Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KACIE A. HAND, A.I.C.P.
TOWN PLANNER

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

FINAL AGENDA

Wallingford Planning & Zoning Commission Meeting
Monday, March 8, 2021 – 7:00 p.m.

The following items will be heard at the Wallingford Planning and Zoning Commission's meeting of Monday, March 8, 2021 at 7:00 p.m. REMOTELY ONLY. The meeting can be accessed through:
https://global.gotomeeting.com/join/257361541
You can also dial in using your phone.
(For supported devices, tap a one-touch number below to join instantly.)
United States (Toll Free): 1 866 899 4679
One-touch: tel:+18668994679,
Access Code: 257-361-541
Live Stream of the meeting will also be available on the Town of Wallingford You Tube Channel:
https://www.youtube.com/c/wallingfordgovernmenttelevision
Materials for this Public Hearing will be posted on the Town's website: www.town.wallingford.ct.us

Call to Order
Pledge of Allegiance
Roll Call
Consideration of Minutes – January 11, 2021

PUBLIC HEARINGS

1.Special Permit (Convenience Store/ Fueling Facility)/7-11 Inc./1033 No. Colony Rd#412-20
2. Special Permit Revision/Rocha/694 North Colony Road #413-20
3. Zoning Reg. Amendment/Sec. 6.26.D (steeple up-lighting)/Knight and Farrell#505-20
4. Special Permit (warehousing)/Montante Construction/5 Research Parkway(No Action) #401-21

NEW BUSINESS

5. Site Plan (Wellness Center)/Tracy Malton/100 Center Street #201-21
6. Site Plan (accessory apartment)/ Richetelli/35 Leigus Road #202-21
7. Site Plan (restaurant)/A. Castico/866 North Colony Road #203-21
8. Site Plan (accessory apartment)/ Corso/3 Juniper Street #204-21

CGS 8-24

9. Water Main Extensions/High St (Wlfd), Woodhouse Ave, Center St, Norman Ave/Water and Sewer Divisions

EXTENSION

10. Special Permit (Dealers and Repairers/Cariati/70 North Plains Industrial Road #414-15

BOND RELEASES AND REDUCTIONS

11. Site Plan(parking area)/AdamsLanding/90 South Turnpike Road #219-12
12. Site Plan (outdoor storage and culvert) /Wallingford Group LLC/ 59 and 65 North Plains Highway #225-13
13. Site Plan (multi- family residential) /Arrivisme LLC/ 238-270 Hall Avenue #404-11

REPORTS OF OFFICERS AND STAFF

14. Administrative Approvals
    a. Change of Use/Dr. Sudesh Kumar/60 Church Street, Yalesville #314-20
    b. Change of Use/Luis Quizhpi/156 B Center Street #315-20
15. ZBA Decisions – January 19, 2021- February 16, 2021
16. ZBA Notice – March 15, 2021
17. Zoning Enforcement Log
18 Food Truck Regulations
19. Annual Report

Individuals in need of auxiliary aids for effective communication in programs and services of the Town of Wallingford are invited to make their needs and preferences known to the ADA Compliance Coordinator at 203-294-2070 five (5) days prior to meeting date.

Wallingford Planning & Zoning Commission
Monday, January 11, 2021
Remote Meeting
MINUTES

DRAFT

Chairman Seichter called the meeting to order at approximately 7:00 p.m.
Pledge of Allegiance was recited by all.
Roll Call: Present: James Fitzsimmons, Regular Member; Jeff Kohan, Regular Member; Rocco Matarazzo, Secretary; JP Venoit, Vice-Chair; Jim Seichter, Chairman; Jaime Hine, Alternate; Steven Allinson, Alternate; Staff: Thomas Talbot, Planner; Amy Torre, Zoning Enforcement Officer.
Absent: Armand Menard, Alternate.

Approval of Minutes – December 14, 2020
Commissioner Venoit: Motion to approve the Planning and Zoning Minutes of the December 14, 2020 meeting as submitted.
Commissioner Fitzsimmons: Second
Vote: Unanimous to approve

Chairman Seichter reviewed the remote meeting protocol and noted that the following agenda items will not be heard this evening at the request of the applicant.

3. **Special Permit (Convenience Store/Gas Fueling Facility)/7-11 Inc./1033 North Colony Road #412-20**No Action Requested
4. **Special Permit Revision/Rocha/694 North Colony Road #413-20** No Action Requested
5. **Special Permit (Dealers and Repairers)/Cariati/70 North Plains Industrial Road #414-15**No Action Requested

PUBLIC HEARING

1. **Special Permit (Fill & Excavation)/Pfizer/21 Toelles Road #409-20**

Commissioner Matarazzo read the legal notice and noted all correspondence pertaining to this application for the record. Interdepartmental Referral dated August 6, 2020 from Fire Marshal; Memorandum dated September 3, 2020 from Erin O'Hare, Environmental Planner to Tom Talbot, Acting Town Planner; correspondence dated September 4, 2020 from Lucas Hellerich, Woodard and Curran to Kacie Hand; Special Permit Application correspondence dated October 28, 2020 from Lucas Hellerich, Woodard and Curran to Kacie Hand; correspondence dated September 14, 2020 from Adelheid Koepfer to Jim Seichter, Planning and Zoning; correspondence dated October 29, 2020 from Thomas Talbot, Planner to Lucas Hellerich, Woodard and Curran, Inc.; Memorandum dated November 2, 2020 from Erin O'Hare Environmental Planner, to Tom Talbot, Planner; Interoffice Memorandum, dated October 27, 2020 from Erik Krueger, Senior Engineer, Water & Sewer Division, to Erin O'Hare, Environmental Planner; Memorandum dated January 8, 2021 from Erin O'Hare, Environmental Planner to Tom Talbot, Planner; Memo dated January 8, 2021 from Department of Engineering to Thomas Talbot, Planner.

Lucas Hellerich, CT Licensed Professional Engineer and CT Licensed Environmental Professional of Woodard and Curran, 213 Court Street, Middletown represented the applicant. He shared the plans for the wetlands soil mediation project approved by the Inland Wetlands and Watercourses Commission on January 6th. He explained that they submitted the revised project drawings with all the changes required by Inland Wetlands. They also responded by letter to all the Town Planner's comments on October 29, 2020. He explained that a contingency plan for potential flooding, erosion, and sedimentation was also submitted. The project is required by the CT Department of Energy and Environmental Protection to remediate wetland soils impacted by nickel which is a heavy metal that can be toxic to ecological receptors. The project represents several temporary disturbances to improve the quality of the wetland by removing the nickel impacted soil as well as invasive plant species. Then they will replace it with clean soil. They took steps to minimize the impact on the wetlands, reduced the volume to be removed, and retained many large trees. The CT DEEP Remediation Division has reviewed and concurred with the project and the plan has been publicly noticed. Wallingford Inland Wetlands reviewed and approved. A Third Party peer review (Malone & McBroom) was performed by a professional wetlands scientist and a water resources engineer from an engineering firm. The Army Corps of Engineers is currently completing their review of the project and the US EPA has also reviewed it. He explained that 21 Toelles Road encompasses 5 and 21 Toelles Road. Mr. Hellerich showed the existing conditions, buildings, vacant property, and Wharton Brook. The property has a forested wetland area and is within the 100 years/500-year floodway. They performed several environmental investigations and an ecological risk assessment was performed. From that, the CT DEEP required remediation. Mr. White explained that the project consists of excavation of soil, placement of clean backfill, and restoration of the wetland. Pfizer is responsible for performing the project and monitoring and maintaining the wetland. The original plan was to clear cut the 2.2 acres. Based on soil sampling, they reduced excavation volume by half and limit the 2' excavation to the center of the area and the sides with a 6" excavation. In response to comments and soil sampling, they did a tree survey and created a plan to retain the large trees and only remove soil to the top of the tree roots. They prepared a contingency plan to address flooding concerns. The erosion and sedimentation control approach was explained as well as the methods to be used. They will perform selective clearing to move equipment around the site and retain trees with a 15" diameter. Within the drip line of those trees, they will only excavate to the top of root zones. They will be doing excavation in stages and cells. He defined the total excavation area. Once excavations are performed they will backfill in 6" areas with organic topsoil. In 2ft areas, the top 12 inches is organic topsoil and the bottom is sandy loam soil. Backfilling is prioritized around the trees and lower elevations. They have developed a robust wetlands plantings plan and invasive plant species management plan. The restoration monitoring program will continue until the performance metrics are met. Mr. White indicated that they will perform the project in the late spring and summer of 2021. It will take several months with the excavation and backfilling work completed over several weeks. Inland Wetlands issued a permit with nine conditions of approval including four different performance bonds. This includes sedimentation erosion control; wetland plantings invasive species management; post-restoration monitoring and reporting. The project has had a significant review. They have incorporated a robust erosion and sedimentation plan and a restoration plan. They have a comprehensive contingency plan for potential flooding and an invasive species management plan.

