole, revised details
4. Added note on plan SU-1 (attached) – see note 2

Jeff Dewey, PE
Senior Engineer II
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MAR - 5 2020

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PLANNING & ZONING

414-19DD
An Employee-Owned Company

REVISED

**Plan Revision List Summary
For
PZC Application No. 414-19
425 & 528 South Cherry Street
March 5, 2020**

<u>Revision Reference No.</u>	<u>Revision to Site Plans</u>
1 ✓	Revised utility proposed utility poles such that no new poles are proposed. Poles to be relocated only: plan sheets SP-1 and SU-1
2 COND	Revised site signage such that no site signs will be located in the public Right-Of-Way. Additionally added note 7 to plan sheet SP-2: "Site signage is shown for informational purposes only. All signage is subject to review and approval by the Wallingford Planning and Zoning Department". Also added note on sign detail sheet DN-
3 ✓	Revised parking calculations on plan sheet OSP-1
4 ✓	Added curb cut on South Cherry Street, added enlargement section of ADA parking and ramp, revised parking calculations on plan sheet SP-1
5 ✓	Relocated CB and grading at South Cherry Street due to new curb cut plan sheet GD-1
6 ✓	Added a monitoring manhole and sewer connection note (plan note 2) in accordance with Water and Sewer Dept comments and revised pole relocation such that no new utility poles are proposed on sheet SU-1
7 ✓	On the "Off Site" site plan sheet (OSP), the existing driveway was previously closed by a set of barriers in the Town right-of-way. The concern was addressed by closing this driveway via bituminous curbing.

From landscaping + other landscaping etc. - outdoor plans

<p>8</p>	<p>On the "Off Site" site plan sheet (OSP), the previous note to remove striping and provide 24' aisle was updated to 30' aisle.</p>
<p>9</p>	<p>Along the west side of the building at the exit drive, the stop bar was not in line with the corresponding stop sign. This comment was addressed by adjusting the location of the sign to be aligned with the stop bar on plans sheets SP-1 and SP-2</p>
<p>10</p>	<p>Site "O&M" plan was updated to include the off-site parking lot at 528 South Cherry Street.</p>
<p>11</p>	<p>DN-6 sheet was revised to show the Sewer Standard Detail STS-27 for Sanitary Sewer Oil/Water Separator Tanks, that were attached in comments email.</p>
<p>12</p>	<p>A monitoring manhole is required to be installed on the sanitary sewer lateral near the street line. The manhole frame and cover detail were revised to reference Sewer Standard Detail STS-29.</p>
<p>13</p> <p><i>CONF</i></p>	<p>The loading van exit onto Ball Street from the building was tweaked to funnel out to a 30' mouth, instead of previously being 71' wide.</p>
<p>14</p>	<p>Added signage note: "All the site signage is not part of the Special Permit. All site signage is subject to the review & approval by the Town of Wallingford" on plan sheet DN-1</p>

414-19EE

roundcube
open source webmail software



Subject Application 414-19 for 425 South Cherry Street
From Erik Krueger <erik.krueger@wallingfordct.gov>
To kacie.hand@wallingfordct.gov <kacie.hand@wallingfordct.gov>
Cc Dewey, Jeffrey <jdewey@blcompanies.com>, Gagnon, Christopher <cgagnon@blcompanies.com>
Date 2020-03-05 4:38 pm

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MAR - 5 2020

WALLINGFORD
PLANNING & ZONING

Kacie,

The applicant for the subject application has generally complied with our previous comments. Please include my memos of December 4, 2019 and January 10, 2020 as conditions of approval.

Thanks,

Erik Krueger P.E., Senior Engineer

Wallingford Water & Sewer Divisions

377 South Cherry Street

Wallingford, CT 06492

Phone: 203-949-2672

Fax: 203-949-2678

On 3/5/2020 10:24 AM, Dewey, Jeffrey wrote:

Good morning Erik,

In accordance with your pan review comments, please see attached revised plans.

1. Architecture is working on the solution to the fire flow issue
2. As previously noted the charges have been acknowledged
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4. Added note on plan SU-1 (attached) – see note 2

Jeff Dewey, PE

Senior Engineer II

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Architecture
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Environmental
Land Surveying

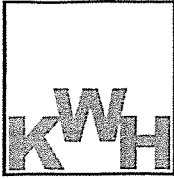
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Phone: (203) 807-5482
Cell: (203) 606-3525
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kermit.hua@kwhenterprise.com

44-1944

January 10, 2020

Robert V. Baltramaitis, P.E.
DPW Director
Town of Wallingford
29 Town Farm Road
Wallingford, CT 06492

Reference: Traffic Peer Review of 425 South Cherry Street, Wallingford, Connecticut

Dear Mr. Baltramaitis:

In accordance with the Town's request, I conducted a peer review of the traffic study for the proposed delivery station building at 425 South Cherry Street in Wallingford, Connecticut. The study was prepared by BL Companies and was dated October 2019.