Chairman Seichter asked for more information on the proposed soil staging areas and the materials management area. Mr. Hellerich explained they are temporary areas covered with plastic sheeting on the ground. Soil excavated is placed there to dry out, surrounded by silt fence and straw bales. The piles are covered by plastic sheeting until they are loaded into trucks. The management area is in a current landscaped area and is used to place equipment, additional fencing, sedimentation controls, and fractionation tank storage. Chairman Seichter asked how long the soil will stay in the staging areas. Mr. Hellerich stated that the expectation is anywhere from a couple of days to two weeks depending on truck availability and the availability of a receiving facility. Chairman Seichter asked if the clean soil coming into the site is stored onsite or placed immediately. Mr. Hellerich replied that the intent is for trucks to bring the soil in and using the access pads, dump it right into the excavation areas. There is no intent to stockpile clean soil.

Thomas Talbot, Planner, indicated that all his questions had been addressed.

Commissioner Fitzsimmons asked how many total truck trips are expected. Mr. Hellerich replied outbound about 225 and inbound maybe a few more. Commissioner Fitzsimmons asked how long the project will last given ideal weather conditions. Mr. Hellerich replied all the steps would take 12 to 16 weeks. Commissioner Fitzsimmons asked the height of the piles in the staging areas. Mr. Hellerich replied that they don't list a maximum but the expectation is 8 to 10 feet. Commissioner Fitzsimmons asked for verification that the piles are always covered at the end of the day and the longest time they would be there would be several weeks. Mr. Hellerich stated that was correct, but the expectation for the piles would be only a couple of days. Commissioner Fitzsimmons asked about the truck routes. Mr. Hellerich replied that there are several potential disposal locations for the contaminated soil but the primary one is in central Massachusetts. So it is most likely that the disposal trucks will go onto Rt. 91 North from Toelles Road. For the backfill, there are several sources, with some in the Connecticut Central Valley. He expects trucks to use Rt. 91 to Rt. 5 and Toelles Road. Commissioner Fitzsimmons stated that he preferred to keep the trucks off the town road and noted that Toelles already has heavy traffic. Mr. Hellerich noted that the number of trucks expected per day is between 8 and 20. They are usually spread out with 2-3 waves throughout the day. Commissioner Fitzsimmons asked if the new fill is similar in characteristic to the existing soil. Mr. Hellerich concurred and stated that it is tested for macronutrients and total organic carbon and should be similar or better than what is there. A soil scientist visited the site. The soil that is backfilled in the bottom half of the 2" zones is a sandy loam-like what is currently there. Commissioner Fitzsimmons asked if other strategies to remove the nickel were considered by Pfizer. Mr. Hellerich replied that Nickel is a heavy metal that can bind strongly to organic soils so it is difficult to wash out. He explained that soil washing involves a lot of disturbance and is not guaranteed to work. Another technology used on low levels of different types of metals involves planting, harvesting, disposal of harvested plants, and replanting, and takes a long time. For a project like this, to restore a wetland soil, it can't be capped or contained. It needs to be excavated and disposed of. Commissioner Fitzsimmons asked for clarification if the CT DEEP ordered or recommended this. Mr. Hellerich stated that the site is subject to the Connecticut Property Transfer Act. There were several concerns on the site already remediated. This is one of the last of the areas on the site to have remediation done. The driving requirement is the Property Transfer Act and the remediation standard regulations are being followed to complete the remediation of this wetland.

Commissioner Kohan asked about the concentration of nickel in the soil and how that compares to unacceptable levels. Mr. Hellerich replied that the concentration is on the order of several hundred milligrams per kilogram. It's below a human direct exposure standard, but there was some site-specific ecological toxicity testing done which showed that there is nickel on the site that's above the toxicity limit. That's how they defined the limit of the excavation. Commissioner Kohan asked for clarification that the entire site is not over that limit, just a couple of specific areas. Mr. Hellerich replied yes. The soil in the top 6inches of the areas defined on the map and the top 2 feet in the central areas is the soil that contains the nickel above the standard. Commissioner Kohan asked when the project will start. Mr. Hellerich replied in late May or early June. Commissioner Kohan asked if they have found any evidence of eastern box turtles on the site. Mr. Hellerich replied that that is a species of special concern and they did include Eastern Box Turtle protocols. They will have a herpetologist with expertise in the Eastern Box Turtle perform a preconstruction survey as per the comments from the Inland Wetlands Commission. The herpetologist will visit during construction; provide training for construction and project staff on identification and proper handling. Commissioner Kohan asked if the CT DEEP or the Department of Engineering had any informal feedback with concerns. Mr. Hellerich replied that the peer review firm, Malone & McBroom, was engaged by the Inland Wetlands Commission and they did a 2+ hour walkthrough. They did a pretty thorough evaluation which helped support the Town and the engineering review of the project. He noted that the CT DEEP didn't raise any questions and had extensive discussions with the Environmental Planner's office.

Commissioner Hine asked if the Army Corps of Engineers and the US EPA had approved the plan. Mr. Hellerich replied that they are still waiting for the Army Corps general permit approval. They asked to review the plans as revised, which was done. The US EPA, in terms of inland wetlands restoration, provided their comments to the Army Corps and agreed with the restoration plan for plantings, monitoring protocols, and invasive species work. Commissioner Hine asked if they need that before they start. Mr. Hellerich said yes. Commissioner Hine asked how long the monitoring protocol will last, and what the metrics are that need to be attained. Kyle Apigian, Technical Manager and Ecologist for Woodard and Curran, serving as the Wetlands Scientist, replied the goal is to meet performance standards established in the wetlands restoration plan. They are around making the site and soil stable. There are criteria related to vegetation cover and woody vegetation species. Also needs to be a demonstration that trees are growing. Metrics related to invasive species. So to be sure they are being met, the site will be monitored two times a year for up to 10 years. There will be no discussion of ending the monitoring until at least two of the criteria are met. Commissioner Hine asked if the monitoring reports are given to the Town. Mr. Apigian replied yes. Commissioner Hine asked if the excavation cells will have barriers between them while being excavated to prevent contamination. Mr. Hellerich replied that each of the 6" cells is 100 cubic yards and the 2' cells are 200 cubic yards. He reported that they have not envisioned using barriers between them. They don't expect any significant movement of soil between the cells. Commissioner Hine asked if each cell is excavated and filled one at a time. Mr. Hellerich replied that it will depend on the ability to get dispose of soil and import clean backfill. The expectation is to excavate one to several cells and

backfill as soon as possible. The expectation is that several cells will be done over several days and backfill together. They will not open all the cells at once.

Commissioner Fitzsimmons asked if a sedimentation bond will be required on top of the bonds for Wetlands. Chairman Seichter replied that yes, there is a $20,000 sedimentation and erosion control bond. Commissioner Fitzsimmons due to the number of truck trips, will we limit the hours of operation. Chairman Seichter replied that the applicant has asked for Monday through Saturday, 7am to 7pm. Mr. Hellerich responded that that is what they replied to the October 29th comments. Mr. Talbot confirmed that.

Hearing no public comment, Chairman Seichter asked for a motion to close the public hearing.
Commissioner Venoit: Motion to close the public hearing for #409-20 Special Permit (Fill & Excavation) for Pfizer for the remedial removal and replacement of approximately 3,300 cubic yards of wetlands soils on 2.23 acres on property located at 5 and 21 Toelles Road.
Commissioner Fitzsimmons: Second

Vote: Fitzsimmons – yes; Venoit – yes; Kohan – yes; Matarazzo – yes; Chairman Seichter – yes

Commissioner Venoit: Motion to approve application #409-20 Special Permit (Fill & Excavation) for Pfizer for the remedial removal and replacement of approximately 3,300 cubic yards of wetlands soils on 2.23 acres on property located at 5 and 21 Toelles Road as shown on plans entitled 29 Toelles Road, Wallingford, CT, project number 0232569.00 dated August 2020 amended to December 2020, subject to:

1. **Comments and interoffice memorandum from the Fire Marshal to the Planning and Zoning Commission dated August 12, 2020;**
2. **Comments in the interoffice memorandum from Erik Krueger, Senior Engineer, Water and Sewer Divisions to Erin O'Hare, Environmental Planner, cc to Thomas Talbot, Planner, dated August 27, 2020;**
3. **Comments in the interoffice memorandum from the Department of Engineering to Thomas Talbot, Town Planner, dated January 8, 2021;**
4. **Comments and interoffice memorandum from Erin O'Hare, Environmental Planner to Thomas Talbot, Planner, listing all conditions of Inland Wetlands Commission, approval number A20-7.1, dated January 8, 2021, all conditions of that approval incorporated into application for special permit #409-20, except for condition number 12;**
5. **Sedimentation and erosion control bond or $20,000; and**
6. **Obtaining an Army Corps of Engineer General Permit**

Commissioner Fitzsimmons: Second
Vote: Fitzsimmons – yes; Venoit – yes; Kohan – yes; Matarazzo – yes; Chairman Seichter – yes
The application is approved.