I evaluated the adequacy and comprehensiveness of the following aspects of the traffic study and site layout:

- Traffic data collection and study area;
- Determination of future growth trends in traffic;
- Assessment of the existing and planned roadway system in the area as it relates to traffic;
- Traffic generation characteristics of the proposed development;
- Directional distribution (approach and departure) of site traffic;
- Traffic impact and the adequacy of nearby roadways;
- Sight distances at driveways;
- Site plan; and
- OSTA review.

Project Understanding

The project consists of the renovation of an existing warehouse building on the site and site work for parking and on-site traffic circulation.

Vehicular access will be provided via three two-way driveways and one exit-only driveway on Pent Road and an entry-only driveway and an exit-only driveway on Ball Street. Three of the

Pent Road driveways will be for three separated areas of the site: a tractor trailer loading area, a passenger vehicle parking area, and a van parking and delivery vehicle queuing area. The exit-only driveway on Ball Street is where loaded vans and cars turn right to exit the site. The entry-only driveway on Ball Street and the exit-only driveway on Pent Road will be part of a one-way aisle for angle parking north and west of the building.

The following intersections were analyzed in the traffic study:

- Ball Street at South Cherry Street;
- South Cherry Street at John Street;
- U.S. Route 5 (South Colony Road) at John Street and South Orchard Street;
- U.S. Route 5 (South Colony Road) at South Elm Street;
- U.S. Route 5 (South Colony Road) at I-91 Wharton Brook Connector Off Ramp;
- U.S. Route 5 (South Colony Road) at I-91 Wharton Brook Connector On Ramp and Toelles Road.

Traffic Peer Review Comments

1. Traffic Impact Study Methodology

The analysis and documentation submitted by the applicant's traffic consultant are generally in accordance with accepted industry procedures and standards with a few exceptions.

Page i of the Executive Summary indicated that criteria from Highway Capacity Manual (HCM) 2010 was used for the study. However, Tables 3 (page 22) and 4 (page 23) appear to be from HCM 2000 manual where v/c ratios are not factors in determining levels of service (LOS). There is no established requirement for which HCM criteria to use, but different parts of the report should be consistent.

2. Traffic Data Collection and Study Area

The traffic counts for the report were collected in July 2019, a month with higher traffic volumes of the year. The peak-hour volumes were checked against volumes collected on Route 5 by ConnDOT in 2013, and the two are generally similar. The use of these traffic counts is appropriate because they reflect a conservative traffic scenario.

The study area presented in the traffic report includes key intersections along Route 5, Johns Street, and South Cherry Street. The study area is reasonable.

3. Trip Generation

Because this is a land use not covered by the most recent edition of ITE *Trip Generation Manual*, trips generation was based on information from the applicant. The



Reference: Traffic Peer Review of 425 South Cherry Street, Wallingford, Connecticut

correct estimation of the peak-hour trips is important because the traffic impact of the site is a function of the peak-hour trips generated by the development.

I tried to recreate the process by which Table 2, Peak Hour Trip Generation, of the report was calculated by referring to discussions on numbers of associates/managers, delivery service partners (DSP), and flex drivers on page 15 of the report, but the study lacks many details and is inconsistent in places for the verification of the trip generation results. For example, it is not clear how long it takes for an average DSP to finish deliveries and return to the facility. On page 15, it is discussed that four shifts of 24 DSP will arrive in the morning and four shifts of 24 DSP will arrive in the afternoon; the total of 192 DSP for the eight shifts (24x8) on a weekday do not match the 186 number in a preceding paragraph.

Also, the peak hours used for the analysis and trip generation were not revealed in the report, making it impossible to verify the hourly trips based on driver schedules described in the report.

Lastly, the shift hours for associates/managers were not provided, making it difficult to verify how many of them will generate trips during the peak hours.

In summary, the contents of Table 2, Peak Hour Trip Generation, and therefore the traffic network and analysis for the build conditions cannot be verified at this time. It is recommended that the applicant provide detailed calculations and assumptions for the trip generation.

4. Trip Distribution/Assignment of Site Traffic

The trip distribution used in the traffic study reflects 70 percent of the traffic for the Wharton Brook Connector/I-91; 12 percent for points south on Route 5; 10 percent for points north on Route 5; and two percent each for points north on South Cherry Street, South Orchard Street, South Elm Street, and Toelles Road.

The trip assignment underestimates the number of passenger vehicles of the site, including those of associates/managers and flex drivers, that travel on Route 15. Drivers of these passenger vehicles will likely take the route of South Cherry Street, Ward Street, and Quinnipiac Street to reach Exits 64 and 65 of Route 15. This will represent an increase in traffic volumes through the primarily single-family residential neighborhoods along South Cherry Street and Ward Street.

5. Future No-Build Traffic Volumes

A one percent per year traffic growth rate was used to project 2019 existing traffic into 2020 conditions. A review of ConnDOT average daily traffic (ADT) volume at a Route



Reference: Traffic Peer Review of 425 South Cherry Street, Wallingford, Connecticut

5 count station just south of John Street shows little traffic growth in recent years. Therefore this growth rate is conservative and appropriate.

6. Level of Service Analysis

The State of Connecticut doesn't have a specific policy or requirement on traffic level of service. Generally, a LOS (levels of service) C or better at an intersection is desirable. In many cases, a LOS D is acceptable during peak periods since this is usually a short occurrence during a day.

The traffic analysis of the study indicated that all analyzed signalized intersections will operate at LOS C or better at the intersection level during peak hours when the project is in operation. One traffic approach will operate at LOS E with an average delay of 56.5 seconds during the weekday afternoon peak hour under the Build conditions: the southbound left-turn movement of Route 5 at its intersection with the Wharton Brook Connector on ramp.

The Ball Street approach of the unsignalized intersection of Ball Street and South Cherry Street will operate at LOS A or B with queues of less than one vehicle during the three peak hours. The storage distance between the Ball Street stop bar at the South Cherry Street intersection and the eastern edge of the future exit site driveway on Ball Street will be about 70 feet, so loaded delivery vehicles exiting the driveway will not likely be blocked by queues on Ball Street stopped at the South Cherry Street intersection.

Overall, there is adequate traffic capacity on area roadways to handle the projected traffic to be generated by the development.

7. Crash Experiences

Three-and-half-year traffic accident records for area intersections were summarized in Table 1 of the traffic study. The three intersections with the most accidents were the two ramp intersections on Route 5 and the intersection of Route 5 and John Street. The numbers of accidents appear to correlate with intersection traffic volumes. No abnormal traffic accident patterns can be identified from the accident summary.

8. Sight Distances

The two roadways in front of the six future driveways are relatively flat and straight, and the proposed landscape areas along the two roadways will ensure that sight lines of exiting drivers are not blocked by parked vehicles. Sight distances of all driveways seem adequate.



Reference: Traffic Peer Review of 425 South Cherry Street, Wallingford, Connecticut

9. Site Plan Comments

The site layout is well thought out by separating on-site traffic in different zones and providing one exit driveway for loaded delivery vehicles on Ball Street just west of South Cherry Street. Other than the need for parking justification that is discussed below, I have no further comments on the site plan.

10. OSTA Review

This site will have more than 200 parking spaces, meeting OSTA (Office of the State Traffic Administration) definition of a major traffic generator. An OSTA review of the project will be required.

11. Adjacent Roadways

Pent Road ends at a locked gate with a stop sign south of the site. The Town recycling center, animal shelter, and this delivery station will be the main users of Pent Road and Ball Street. If one assumes that the delivery service providers (DSP) who drive delivery trucks and flex drivers who drive passenger vehicles have typical turnover rates of contract workers, there will be many users of these two roadways who will be unfamiliar with their configurations. Both roads are currently unlighted, and there are no traffic signs on the two roadways other than the stop sign for Ball Street at its intersection with South Cherry Street. It is recommended that double yellow lines be striped on both roadways to create well-defined travel lanes. At the 90-degree intersection connecting Pent Road and Ball Street, it is recommended that the turning movements of full-size tractor trailers be analyzed on whether lane encroachments will occur and evaluate whether roadway widening is justified if there are such encroachments. The need for advance warning signs for the 90-degree intersection and other traffic signs should also be evaluated. No-parking signs on Ball Street should be considered.

12. Parking Justification

The three parking areas of the site will provide a total 271 spaces (111+112+48). Compared with the number of people who will park on the site—172 associates/managers and 24 DSP per shift—the number of spaces seems excessive. It is recommended that the applicant provide a graph of hourly parking demand of the site over a typical day to justify the proposed parking spaces, especially those angled spaces next to the station building.