Continuation of Zoning Text Amendment/Sections 4.9 (I-X

2.), 4.10 (I-5), and 4.13 (WPD) 2.1, 5.1.C., 6.1.C., and 6.12.B./PZC #412-20

Commissioner Matarazzo noted all additional correspondence pertaining to this application for the record. Letter dated January 5, 2021, from the Office of the Mayor to Chairman Seichter, Wallingford Planning and Zoning Commission, signed by Mayor William Dickinson; Janis Small, Law Department; Timothy Ryan, Economic Development and Rick Hendershot, Director of Utilities. He read the letter into the record: Referencing Zoning Text Amendment Section 4.9 (IX), Section 4.10 (I-5) and 4.13 (WPD), 2.1, 5.1.C., 6.1.C, and 6.12.B. Dear Commissioners, Due to serious legal and policy concerns about the proposed changes, we are requesting additional time to develop thoughts and language for consideration of the Planning and Zoning Commission regarding the 902-20 application, we request that the current amendments be withdrawn. The undersigned will be meeting to articulate relevant language and will provide such work product by March 31, 2021, at the latest. Thank you for considering this request to encourage a more comprehensive proposal for the Commission's consideration.

Chairman Seichter explained that last month there was a lengthy discussion on these text amendments which raised various issues. He has been told that there was a meeting of the signers with Mr. Talbot. They ask for more time to look at the regulation and see what issues there may be from a legal standpoint and from a definition standpoint of some uses to make it clearer. Thus we have this letter asking us to withdraw the application. He noted that it is the Commission's application so we have the authority to do so.

Commissioner Fitzsimmons stated that he doesn't object to pulling it off the agenda for several months but it is not going away. We have been working on this for years.

Commissioner Venoit stated his agreement with Commissioner Fitzsimmons.

Commissioner Kohan stated that he was concerned with the legal and policy concerns being brought up so late in the game. He stated that he is okay with letting it go for a few months, but he added that it sets a precedent that someone can come in and express objections in this manner that we would have to seriously consider.

Commissioner Matarazzo stated that he also agreed with Commissioner Fitzsimmons.

Commissioner Hine stated that he is generally in agreement, but he is in favor of continuing the hearing instead of withdrawing. He stated that the Commission needs to stress that we need to move forward as soon as possible. He noted that there are two conflicting provisions in the regulations. One allows warehousing and storage in the wetlands protection district in the IX zone and the I-5 zone that doesn't allow warehousing in the wetlands. He is still waiting for a response from the Water Division on this conflict and their position on extending the prohibition to both zones. He stated that he doesn't feel comfortable acting on applications that may come in the meantime. He asked that we request a response from the Water Division. Mr. Talbot stated that in discussions the Water Division

has been clear on why they object to uses in the I5 that are permitted in the IX. They see it as a situation where these uses are an existing fact on the ground. They don't want to extend it to the I-5 because that represents that much more of a threat to the watershed. They feel the existing regulations are a done deal and they are not interested in equity in the two districts in terms of uses. They don't want to extend what's currently permitted in the I-X portions of the watershed to the I-5. They don't want an expansion of uses that they are suspicious of. Commissioner Hine stated that he is not satisfied with that explanation. It would be helpful to have someone explain why uses are allowed in one and not the other. Chairman Seichter noted that Mr. Talbot had sent an email to Mr. Amwake asking for a definitive answer and has not yet received a response. Commissioner Hine asked if Mr. Talbot could follow up and ask if they have a position on doing away with both or extending both. Chairman Seichter indicated that that was part of the email.

Commissioner Allinson stated that he had no objections. We can re-file after we get the input. It is in the Town's best interests that we get further information from the experts.

Jennifer Frechette stated that she is upset and it feels like the Mayor is serving a private party. This means that residents have to continue to watch agendas. It is very anxiety provoking. She stated that she is disappointed with the Mayor.

Ed Bradley, 2 Hampton Trail, agreed with tabling the application. There was a lot of information that came up at the last meeting. His comments were in the I-5, the WPD regulations. He is confused with Mr. Krueger's stand. He believes there is a great distinction between the IX and I-5. I-5 is part of the watershed, is wetlands, and is adjacent to homeowners as well as Spring Lake and McKenzie reservoir. That is his big objection to section 4.13 in the WPD. He asked as the proposals are reviewed, how will residents be made aware of changes proposed before the next meeting? Chairman Seichter confirmed that residents would have to go to the office to get a copy of the revisions. He explained that the Commission will meet to review the proposed changes to the regulations to determine if a workshop is needed before holding a public hearing. The workshops are open to the public. Mr. Bradley asked how far before a meeting the Commission gets their packets. Chairman Seichter replied that they get the applications the month before and the attachments the Friday before.

Bill Stuckey, 54 High Hill Road, asked if a clean copy of the changes was available, as was indicated at the last meeting. Chairman Seichter said no because it has been withdrawn. Mr. Stuckey stated that he is disappointed that after 14 months enough people had a chance to chime in. His impression from the Water Division was that they want to protect the watershed and manufacturing warehousing wasn't something they wanted in those areas. He asked how applications would be handled in the meantime. Chairman Seichter replied that any applications would be handled under the existing regulations.

Hearing no further public comment, Chairman Seichter asked for a motion to close the public hearing and indicated that only those who were present for the last meeting's discussion should vote.

Commissioner Venoit: Motion to close the public hearing for application #902-20, Zoning Text Amendment/Section 4.9 (IX), Sec. 4.10 (I-5), and 4.13 (WPD), 2.1, 5.1.C., 6.1.C., and 6.12.B./Planning and Zoning Commission.

Commissioner Fitzsimmons: Second

Vote: Fitzsimmons – yes; Venoit – yes; Kohan– yes; Allinson – yes; Chairman Seichter – yes

Chairman Seichter then asked for a motion to withdraw the application.

Commissioner Venoit: Motion to withdraw application#902-20, Zoning Text Amendment/Section 4.9 (IX), Sec. 4.10 (I-5), and 4.13 (WPD), 2.1, 5.1.C., 6.1.C., and 6.12.B./Planning and Zoning Commission.

Commissioner Fitzsimmons: Second

Vote: Fitzsimmons – yes; Venoit – yes; Kohan– yes; Allinson – yes; Chairman Seichter – yes
The application is withdrawn.

5. Zoning Regulation Amendment/Sec. 6.26.D. (Steeple up-lighting)/Knight and Farrell # 505-20
Commissioner Matarazzo read the legal notice and noted all correspondence pertaining to this application for the record. Correspondence dated December 28, 2020, from Thomas Talbot, Planner to Steve Knight and Jerry Farrell; Memorandum dated January 6, 2021, from Janis Small, Corporation Counsel to Thomas Talbot, Planning and Zoning.

Gerald Farrell, 54 North Elm Street, explained the proposed amendment. He stated that the amendment is presented on behalf of the First Congregational Church, which already has up-lighting, and Holy Trinity is considering it. They came up against Section 6.26.C.2which prohibits up-lights, however, Section 6.26.D is an exception that allows up-lighting of one and two-family homes or an American Flag. He asked that this exemption be extended to Church steeples. He supplied a draft amendment with narrow wording for steeples built before 1940. He explained that he used 1940 because many statutes use that year as a demarcation point for historic structures. He believes the amendment would apply to four churches in Wallingford. He noted that the current regulation recognizes the symbolic value of the American flag and stated that steeples have symbolic value too.

Chairman Seichter disclosed that he is a member of one of the churches mentioned but he had no prior knowledge of the application or the drafting of the amendment. He stated that he discussed his potential conflict with the Corporation Counsel and she indicated that he was not in conflict. Chairman Seichter stated that since he is not active in the operations of the church he will not recues himself. He stated that he has concerns with the proposed amendment because it discriminates against other religious organizations. He doesn't see why a religious organization's building should be treated differently than commercial buildings for up-lighting.

Commissioner Fitzsimmons asked why up-lighting for any towered or spired structure associated with a non-religious use is not proposed as an exemption. For example, Choate has cupolas and spires. Mr. Farrell replied that he tried to give them something that would avoid opening the flood gates on up-lighting. How to do that while recognizing that there are some other legitimate purposes of up-lighting? He proposed religious symbols as a suggestion. Commissioner Fitzsimmons stated that he generally liked the zoning text amendment and is not as concerned with the buildings that would not be included, but it needs work. He stated that done nice, up-lighting looks great. We need to explore it further to make sure we are okay with the definition and if there are any other appropriate buildings.

Commissioner Venoit stated that he agreed with Commissioner Fitzsimmons that we need more dialog on what we feel comfortable with.