Reference: Traffic Peer Review of 425 South Cherry Street, Wallingford, Connecticut

13. Overall Impressions

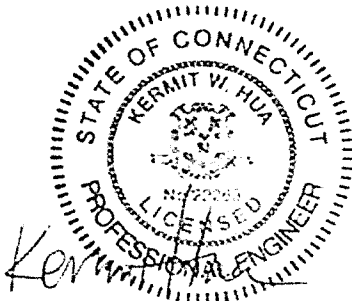
This is a traffic-intensive development that will generate approximately 1,500 new trips (a ballpark estimate based on peak-hour trips of the traffic study) on a weekday. Route 5, which will handle most of the site traffic by providing access to Exit 13 of I-91 via the Wharton Brook Connector, has enough spare traffic capacity to handle the traffic volumes generated by the development.

I appreciate the opportunity to prepare this review. I look forward to additional information from the applicant in response to these comments. Should you have any questions or need additional information, please feel free to contact me.

Sincerely,

KWH Enterprise, LLC

Kermit Hua, PE, PTOE
Principal
kermit.hua@kwhenterprise.com
Cell: (203) 606-3525





Subject Fwd: Amazon Delivery Station
From Kacie Hand <kacie.costello@wallingfordct.gov>
To Vjseichter <vjseichter@sbcglobal.net>, Venoit, Jon-Paul <JVenoit@masonicare.org>, Universal1 <universal1@snet.net>, Jfitzsimmons <jfitzsimmons@chubb.com>, Jamfitz1993 <jamfitz1993@yahoo.com>, Kohan Jeffrey <jeffrey.kohan@snet.net>, james hine <jaimehine2@yahoo.com>, Sallinson <sallinson@allinsonassociates.com>, Frenchymenard <frenchymenard@yahoo.com>
Cc A Kapushinski <a.kapushinski@wallingfordct.gov>
Reply-To <kacie.hand@wallingfordct.gov>
Reply-To <kacie.hand@wallingfordct.gov>
Date 2020-03-09 10:22 am

- KWH traffic review 2020-03-06_425 south cherry street.pdf (~287 KB)

Good morning,

Please see attached Peer Review for the updated traffic information submitted last week. Hard copies will be provided at the meeting. Please review in detail, as the Commission may be put in the position of determining what recommendations to require as conditions.

Regards,
Kacie

 Kacie A. Hand, AICP
 Town Planner
 Town of Wallingford
 203-294-2090
 Fax: 203-294-2095
kacie.costello@wallingfordct.gov

----- Original Message -----
 Subject: Amazon Delivery Station
 Date: 2020-03-06 7:43 pm
 From: "Kermit Hua" <kermit.hua@kwhenterprise.com>
 To: <kacie.hand@wallingfordct.gov>
 Cc: "Robert Baltramaitis" <wallingfordtownengineer@gmail.com>

Kacie:

The second traffic review letter is attached.

Thank you.

Kermit Hua

44-19II

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MAR 10 2020

WALLINGFORD
PLANNING & ZONING

REVISION

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

APPLICATION: #414-19

DATE OF SUBMISSION: November 7, 2019

DATE OF RECEIPT: November 13, 2019

SCHEDULED MEETING: December 9, 2019

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (traffic generator)/warehouse & distribution center/J. Dewey on behalf of BL Companies/425 and 528 South Cherry Street

LOCATION: 425 and 528 South Cherry Street

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

INLAND WETLANDS

OTHER

FIRE

WATER & SEWER

DEPARTMENT COMMENTS: NO COMMENT

SIGNED BY: [Signature]

FMO
(Title)

DATE: 3/19/20

RECEIVED
[Signature]
BY: _____

414-19JJ

Subject Traffic Addendum No. 2
From Dion, Michael <mdion@blcompanies.com>
To kacie.hand@wallingfordct.gov <kacie.hand@wallingfordct.gov>, Kermit Hua <kermit.hua@kwhenterprise.com>
Date 2020-03-10 4:36 pm



- T-RPT-1901304-TrafficStudy_Addendum_02.pdf (~2.1 MB)

Kacie and Kermit,

We have incorporated comments number two and three that you had. Revising the trip generation in turn took trips away from the Route 5 at John Street intersection. This in turn improved operations at that signal reducing queues and made it so we did not have to revise the traffic signal timings.

Responses are as below. I am waiting on an official response to comment one from our land development people and will forward official responses as soon as I get it but wanted this in front of you as soon as possible.

Improvements to Intersection of John Street and Route 5

The revised trip generation in the addendum reflects data from an updated document from Amazon Logistics that describes up to 175 delivery vans for days of “Steady States” (for the holiday season, up to 275 delivery vans per day are expected). Because of this increased volume during the midday peak hour, the John Street approach at Route 5 will experience LOS (level of service) F and a 95th-percentile queue of 405 feet, or a queue on John Street between the Route 5 intersection and approximately where the driveway to Ulbrich Specialty Strip Mill is. As a countermeasure, BL proposed to increase the signal time for the John Street approach at the Route 5 intersection from 25 seconds to 36 seconds during the midday peak hour. The 11 second signal time increase for John Street was achieved by reducing the signal time for Route 5 signal phases from 45 seconds to 34 seconds at this intersection. Although the end result is an overall improved LOS and reduced delays at this intersection, the practicality of such proposal is doubtful because ConnDOT typically does not significantly reduce the signal time of State roadways, 24% in this case, to accommodate traffic from side streets. On the contrary, ConnDOT often allows long delays and low LOS on side streets to ensure optimal traffic throughput on State roadways. So unless the applicant can secure a written statement from ConnDOT that the proposed signal optimization is accepted, other improvement options for the intersection of John Street and Route 5 need to be considered by the commission to address the traffic impact of the facility. I offer the following improvement measures for this location.

- Add a northbound left-turn lane for traffic turning left from northbound Route 5 to travel westbound on John Street.
- Install 360-degree camera detection at the intersection to replace the existing loop detectors buried in pavement. The pavement conditions of the John Street approach and the opposing South Orchard Street approach of this intersection are poor. Cracked pavement often leads to malfunction of traffic signal detection loops in the pavement and causes inefficient signal operations. 360-degree detection cameras are not affected by pavement conditions and have proven to be an effective detection method for actuated traffic signals such as the one at the intersection of John Street and Route 5.

Response: This development is under the purview of the Office of State Traffic Administration and will be reviewed by them after the planning and zoning commission process. It will be up to the opinion of OSTA of what mitigation will be necessary for this development.

TRIP-14

It should be noted that off-site improvements such as a northbound left turn lane would be a large financial onus onto our client costing over a million dollars. It may not be feasible due to rights-of-way restrictions and the proximity of the Amtrak rail line to the proposed location. Moreover, the geometry of the overpass would also make it very difficult to widen the roadway at U.S. Route 5 northbound.

We understand the condition of the pavement on U.S. Route 5 is in poor condition and will be waiting for the direction of CTDOT to what off-site mitigation will be necessary at U.S. Route 5 and John Street and South Orchard Street.

Finally, the change in trip distribution has help to improve the operation of the signalized intersection of U.S. Route 5 at John Street and South Orchard Street. All approaches operate at acceptable levels of service and the 95h percentile queue length is a maximum of 255 feet on John Street during all peak hours analyzed. This will be just west of the intersection of Dudley Avenue and will be 250 feet shorter. A retiming will also not be necessary.

3. Trip Distribution

BL refused to change the trip distribution that underestimated the amount of traffic heading to exits 64 and 65 of Route 15 via South Cherry Street. The problem with the BL assumption is that not all traffic from the site is truck traffic that has to avoid Route 15. According to the trip generation table (Table 2A) of the addendum, 100% of the morning peak-hour traffic, 42.5% of the midday peak-hour traffic, and 100% of the afternoon peak-hour traffic will be passenger vehicles that are not prohibited on Route 15.

The trip distribution of the addendum however assigns very few of the trips to South Cherry Street and Route 15. For example, 125 associates and managers will leave the site during the midday peak hour, and only four of the 125 exit trips were assigned to South Cherry Street/Route 15. A second example, during the afternoon peak hour, there will be 75 flex drivers who will drive passenger cars entering and leaving the site, and only one exit trip and two entry trips of the total 150 trips were assigned to South Cherry Street/Route 15.

I obviously disagree with this trip distribution. What I would like to point out to the commission is that the amount of the site traffic using South Cherry Street, Ward Street, Quinnipiac Street, River Road, and Route 15 will be far greater than what is portrayed in the BL traffic report and addendum.