Commissioner Kohan stated that he is not in favor. He felt this was essentially spot zoning. He added that many churches are in residential areas and we try to limit ambient lighting in those areas. He noted that there is no time cut off for the lighting. He stated that he agreed with the Corporation Counsel's comments.

Commissioner Matarazzo stated that he agreed that more thought is needed. He is not opposed to up-lighting done right.

Commissioner Hine stated he agrees and is aware of the problem of being either too broad or too narrow. He suggested focusing on the definition of a steeple and maybe time limitations. He agreed that it is doable, but not in the current form.

Commissioner Allinson stated that he likes up-lighting and would like to see it done properly. He agreed with the Corporation Counsel that the net effect that only four churches will be allowed is an issue. He stated that it can be done with the proper language.

Mr. Farrell asked for a copy of Janis Small's memorandum. He noted that it was recommended that they speak with her but were not able to. He noted that his goal was to be as narrow as possible. Chairman Seichter promised to get him a copy of the memo and encouraged him to meet with Atty. Small.

Steve Knight, 289 Ivy Street, added that he hopes the door is still open for the discussion and stated that they are comfortable expanding the scope to include everyone that should be included without opening it to misuse.

Chairman Seichter stated that the Commission is willing to discuss it again and continue the public hearing. He stated that the applicant has been given instructions to prepare for the February meeting.

Commissioner Fitzsimmons stated that he is in favor of continuing the discussion as there is a need to ensure it is not discriminatory.

Commissioner Kohan stated that he is okay with continuing and added that churches are in residential areas. He asked for a time limit on how late the lights can be left on as he is concerned with the impact on residents.

Hearing no public comment, Chairman Seichter asked for a motion to continue the public hearing.
Commissioner Venoit: Motion to continue the public hearing for #505-20, Zoning Regulation Amendment Section 6.26.D (steeple up-lighting)/ Knight and Farrell to the February2021 meeting.
Commissioner Fitzsimmons: Second

Vote: Fitzsimmons – yes; Venoit – yes; Kohan – yes; Matarazzo – yes; Chairman Seichter – yes

NEW BUSINESS

5. **Site Plan/Proton International/932 Northrop Road #221-20**

Commissioner Matarazzo noted all correspondence pertaining to this application for the record. Letter dated December 23, 2020, from Thomas Talbot, Planner to Proton International, LLC; correspondence dated January 6, 2021, from Andrew White and Charles Croce, Tight and Bond, Inc. to Thomas Talbot, Planner; Correspondence dated January 4, 2021, from Craig Yannis and Charles Croce, Tight & Bond, Inc. to Atty. Jim Loughlin; correspondence dated January 5, 2021, Andrew White and Charles Croce, Tight and Bond, Inc. to Alison Kapushinski, Town Engineer; correspondence dated January 6, 2021, from Atty. Jim Loughlin to Thomas Talbot, Town Planner; Interoffice Memorandum dated January 5, 2021, from Erik Krueger, Senior Engineer, Water & Sewer Division to Erin O'Hare, Environmental Planner; Memo dated December 30, 2020, from Department of Engineering to Planning and Zoning Commission; Interdepartmental Referral dated November 25, 2020, from Town Engineer; Interdepartmental Referral, dated November 25, 2020, from Fire Marshal Office; Memo dated December 30, 2020, from Department of Engineering to Inland Wetlands and Watercourses Commission; Memorandum dated January 8, 2021, from Erin O'Hare, Environmental Planner to Tom Talbot, Acting Town Planner; memorandum dated January 7, 2021, from Erik Krueger, Senior Engineer to Tom Talbot, Acting Town Planner; set of plans dated January 6, 2021; conceptual rendering dated January 6, 2021.

Jim Loughlin, of Loughlin Law, 221 North Main Street, Wallingford presented. Also present were Peter Carbone, of Proton International; Andrew P. White an engineer with Tighe & Bond Engineers of Middletown, Paul Rushton, Director of Design for Proton International in the UK; Franck Le Bousse, an architect. Atty. Loughlin stated that the use proposed is for a state of the art cancer treatment center. They would provide radiation therapy surgery done with protons instead of photos. Protons are heavier and provide for more precise surgery with less collateral damage. There will be a Superconductor onsite. The 27 or 28,000 square foot building will have one treatment room. The partners are Yale-New Haven Health and Hartford Healthcare with Proton International. The location is at the intersection of Rt. 91 and 68. This is a fully taxable building that will generate nominal traffic. This is Outpatient medical use which is approved in the I-5 Zone. Atty. Loughlin explained that they

received a parking variance from the ZBA for a significant reduction to allow protection of the aquifer, preserve trees, and to have less impervious surface. The property is in the aquifer protection district,

so they met with the Water Division who is in favor of the application. They applied under the site plan section because they are under the 100 peak hour vehicle trips based on traffic estimates from four other similar sites. The

maximum number of employees at any time is 24 and no more than 3 or 4 patients at any time. He noted that they have no signage plans yet, but will come back for approval when they do. He reported that they met with the Wetlands commission who approved. He reported that they responded to all of Mr. Talbot's comments and included those changes in the plans. He shared a conceptual rendering of the building.

Andrew White described the access through a driveway off Northrop Road, north of the Marriott. The site is 11.79 acres which are entirely wooded. He described the drainage and catch basins which will discharge approximately 90% of the site stormwater goes to a culvert on the south edge of the property through a pipe beneath the Marriott's parking lot. He showed the front entrance on the north with a majority of the parking to the east. Site grading is nominal. At the request of the Water Department, they are providing sand filters to meet the stormwater requirements. Per Water Department Aquifer Watershed Protection regulations they have two stormwater systems: **(1)** One to collect exclusively landscaped areas and, **(2)** one for the paved areas that use two sand filters as well as water quality hydrodynamic separators. He stated that they are reducing peak flow offsite and volumetric runoff offsite with no impact on downstream. He described the utilities with two utility poles off Northrop and explained that they have a generator for back up. He described the two phases of first prepping the land and then construction. He described two phases of soil control methods during construction. He reviewed the landscaping lighting plans.

Commissioner Fitzsimmons noted that there is a zoning requirement for the orientation of buildings. He asked for clarification of the location of the front of the building. Mr. White noted that the front of the building is oriented north and though not perpendicular to the road, the driveway gives a direct view of the front. Commissioner Fitzsimmons noted that traffic will mostly come from Rt. 68 to Northrop and asked Mr. Talbot if it complies with the building orientation regulation. Mr. Talbot replied that it meets the general intent of the regulation. That kind of regulation is more applicable to urban settings. He believes this proposal complies with the intent. Commissioner Fitzsimmons noted that he just wants to be sure it conforms substantially. He noted that he likes the reduction in blacktop.

Commissioner Kohan stated that he is in favor and said that it will be a great addition to Wallingford. He asked why they chose Wallingford. Atty. Loughlin replied it was due to the visibility to Rt. 91; the location halfway between Hartford and New Haven as well as halfway between New York and Boston; the favorable utility rates and the proximity of hotels. Commissioner Kohan asked if they were aware of the stone gate on the southern edge of the property near Northrop Road. He asked if they were

aware of any historical value. Paul Rushton replied that they are aware of the post and will keep it as is. He noted that they do not know the history.

Commissioner Matarazzo stated that this will be a great addition to Wallingford and he supports it. He noted no problem with the orientation of the building.

Commissioner Hine stated that he supports the project and feels it's perfect for the area.

Commissioner Allinson thanked the presenters for a thorough presentation.

Chairman Seichter stated that he appreciates the applicant choosing Wallingford. He asked for clarification of the number of parking spaces and handicapped spaces. He also asked what the triangles with 2 inside on the drawing meant. Mr. White showed the spaces and verified there were 50. He noted that they were required to have two handicapped spaces and opted for four. He explained that the delta with the two corresponds to a second revision. The second revision was done after the meeting with the Wetlands Commission last week and discussions with Mr. Talbot and the Town Engineer. Revision 2 is the latest.

Tim Ryan of the Economic Development Commission commented that this is a fantastic opportunity for Wallingford and is a project that he's been working on for 2.5 years.

Commissioner Venoit: Motion to approve application #221-20 Site plan application for Proton International for a 27,810 sq. ft. outpatient medical treatment facility on 11.82 acres as shown on plans entitled Connecticut Proton Therapy Center Outpatient Facility, Proton International, 932 Northrop Road, dated December 2020 revised to January 6, 2021, subject to:

1. **Comments in an interoffice memorandum from Erik Krueger, Senior Engineer, Water, and Sewer Division to Erin O'Hare, Environmental Planner, cc to Tom Talbot, Planner, dated January 5, 2021,**
2. **Comments in the interoffice memorandum from the Fire Marshal to the Planning and Zoning Department dated December 18, 2020**
3. **Comments in the interoffice memorandum from Erin O'Hare, Environmental Planner to Thomas Talbot, Planner, listing all conditions of Inland Wetlands Commission approval A20-12.1 dated January 8. 2021. All conditions of this approval to be incorporated into the site plan application 221-20 except for condition number 1 bonding.**
4. **Comments in interoffice memorandum from Erik Krueger, Senior Engineer, Water & Sewer Division to Thomas Talbot, Planner, dated January 7, 2021, and**
5. **Sediment and erosion control bond of $30,000.**

Commissioner Fitzsimmons: Second
Vote: Fitzsimmons – yes; Venoit – yes; Kohan – yes; Matarazzo – yes; Chairman Seichter – yes
The application is approved.

9. **ZBA Notice – January 19, 2021,**no questions from Commissioners

10. **Zoning Enforcement Log**

Commissioner Kohan asked what the current status is for 12 & 15 Windswept Road, Paradise Hills Winery. Amy Torre replied that most issues were regarding special events and conditions surrounding those events. She is not aware of any recent special events but they need to adhere to certain numbers of attendees and numbers of events. She agreed this needs to be revisited.

11. **Administrative Approvals:**
    a. **Change Use/Barnes Homestead/40 North Main Street #312-20**
    b. **Change of Use/Termini/9 North Main Street #313-20**
    c. **Survey Waiver/Baker/4 Union Street #801-21**

No comments were made regarding these approvals.

Chairman Seichter suggested adding a discussion to the next meeting of Food Truck Regulations and their uses at wineries and other uses. He asked Commissioners to come with ideas of what they do or don't want.

Commissioner Venoit: Motion to Adjourn the Monday, January 11, 2021 Planning and Zoning Commission at approximately 10:00 p.m.
Commissioner Fitzsimmons: Second
Vote: Unanimous

Respectfully Submitted,
Cheryl-Ann Tubby
Recording Secretary

Town of Wallingford, Connecticut

February 7, 2019

TO: All Department Heads

FROM: Susan Schott, Program Planning

RE: Recycle Bins On Each Floor

As of February 1, 2019, the current paper recycling company is no longer be picking up paper for recycling at Town Hall and other Departments. The large green bins located on each floor have been removed and new replacement bins have been ordered by Public Works. Since the new bins have not arrived yet, we are asking that any office paper you have for recycling be put into your own recycle bins for the time being. When your recycle bins are full, please place them in the hallway and Bernard will pick them up and empty them. Replacement bins should be in place by February 28th and departments will be able to empty their smaller bins into the new 95 gallon bins. Thank you for your cooperation during this transition period.

printed on 100% recycled paper

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

Alison Kapushinski, P.E.
Town Engineer

412-20A

MEMO

RECEIVED
NOV 16 2020
WALLINGFORD
PLANNING & ZONING

TO: Tom Talbot – Interim Town Planner

FROM: Alison Kapushinski, P.E. – Town Engineer AMK

RE: **Traffic Impact Analysis – Additional Information Needed**

DATE: November 16, 2020

Tom-

Upon cursory review, there is additional information needed in order to begin the Traffic Impact Analysis Peer Review process. Please see below:

1. Saturday peak hours shall be included in analysis.
2. Intersection of Yale Avenue and North Colony Road (Route 5) shall be included in analysis since a back-up at this light directly affects the intersection of North Colony Road and the Route 15 northbound entrance ramp.

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

412-20B

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

APPLICATION: **#412-20**

DATE OF SUBMISSION: November 6, 2020

RECEIVED
NOV 16 2020
INLAND/WETLAND

DATE OF RECEIPT: November 9, 2020

SCHEDULED MEETING: December 14, 2020

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (convenience store-gas fueling facility)/ 7-Eleven, Inc./1033 North Colony Road

LOCATION: 1033 North Colony Road

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: Applicant will present to IWWC at its December Meeting, as it was tabled and not presented at the Nov. 4th IWWC Meeting

SIGNED BY: _____ Environmental Planner
(Title)

DATE: 11-20-20

RECEIVED
NOV 20 2020
WALLINGFORD
PLANNING & ZONING

412-20C

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

RECEIVED
PERSONNEL DEPARTMENT
TOWN OF WALLINGFORD
2020 NOV 19 PM 3:25

APPLICATION: #412-20

DATE OF SUBMISSION: November 6, 2020

RECEIVED
NOV 20 2020
PLANNING & ZONING

DATE OF RECEIPT: November 9, 2020

SCHEDULED MEETING: December 14, 2020

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (convenience store-gas fueling facility)/ 7-Eleven, Inc./1033 North Colony Road

LOCATION: 1033 North Colony Road

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: FMO OK w/ SITE. FMO WILL NEED STAMPED BUILDING AND FUEL DISPEN/TANKS

SIGNED BY: _____ / Fire MARSHAL
(Title)

DATE: 11/18/20

RECEIVED
NOV 18 2020
BY

RECEIVED
DEC 08 2020
WALLINGFORD
PLANNING & ZONING

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

ENGINEERING SECTION
PHONE: 203-949-2672
FAX: 203-949-2678

INTEROFFICE MEMORANDUM

412-20

TO: THOMAS TALBOT, ACTING TOWN PLANNER

FROM: ERIK KRUEGER, SENIOR ENGINEER EAK

SUBJECT: APPLICATION #412-20 / 7-ELEVEN, INC.
SPECIAL PERMIT FOR CONVENIENCE STORE / GAS FUELING FACILITY
#1033 NORTH COLONY ROAD

DATE: DECEMBER 8, 2020

CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; 7-ELEVEN, INC.

The staff of the Water and Sewer Divisions has reviewed the drawings as submitted for the subject application and this memo consolidates their comments and requirements.

This office has no objections to the site plan for the convenience store and gas fueling facility as currently proposed. The new building will be serviced by municipal water and sanitary sewer as indicated.

There are some water and sewer utility details that remain to be resolved and therefore we request that they be made conditions of approval to be met by the applicant prior to the issuance of a building permit:

1. Submission of final water use, sewer use and if a fire sprinkler system is proposed the needed fire flow estimates including plumbing fixture counts for the proposed building;
2. Submission of an architectural and plumbing floor plan for the proposed building which indicates the provisions for a utility room, utility closet or dedicated utility area, conforming to Water Division requirements, inside of the proposed building, to house the domestic water meter and pressure reducing valve. The proposed domestic water service must enter the structure directly into the utility/meter area with the details of the plumbing settings for the meter and pressure reducing valves in conformance with the Standard Details of the Water Division. (Note: The size of the domestic water service and meter shall be determined by the Water Division based upon the final plumbing fixture count submitted.)
3. Fees and connection charges for the water and sanitary sewer utility connections will be based on the size of the water meter as determined by the Water Division and must be paid prior to connecting the building to the water and sewer utilities.
4. Submission of interior plumbing plans and a "Wastewater Discharge Registration Form for Restaurants & Food Preparation Establishments" for review by the Water and Sewer Divisions and application for any Connecticut Department of Energy and Environmental Protection (CT-DEEP) Wastewater Discharge Permits that may be required;
5. In order to comply with the requirements of the CT-DEEP - "General Permit for the Discharge of Waste Water Associated with Food Preparation Establishments," a segregated greasy wastewater collection system for the food service area and an exterior, in-ground grease trap tank, for the pretreatment of greasy wastewater prior to its discharge into the sanitary sewer is required for Class 3 and 4 Food preparation establishments.
6. For the proposed food service area the owner shall submit detailed drawings which identify all of the kitchen equipment and plumbing fixtures in the food prep area. The plan must

also delineate the domestic waste sanitary sewer piping and the segregated greasy waste discharge piping and designate the discharge piping system proposed for each fixture.

7. The utility plan currently shows a 1,000 gallon grease trap. The Applicant shall submit a copy of the plumbing designer's sizing calculations for the exterior, in-ground grease trap tank to confirm that the size proposed meets the minimum required to satisfy the CT-DEEP "FOG" General Permit sizing criteria.

8. Submission of a revised utility plan subject to the final review and approval of the Water and Sewer Divisions prior to the start of construction, incorporating the following details and revisions:

   a. A monitoring manhole will be required to be installed on the sanitary sewer lateral. Normally such manhole would be located near the property line within the road right of way; however, in this case the sanitary sewer lateral will connect to a sewer main in an easement at the rear of the property. The monitoring manhole shall be located at the top of the stream bank in an easily accessible location.

   b. The Utility Plan currently shows that the proposed sanitary sewer lateral will be laid at a slope of 1.04%. The minimum slope for the sanitary sewer lateral shall be 2%. The utility plan shall be revised and updated to indicate the size, type, slope, and invert elevations of each section of the sanitary sewer lateral, grease trap tank, and the manhole structures.

   c. In order to connect the proposed sanitary lateral to the existing sanitary sewer stub at the existing manhole the Owner will be required to obtain permission from the owner of the adjacent land, the State of Connecticut, either through an encroachment permit or possibly an easement.

   d. The Utility Plan currently shows the vent line from the grease trap to building as a 2-inch diameter pipe. The vent for the grease trap shall be a minimum of 3-inch diameter pipe.

   e. The domestic water service shall be located at least 5 feet horizontally from all other utility lines.

   f. There is an existing 1-1/2" copper domestic water service on the property that can be reused to service the new building if it is determined to be adequate based on the anticipated water demand. The existing water line was shut off and capped approximately 6 feet behind the curb stop. If this existing water service is not reused for the new building then it shall be removed at the main when the new water service is installed.

   g. The curb stop for the domestic water service shall be located in the grass area 3 feet behind the curb within the state highway line.

   h. No fire service is shown on the drawings. If a fire sprinkler system is required or proposed then estimated fire demands and details of the system must be submitted for review and approval by the Water Division. Fire department connection, fire hydrants and the fire protection system shall meet the requirements of the Fire Marshal's office.

   i. All details and appurtenances of the water and sanitary sewer utility installations shall conform to the Technical Standards and Detail Sheets of the Town of Wallingford, Water and Sewer Divisions.