What distinguishes this application from other uses in the industrial and warehouse categories is that its main traffic impact will last for several hours in the middle of weekdays and is not restricted to the 11 AM-12 PM peak hour covered by the traffic study and addendum. This midday traffic impact will primarily consist of DSP's (delivery service partners) delivery vans. They leave the site in waves between 10 AM and 1 PM and return between 6 PM and 9 PM. This is different from typical industrial sites whose main traffic impact consists of arrivals and departures of employees during commute hours

Response: The trip distribution has been changed to reflect personal vehicle utilizing CT Route 15 (Wilbur Cross Parkway). An additional 25% of non-commercial vehicle traffic was distributed northbound at the intersection of South Cherry Street and John Street. It should be noted this has minimal impact to the overall analysis of the intersection of South Cherry Street at John Street.

Thanks,

Michael Dion, P.E., PTOE
Senior Project Manager

Subject 425 South Cherry Memo
From <a.kapushinski@wallingfordct.gov>
To Kacie Hand <kacie.costello@wallingfordct.gov>
Date 2020-03-10 4:51 pm



-
- 2020-03-10 425 S Cherry Response to Peer Review.pdf (~82 KB)
 - 2020-03-10 John St Bridge.pdf (~89 KB)

Hi Kacie,

As discussed, please find attached 2 memos regarding PZC Application #414-19. Please let me know if you need anything else ahead of the 3/11 meeting.

Thank you,

Alison



Town of Wallingford
Department of Engineering
45 South Main Street
Wallingford, Connecticut 06492
Tel: (203) 294-2035; Fax: (203) 284-4012

Alison M. Kapushinski, P.E.
Town Engineer

MEMO

TO: Kacie Hand – Town Planner

FROM: Department of Engineering

RE: **Response to Traffic Study Peer Review**
PZC Application #414-19
425 South Cherry Street/Special Permit

DATE: March 10, 2020

I have reviewed the peer review letter dated March 6, 2020 from the Town's consultant, KWH Enterprise, LLC, and generally agree with the findings. I would like to offer the following with regards to Item #1: Improvements to Intersection of Ball Street and Pent Road.

I am very familiar with the vehicle tracking program used to create the truck turning movements submitted with the subject application. I've always found this program to be conservative, and I believe further refining of the truck movements is warranted as it may avoid the need to relocate the curb line.

Regarding the other items, I agree with KWH's findings and recommend the applicant and KWH work together to address all concerns in a manner that is acceptable by the Town.

If you have any questions or require any additional information, please let me know.



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Department of Engineering
45 South Main Street
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Tel: (203) 294-2035; Fax: (203) 284-4012

Alison M. Kapushinski, P.E.
Town Engineer

MEMO

TO: Kacie Hand – Town Planner

FROM: Department of Engineering

RE: **John Street Bridge Status Update**

DATE: March 10, 2020

As requested, I'd like to provide the following update to the John Street Bridge. These are excerpts taken from various correspondence from the State in the past several years:

Per Bridge Safety and Evaluation received 3/26/2018 by Gregory Funk at the State of Connecticut Department of Transportation, Mr. Funk reported that:

“The bridge is classified as an orphan bridge, which is when a local road goes over a railroad and ownership of the structure is unknown. The DOT is responsible for maintenance of structural components only while the Town is responsible for non-structural portions of the structure (wearing surface, curbs, approach sidewalks, etc).” Please note that the structural classification of the bridge was not mentioned in said memo.

Per letter dated November 17, 2014 to Mayor William Dickinson from Theodore H. Nezames, P.E. Manager of Bridges, Bureau of Engineering and Construction, with subject Inspection Report for Orphan Bridges, the John Street Bridge received a rating of ‘Fair’. The deck was determined to be in fair condition, while the superstructure, substructure, and approaches were determined to be in satisfactory condition. I have a call into the DOT asking when the next inspection is scheduled to take place.

If you have any questions or require any additional information, please let me know.

414-19MM



Subject RE: P&Z Meeting and Comments
From Dion, Michael <mdion@blcompanies.com>
To Kermit Hua <kermit.hua@kwhenterprise.com>
Cc kacie.hand@wallingfordct.gov <kacie.hand@wallingfordct.gov>, Gagnon, Christopher <cgagnon@blcompanies.com>, Dewey, Jeffrey <jdewey@blcompanies.com>
Date 2020-03-23 9:52 am

- EXH190130403-TT PL-EXTT-1 24x36 40SC.pdf (~829 KB)
- EXH190130403-TT PL-EXTT-2 24x36 40SC.pdf (~829 KB)

Kermit,

Please find attached a draft of the concepts for full stop control at Ball/Pent Road intersection. Please take a look and I can set up a conference call with our LD team and you to discuss any comments you may have.