9. Posting of a Water and Sanitary Sewer Utility Performance Bond to cover the installation of the required utility services and protection of the existing utility facilities during construction in the total amount of $10,000 in accordance with the requirements of the Water and Sewer Divisions.

412-20 E

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

Alison Kapushinski, P.E.
Town Engineer

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #412-20**
1033 North Colony Road / Special Permit

DATE: December 10, 2020

Dear Commissioners:

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

- Special Permit Site Plan Application for 7-Eleven, Inc. Proposed Convenience Store with Fueling Operations by Stonefield Engineering & Design last revised November 13, 2020.
- Engineering Report by Stonefield Engineering & Design, LLC dated October 5, 2020 and last revised November 13, 2020.
- Traffic Impact Study by Milone & MacBroom dated November 6, 2020.

As you are aware, the project is being heard by the Inland Wetlands & Watercourses Commission concurrently. In an effort to keep my comments organized, it's my intention to address demolition, soil erosion & sediment control and drainage comments through the IWWC. Any subsequent comments will be included in future correspondence to the Planning & Zoning Commission for your consideration. Below please find my preliminary comments for the remainder of the submitted plans. I will be updating and/or adding comments pending IWWC approval.

1. Sheet C-5: Plan notes 43 parking spaces (as written within building), however Off-Street Parking Requirements table notes 50 proposed parking spaces.

2. Applicant to update plan and details to use current "dynamic" ADA symbol.

3. Sheet C-5: It appears a taking by the State of Connecticut will be required for Route 5 widening. Applicant to show limits of Taking on Site Plan.

4. Sheet C-5: Applicant to show dimension of North Colony Road widening.

5. Sheet C-5: Is it possible to provide a loading space closer to the building for use by the convenience store?

6. Sheet C-5: Please show proposed truck movements for deliveries to convenience store as well as fuel deliveries.

7. Sheet C-5: It appears there are bollards to prevent the trash enclosure gates from swinging into a car parked directly to the west of the enclosure. Please confirm.

8. Sheet C-5: Are the light gray shaded portions of the building canopy? Please add to legend.

9. Sheet C-8: Confirm a manhole, rather than a cleanout, where the grease trap outflow meets the sanitary lateral isn't required by Wallingford Sewer Division.

10. Sheet C-8: Please elaborate on 1.04% minimum slope for sanitary lateral. Why not 1% minimum slope?

11. Sheet C-8: It appears the water main within North Colony Road is further east. Please show approximate location on plans and update limit of disturbance/paving accordingly.

12. Sheet C-8: Confirm minimum height requirement for grease trap vent line and add as note to plans.

13. Sheet C-12: It appears the hatches around the sign were not updated when moved out of sight line.

14. Sheet C-12: Confirm transformer clearance requirements to shrubs/landscaping with Wallingford Electric Department.

15. Sheet C-12: Update One Call New Jersey notes to Call Before You Dig for Connecticut.

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

412-20 F

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

Alison Kapushinski, P.E.
Town Engineer

RECEIVED
DEC 09 2020
WALLINGFORD
PLANNING & ZONING

MEMO

TO: Tom Talbot – Interim Town Planner

FROM: Alison Kapushinski, P.E. – Town Engineer AMK

RE: **1033 North Colony Road (#412-20) Traffic Peer Review**

DATE: December 9, 2020

Tom-

Based upon quotes received, I recommend VN Engineers to complete a peer review for the Traffic Impact Analysis and Special Permit Plan Set as outlined in the attached quote. The fee for this work is $4,250. Please let me know when the fee from the applicant is collected so we can coordinate authorization for VN Engineers to begin the work.

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

VN ENGINEERS, INC.
116 Washington Avenue
North Haven, CT 06473
www.VNEngineers.com

TRAFFIC INFRASTRUCTURE PLANNING
Tel: (203) 234-7862
Fax: (203) 234-9154

November 12th, 2020

Alison Kapushinski, PE
Town Engineer
45 South Main Street
Room #203
Wallingford, CT 06492

Re: Traffic Peer Review Services
Proposed 7-Eleven Convenience Store with Fueling Operations
1033 North Colony Road (U.S. Route 15)
Wallingford, CT

Dear Alison,

VN Engineers, Inc. (VNE) is pleased to submit our proposal to perform a peer review of the traffic impact study and site plan for the proposed 7-Eleven convenience store and fueling facility at 1033 North Colony Road (U.S. Route 15) in Wallingford, Connecticut. VNE is a DBE firm that specializes in all aspects of Traffic and Transportation Engineering. Over our 37-year history, we have work with many municipalities, private developers, and the Connecticut Department of Transportation on countless traffic impact studies. The attached document outlines the complete scope of work you requested, including objectives, procedures, identification of responsibilities, and estimated fees.

If you have any questions, please do not hesitate to call. We appreciate your consideration of our team and look forward to working with you on this project.

Sincerely,

Christopher T. Van Zanten, P.E., PTOE
Senior Transportation Engineer

Proposed Scope of Services

Proposed 7-Eleven Convenience Store with Fueling Operations
1033 North Colony Road
Wallingford, Connecticut

SCOPE OF SERVICES

VN Engineers, Inc. (VNE) will perform the following services as part of the traffic peer review for the 7-Eleven Convenience Store with Fueling Operations proposed at 1033 North Colony Road in Wallingford, CT:

1. Review the Traffic Impact Study prepared by Milone & MacBroom, dated November 6, 2020.

2. Review the Overall Site Plan (Sheet C-4), Site Plan (Sheet C-5), and Vehicle Circulation Plan prepared by Stonefield Engineering & Design, dated November 6, 2020.

3. Perform site visit to observe the existing traffic conditions and traffic operations within the study area.

4. Prepare a memo detailing VNE's comments and findings from the peer review. It is assumed that a draft memo will be submitted with one round of comments and questions from the Town that will be incorporated into a final memorandum prior to issuing to the Town of Wallingford Planning and Zoning Commission.

5. Prepare for and attend one Planning and Zoning meeting to present the findings from the peer review.

FEE FOR SERVICES

VN Engineers' fee for the services identified above will be a lump sum of $4,250. Monthly invoices will be delivered for services rendered. A final invoice will be delivered for outstanding fees associated with this project upon completion.

ADDITIONAL SERVICES

VN Engineers will perform Additional Services (services not specified under Scope of Services), provided VNE and The Town of Wallingford have agreed in writing to the scope of and fee for these Additional Services.

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KACIE A. HAND, A.I.C.P.
TOWN PLANNER

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

December 7, 2020

7-Eleven, Inc.
C/O Attorney Dennis Ceneviva
Ceneviva Law Firm
721 Broad Street
Meriden, CT 06450

RE: Special Permit Application #412-20
1033 North Colony Road

Attorney Cenevivia:
This office has the following preliminary comments/questions regarding the submitted application and associated plans:

1. If this property is divided before action on this application than plans would need to be revised to reflect the simple division.
2. Demolition Plan shows a proposed temporary sediment basin with no elevations nor outfall. Details are required.
3. Demo Plan also shows an "existing sign to be relocated". What is the existing sign for and to where will it be relocated?
4. Zoning Table does not appear to include fuel pump canopy in building coverage calculations?
5. Zoning Table appears to reflect rear yard of new store as depicted on a previous plan. New plan rear yard should be called out and explained in table.
6. What is the purpose of or need for two points of two way connection between this proposed facility and the Sonic Restaurant to the south. It would appear that the driveway furthest from the front entrance is somewhat limited in terms of both accessibility and maneuverability.
7. Landscaping Plan appears to show 9 rather than the listed 8 Maple trees.
8. Sedimentation and Erosion Control Plan shows construction entrance at north end of property. Are you proposing the use of the existing driveway throughout the construction process?
9. Submitted traffic study is lacking required data per comments of Town Engineer dated 11/16/20. (attached)

   Please note: Any responses/correspondence, additional documents and/or revised plans must be received by the Planning & Zoning Department by the close of business on **Wednesday, December 9, 2020** in order to be provided to the Planning & Zoning Commission prior to the Monday, December 14, 2020 meeting. If additional information, responses or documents are necessary to address staff comments and have not been submitted by the Wednesday, December 9, 2020cutoff, Commission policy is that the application will not be considered/discussed at the upcoming meeting since the necessary information has not been provided.

If you have any questions or need clarification about any of the above comments, or you wish to discuss the comments or your application further, please do not hesitate to contact the Planning Office at 203-294-2090.

Regards,

Thomas Talbot
Planner

printed on 100% recycled paper

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KACIE A. HAND, A.I.C.P.
TOWN PLANNER

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

December 7, 2020

412-20

7-Eleven, Inc.
C/O Attorney Dennis Ceneviva
Ceneviva Law Firm
721 Broad Street
Meriden, CT 06450

RE: Special Permit Application #412-20
1033 North Colony Road

Attorney Cenevivia:
This office has the following preliminary comments/questions regarding the submitted application and associated plans:

1. If this property is divided before action on this application than plans would need to be revised to reflect the simple division.
2. Demolition Plan shows a proposed temporary sediment basin with no elevations nor outfall. Details are required.
3. Demo Plan also shows an "existing sign to be relocated". What is the existing sign for and to where will it be relocated?
4. Zoning Table does not appear to include fuel pump canopy in building coverage calculations?
5. Zoning Table appears to reflect rear yard of new store as depicted on a previous plan. New plan rear yard should be called out and explained in table.
6. What is the purpose of or need for two points of two way connection between this proposed facility and the Sonic Restaurant to the south. It would appear that the driveway furthest from the front entrance is somewhat limited in terms of both accessibility and maneuverability.
7. Landscaping Plan appears to show 9 rather than the listed 8 Maple trees.
8. Sedimentation and Erosion Control Plan shows construction entrance at north end of property. Are you proposing the use of the existing driveway throughout the construction process?
9. Submitted traffic study is lacking required data per comments of Town Engineer dated 11/16/20. (attached)

   Please note: Any responses/correspondence, additional documents and/or revised plans must be received by the Planning & Zoning Department by the close of business on **Wednesday, December 9, 2020** in order to be provided to the Planning & Zoning Commission prior to the Monday, December 14, 2020 meeting. If additional information, responses or documents are necessary to address staff comments and have not been submitted by the Wednesday, December 9, 2020cutoff, Commission policy is that the application will not be considered/discussed at the upcoming meeting since the necessary information has not been provided.

If you have any questions or need clarification about any of the above comments, or you wish to discuss the comments or your application further, please do not hesitate to contact the Planning Office at 203-294-2090.

Regards,

Thomas Talbot
Planner

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

412-20 I

ENGINEERING SECTION
PHONE: 203-949-2672
FAX: 203-949-2678

INTEROFFICE MEMORANDUM

TO: THOMAS TALBOT, ACTING TOWN PLANNER

FROM: ERIK KRUEGER, SENIOR ENGINEER EAK

SUBJECT: APPLICATION #412-20 / 7-ELEVEN, INC.
SPECIAL PERMIT FOR CONVENIENCE STORE / GAS FUELING FACILITY
#1033 NORTH COLONY ROAD

DATE: DECEMBER 8, 2020

CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; 7-ELEVEN, INC.

RECEIVED
DEC 08 2020
WALLINGFORD
PLANNING & ZONING

The staff of the Water and Sewer Divisions has reviewed the drawings as submitted for the subject application and this memo consolidates their comments and requirements.

This office has no objections to the site plan for the convenience store and gas fueling facility as currently proposed. The new building will be serviced by municipal water and sanitary sewer as indicated.

There are some water and sewer utility details that remain to be resolved and therefore we request that they be made conditions of approval to be met by the applicant prior to the issuance of a building permit:

1. Submission of final water use, sewer use and if a fire sprinkler system is proposed the needed fire flow estimates including plumbing fixture counts for the proposed building;
2. Submission of an architectural and plumbing floor plan for the proposed building which indicates the provisions for a utility room, utility closet or dedicated utility area, conforming to Water Division requirements, inside of the proposed building, to house the domestic water meter and pressure reducing valve. The proposed domestic water service must enter the structure directly into the utility/meter area with the details of the plumbing settings for the meter and pressure reducing valves in conformance with the Standard Details of the Water Division. (Note: The size of the domestic water service and meter shall be determined by the Water Division based upon the final plumbing fixture count submitted.)
3. Fees and connection charges for the water and sanitary sewer utility connections will be based on the size of the water meter as determined by the Water Division and must be paid prior to connecting the building to the water and sewer utilities.
4. Submission of interior plumbing plans and a "Wastewater Discharge Registration Form for Restaurants & Food Preparation Establishments" for review by the Water and Sewer Divisions and application for any Connecticut Department of Energy and Environmental Protection (CT-DEEP) Wastewater Discharge Permits that may be required;
5. In order to comply with the requirements of the CT-DEEP - "General Permit for the Discharge of Waste Water Associated with Food Preparation Establishments," a segregated greasy wastewater collection system for the food service area and an exterior, in-ground grease trap tank, for the pretreatment of greasy wastewater prior to its discharge into the sanitary sewer is required for Class 3 and 4 Food preparation establishments.
6. For the proposed food service area the owner shall submit detailed drawings which identify all of the kitchen equipment and plumbing fixtures in the food prep area. The plan must

also delineate the domestic waste sanitary sewer piping and the segregated greasy waste discharge piping and designate the discharge piping system proposed for each fixture.

7. The utility plan currently shows a 1,000 gallon grease trap. The Applicant shall submit a copy of the plumbing designer's sizing calculations for the exterior, in-ground grease trap tank to confirm that the size proposed meets the minimum required to satisfy the CT-DEEP "FOG" General Permit sizing criteria.

8. Submission of a revised utility plan subject to the final review and approval of the Water and Sewer Divisions prior to the start of construction, incorporating the following details and revisions:

   a. A monitoring manhole will be required to be installed on the sanitary sewer lateral. Normally such manhole would be located near the property line within the road right of way; however, in this case the sanitary sewer lateral will connect to a sewer main in an easement at the rear of the property. The monitoring manhole shall be located at the top of the stream bank in an easily accessible location.

   b. The Utility Plan currently shows that the proposed sanitary sewer lateral will be laid at a slope of 1.04%. The minimum slope for the sanitary sewer lateral shall be 2%. The utility plan shall be revised and updated to indicate the size, type, slope, and invert elevations of each section of the sanitary sewer lateral, grease trap tank, and the manhole structures.

   c. In order to connect the proposed sanitary lateral to the existing sanitary sewer stub at the existing manhole the Owner will be required to obtain permission from the owner of the adjacent land, the State of Connecticut, either through an encroachment permit or possibly an easement.

   d. The Utility Plan currently shows the vent line from the grease trap to building as a 2-inch diameter pipe. The vent for the grease trap shall be a minimum of 3-inch diameter pipe.

   e. The domestic water service shall be located at least 5 feet horizontally from all other utility lines.

   f. There is an existing 1-1/2" copper domestic water service on the property that can be reused to service the new building if it is determined to be adequate based on the anticipated water demand. The existing water line was shut off and capped approximately 6 feet behind the curb stop. If this existing water service is not reused for the new building then it shall be removed at the main when the new water service is installed.

   g. The curb stop for the domestic water service shall be located in the grass area 3 feet behind the curb within the state highway line.

   h. No fire service is shown on the drawings. If a fire sprinkler system is required or proposed then estimated fire demands and details of the system must be submitted for review and approval by the Water Division. Fire department connection, fire hydrants and the fire protection system shall meet the requirements of the Fire Marshal's office.

   i. All details and appurtenances of the water and sanitary sewer utility installations shall conform to the Technical Standards and Detail Sheets of the Town of Wallingford, Water and Sewer Divisions.

9. Posting of a Water and Sanitary Sewer Utility Performance Bond to cover the installation of the required utility services and protection of the existing utility facilities during construction in the total amount of $10,000 in accordance with the requirements of the Water and Sewer Divisions.

Town of Wallingford, Connecticut
INLAND WETLANDS & WATERCOURSES COMMISSION

JAMES E. VITALI
CHAIRMAN
ERIN O'HARE
ENVIRONMENTAL AND NATURAL RESOURCES PLANNER
WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2093
FAX (203) 294-2095

42-20 J

RECEIVED
JAN 27 2021
WALLINGFORD
PLANNING & ZONING

MEMORANDUM

To: Tom Talbot, Acting Town Planner
From: Erin O'Hare, Environmental Planner
Date: Jan. 27, 2021
Subject: IWWC

Re: Report to PZC as per CGS Sec. 8-3(g) regarding applications and/or requests:

Special Permit #412-20 – (Convenience Store/Gas Fueling Facility) / 7-11 Inc. / 1033 North Colony Road

IWWC#A20-10.2 / 1033 North Colony Road / Meetinghouse Brook – 7-Eleven, Inc. - (convenience store/gas station)

This memorandum provides the PZC with a report from the IWWC in accordance with CGS Section 8-3(g), as amended, relative to the disposition of certain matters pending before the PZC - subject applications.