Best,

Michael Dion, P.E., PTOE
Senior Project Manager
Principal
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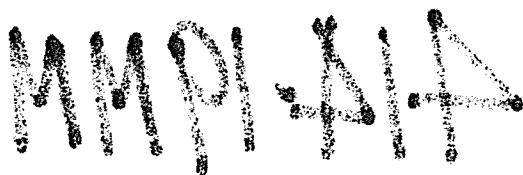
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From: Kermit Hua <kermit.hua@kwhenterprise.com>
Sent: Tuesday, March 17, 2020 4:17 PM
To: Dion, Michael <mdion@Blcompanies.com>
Cc: kacie.hand@wallingfordct.gov; Gagnon, Christopher <cgagnon@Blcompanies.com>; Dewey, Jeffrey <jdewey@Blcompanies.com>
Subject: Re: P&Z Meeting and Comments

Mike:

Could you provide a schematic plan for this? Please include autoturn runs of the worst case scenario, two tractor trailers at stop bars. Also, make sure car drivers at two stop bars can see each other and sight lines are not blocked by landscaping or other proposed objects. Are advance warning signs justified? What about warning signs with flashing beacons? Can new street lights be installed because I remember the two streets are not lighted?



Thanks

Kermit

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On Tue, Mar 17, 2020 at 3:59 PM -0400, "Dion, Michael" <mdion@Blcompanies.com> wrote:

Kermit,

The team would like to know if you are amenable to making the intersection of Ball Street and Pent Road full stop controlled. The client is not in control of the property as they are only leasing it. In order to revise the property line at the site will take extensive coordination with the property owner that has not been initiated and may take substantial time to coordinate a land swap. Stop bars will be set back in order to allow the tractor trailers to pass.

Let us know your thoughts.

Michael Dion, P.E., PTOE
Senior Project Manager
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From: Kermit Hua <kermit.hua@kwhenterprise.com>
Sent: Monday, March 16, 2020 3:54 PM
To: Dion, Michael <mdion@Blcompanies.com>
Cc: kacie.hand@wallingfordct.gov
Subject: RE: P&Z Meeting and Comments

I'm ok with just the table of increases. Thanks

Kermit

Thanks

Kermit

Get [Outlook for iOS](#)

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Let us know your thoughts.

Michael Dion, P.E., PTOE
Senior Project Manager
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From: Kermit Hua <kermit.hua@kwhenterprise.com>
Sent: Monday, March 16, 2020 3:54 PM
To: Dion, Michael <mdion@blcompanies.com>
Cc: kacie.hand@wallingfordct.gov
Subject: RE: P&Z Meeting and Comments

I'm ok with just the table of increases. Thanks

Kermit

From: Dion, Michael [<mailto:mdion@Blcompanies.com>]
Sent: Monday, March 16, 2020 3:51 PM
To: Kermit Hua
Cc: kacie.hand@wallingfordct.gov
Subject: RE: P&Z Meeting and Comments

Kermit,

We were intending to recount one of the intersections we had counted already for the project and increase the traffic we count at the new intersection (s) at the same rate. We figured that would be as close as we could get to a pandemic correction factor. If you are good with providing a table detailing the net increase and percent increases we can provide that instead.

Thanks,

Michael Dion, P.E., PTOE
Senior Project Manager
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From: Kermit Hua <kermit.hua@kwhenterprise.com>
Sent: Monday, March 16, 2020 3:46 PM
To: Dion, Michael <mdion@Blcompanies.com>
Cc: kacie.hand@wallingfordct.gov
Subject: RE: P&Z Meeting and Comments

Michael:

With the worsening pandemic, the current on-street traffic volumes do not reflect normal conditions, and this will likely last for months. So traffic counts and traffic analyses based such counts will not provide the commission much useful information at this time. As a compromise, I recommend that BL provide a table detailing the net increases and percent increases in peak-hour traffic on Ward Street and Quinnipiac Street when compared with the historic traffic volumes collected by ConnDOT. You can use the ConnDOT hourly volumes for count stations #205 and #221, assuming that the latter of which also applies to Ward Street west of South Cherry Street.

The revised trip distribution in Addendum 2 is acceptable.

To reiterate what I stated at the hearing, the concern related to the intersection of Ball Street and Pent Road is

traffic conflicts among tractor trailers and between tractor trailers and other vehicles. Even if the applicant can restrict the tractor trailer hours in a way that do not conflict with other vehicles, it is prudent to address the potential conflicts at this location before the operation starts. The delivery station as a business operation will evolve and change in response to market forces, and the hours of tractor trailer access may change as result. It is better to ask the applicant to remove such conflicts at this location once and for all than to accept arrangements and time restrictions that may work on paper but are difficult to enforce and do not take into account future changes in operations.

I recommend that the commission consider the conditions of adding a left-turn lane on northbound Route 5 and 360-degree camera detection to the intersection of Route 5 and John Street, subject to approvals by OSTA and ConnDOT.

If the scenario of 275 vans does not impact the peak-hour trips in Addendum 2, please provide a table detailing the hourly distributions of the DSP trips and a narrative for the commission's review.

Thank you.

Kermit Hua

From: Dion, Michael [<mailto:mdion@blcompanies.com>]

Sent: Thursday, March 12, 2020 4:59 PM

To: Kermit Hua; kacie.hand@wallingfordct.gov

Subject: P&Z Meeting and Comments

Kermit,

Thank you for attending last night's planning and zoning meeting in Wallingford. I would like to confirm with you what your expectations are from BL Companies for the next meeting. From my notes you would like the following:

- Please confirm which intersections you would like added to the analysis.
- Please confirm our trip distribution is acceptable
- BL Companies will work on a compromise for the Ball Street/Pent Road radius
- BL Companies will not run recommend a left turn lane on Route 5 NB. That can still be a recommendation of the commission though.
- Confirm how you would like us to analyze the 275 condition. Per the client the hours would be extended to 9-2 to accommodate the additional 100 trips. This does not add trips to the mid-day peak. If you would like we can add the first wave to the AM peak in case they come in early but it will have minimal impact as there are so few trips in the AM peak.

Thanks again,

Michael Dion, P.E., PTOE

Senior Project Manager

BL Companies | *Employee owned. Client driven.*



Town of Wallingford
Department of Engineering
45 South Main Street
Wallingford, Connecticut 06492
Tel: (203) 294-2035; Fax: (203) 284-4012

414-19 NN Tom
Alison W. Kapushinski, P.E.
Town Engineer

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #414-19**
425 South Cherry Street/ Special Permit

DATE: March 5, 2020

We are in receipt of the following updated materials for the referenced application:

- Land Development Plans Issues for Inland Wetlands and Watercourses Approval revised through 3/3/20
- Plan Revision List Summary for PZC Application No. 414-19, 3/5/20

As mentioned previously, the proposed 71'-wide driveway apron should be narrowed to minimize the number of vehicular conflict points with drivers on Ball Street. We recommended the apron be reduced to a maximum width of 30'. The latest drawing revisions show a 71' curb cut with what appears to be striping as a visual guide to taper down the driveway to 30'. This office does not find that acceptable, due to the curb cut exceeding 30' in width.

If the applicant agrees to reduce this driveway apron and curb cut to a maximum width of 30', I can support this application.

I am suggesting the following to be added to Conditions of Approval:

1. 71'-wide driveway and curb cut to be reduced to a maximum width of 30'.
2. South Cherry Street has known drainage issues during storm events. Now that a curb cut is proposed along South Cherry Street, it's possible the occupant will investigate ways to reduce drainage issues in the future. I suggest relocating the 3'-wide strip of landscaping between the van and car parking areas to the 5' landscape buffer along the southern property line. This provides additional space to install a storm pipe to Pent Street, if that were to be a preferred option in the future.
3. Applicant to provide all pipe sizing calculation tables showing the updated values for the 15" pipe from SWMB-1 to OCS-200, and OCS-200 to EX-CB-200 for review by this department.

February 26, 2020 – 425 South Cherry Street

4. Applicant shall submit a compiled updated drainage report and plan set to the Engineering Department for filing.
5. We recommend the Applicant post a bond in the amount of \$35,000 for the proposed work and restoration within the Town right-of-way. Said work is subject to a Street Excavation Permit to be issued by the Department of Engineering.

If you have any questions or require any additional information, please let me know.

cc: Kacie Hand – Town Planner



Town of Wallingford
Department of Engineering
45 South Main Street
Wallingford, Connecticut 06492
Tel: (203) 294-2035; Fax: (203) 284-4012

414-1900
Alison M. Kapushinski, P.E.
Town Engineer

MEMO

TO: Kacie Hand – Town Planner

FROM: Department of Engineering AMK

RE: **Response to Traffic Study Peer Review**
PZC Application #414-19
425 South Cherry Street/Special Permit

DATE: March 10, 2020

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If you have any questions or require any additional information, please let me know.



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Alison M. Kapushinski, P.E.
Town Engineer

MEMO

TO: Kacie Hand – Town Planner
FROM: Department of Engineering *AMK*
RE: **John Street Bridge Status Update**
DATE: March 10, 2020

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