At its Regular Meeting, Jan. 6, 2021, the IWWC acted to approve IWWC#A20-10.2 / 1033 North Colony Road / Meetinghouse Brook – 7-Eleven, Inc. - (convenience store/gas station) with the Conditions of Approval provided below.

Conditions of Approval:

1) A $20,000 erosion control bond to be posted.

2) Erosion control measures are installed in place and inspected by the Environmental Planner before any further work is performed.

3) A free-standing Stormwater Management Maintenance Plan document to be submitted with the changes discussed at the Meeting, with all the plan updates, and with the Responsible Party and their phone number included therein.

4) An automatic shut-off valve to be added to the plan.

Regulated Activities:

Under Section 2.1.z. *"Regulated activity" means any operation or use of a wetland or watercourse involving the removal or deposition of material; or any obstruction, construction, alteration or pollution, of such wetlands or watercourse, ... ".*

- Proposed installation of stormwater facility discharge outlet rip-rap pad at edge of Meetinghouse Brook and proposed discharge of storm flows to river.
  - Watercourse bank disturbance impact figure: 68.4 l.f.
  - Wetlands disturbance impact figure: de minimas
  - Indeterminate potential impact to river bed itself from discharged flows

Under Section 2.1.z.4. *"If a portion of the land within 50 feet (measured horizontally)*

printed on 100% recycled paper

from the boundary of the wetland or watercourse has an average slope of 50% or greater, then the upland review area in that specific location shall extend 50 feet from the top of said slope away from the wetland or watercourse. The maximum upland review area distance, in any case, shall be no more than 100 feet from the edge of the wetland or watercourse.

- Approximately 2/5 of the area proposed to be developed as Lot A is located within the 100-foot URA back from the top of the steep slope (50% grade or greater) above Meetinghouse Brook, and a minor amount of development area activity is proposed to occur on Lot B within this URA.

  URA Impact Figure: *18,535.0 s.f.*

CC: Dennis Ceneviva, Esq,
Josh Kline, P.E., Stonefield

REVISED

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

412-20K

RECEIVED
FEB - 2 2021
WALLINGFORD
PLANNING & ZONING

APPLICATION: **#412-20**

DATE OF SUBMISSION: November 6, 2020

DATE OF RECEIPT: November 9, 2020

SCHEDULED MEETING: December 14, 2020

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (convenience store-gas fueling facility)/ 7- Eleven, Inc./1033 North Colony Road

LOCATION: 1033 North Colony Road

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	OTHER
X FIRE	X WATER & SEWER	

RECEIVED
FEB - 2 2021
WALLINGFORD
PLANNING & ZONING

DEPARTMENT COMMENTS: NO COMMENT ON SITE
WILL REQUIRE PLANS FOR BUILDING
& FUELING

SIGNED BY: _____, FIRE MARSHAL
(Title)

DATE: 2/1/21

RECEIVED
JAN 29 2021
BY: _____

42-20L

VN ENGINEERS, INC.
116 Washington Avenue
North Haven, CT 06473
www.VNEngineers.com

TRAFFIC INFRASTRUCTURE PLANNING
Tel: (203) 234-7862
Fax: (203) 234-9154

January 15, 2021

Town of Wallingford
45 South Main St
Wallingford, CT 06492

RE: Proposed 7-Eleven Convenience Store
with Fueling Operations
Wallingford, CT
VN Engineers, Inc. No. 220-127

Project Budget	$	4,250.00
Billed To Date	$	4,250.00
Remaing Budget	$	-

INVOICE NO. 1

This Invoice is rendered for the period ended January 15, 2021 for professional services rendered in accordance with Agreement dated December 1, 2020.

Work Description		Fee	% Complete	EARNINGS
Traffic Review Services	$	4,250.00	100%	$4,250.00
Sub-Total				$4,250.00
Less Prviously Billed Invoices				$ -
Total Payment Due This Invoice				$4,250.00

Wallingford Planning & Zoning Comm.
Approved By: [redacted] Planner
Date: 1/21/2021

TOWN OF WALLINGFORD

45 South Main Street
Wallingford, CT 06492
ACCOUNTS PAYABLE

Vendor Number	Check Date	Check Number
4653	01/29/2021	00116754

$4,250.00

Pay Four Thousand Two Hundred Fifty Dollars and 00 cents ******

00116754

FILE COPY
NON -

To The Order Of
VN ENGINEERS INC
116 WASHINGTON AVE
NORTH HAVEN, CT 06473

Town of Wallingford, Wallingford, CT 06492 Page 1 of 1 **Check Number: 00116754**

Invoice Date	Invoice Number	Description	Invoice Amount
01/15/2021	1	TRAFFIC STUDY Voucher - GL-100-22755	$4,250.00

Vendor No.	Vendor Name	Check No.	Check Date	Check Amount
4653	VN ENGINEERS INC	00116754	01/29/2021	$4,250.00

VN ENGINEERS, INC.
116 Washington Avenue
North Haven, CT 06473
www.VNEngineers.com

TRAFFIC INFRASTRUCTURE PLANNING
Tel: (203) 234-7862
Fax: (203) 234-9154

42.20M

January 26, 2021

RECEIVED
JAN 29 2021
WALLINGFORD
PLANNING & ZONING

Mr. Tom Talbot
Interim Town Planner
Room #G-40
45 South Main Street
Wallingford, CT 06492

Re: Traffic Peer Review Services
Proposed 7-Eleven Convenience Store with Fueling Operations
1033 North Colony Road (U.S. Route 15)
Wallingford, CT

Dear Mr. Talbot,

VN Engineers, Inc. (VNE) is pleased to submit our proposal to perform a peer review of the revised traffic analysis, site plan, and response to comments for the proposed 7-Eleven convenience store and fueling facility at 1033 North Colony Road (U.S. Route 15) in Wallingford, Connecticut. VNE is a DBE firm that specializes in all aspects of Traffic and Transportation Engineering. Over our 37-year history, we have worked with many municipalities, private developers, and the Connecticut Department of Transportation on countless traffic impact studies. The attached document outlines the complete scope of work you requested, including objectives, procedures, identification of responsibilities, and estimated fees.

If you have any questions, please do not hesitate to call. We appreciate your consideration of our team and look forward to working with you on this project.

Sincerely,

Christopher T. Van Zanten, P.E., PTOE
Senior Transportation Engineer

Proposed Scope of Services

Proposed 7-Eleven Convenience Store with Fueling Operations
1033 North Colony Road
Wallingford, Connecticut

SCOPE OF SERVICES

VN Engineers, Inc. (VNE) will perform the following services as part of the traffic peer review for the 7-Eleven Convenience Store with Fueling Operations proposed at 1033 North Colony Road in Wallingford, CT:

1. Review the Response to Comments letter and additional analysis prepared by Milone & MacBroom, dated January 25, 2021.

2. Review the Saturday midday peak-hour analysis to be provided by Milone & MacBroom by January 29, 2021.

3. Prepare a memo detailing VNE's comments and findings from the peer review to be issued to the Town of Wallingford Planning and Zoning Commission.

FEE FOR SERVICES

VNE's fee for the services identified above will be a lump sum of $2,250. Monthly invoices will be delivered for services rendered. A final invoice will be delivered for outstanding fees associated with this project upon completion.

ADDITIONAL SERVICES

VNE will perform Additional Services (services not specified under Scope of Services), provided VNE and The Town of Wallingford have agreed in writing to the scope of and fee for these Additional Services.

DOCUMENT INCLUDES VISIBLE FIBERS, CHEMICAL REACTIVE PROPERTIES AND FEATURES A FOIL HOLOGRAM

101043

EBI Consulting
environmental | engineering | due diligence
21 B STREET
BURLINGTON, MA 01803-3485
(781)273-2500

NORTHERN BANK & TRUST COMPANY
WOBURN, MA 01801-5939
53-139/113

53-0309/0113

CHECK DATE 01/28/2021

PAY Two thousand two hundred fifty Dollars Only

AMOUNT 2,250.00 USD

2 SIGNATURES REQUIRED / VOID AFTER 90 DAYS

TO Town of Wallingford
45 South Main Street
Willingford, Connecticut 06492

AUTHORIZED SIGNATURES

PAPER CONTAINS TONER ADHESION PROPERTIES

Details on back.

Security Features Included.

TRUE WATERMARK PAPER - HOLD TO LIGHT TO VIEW

HEAT SENSITIVE RED IMAGE DISAPPEARS WITH HEAT

⑈101043⑈ ⑆011303097⑆ 2138599801⑈

101043

EnviroBusiness, Inc.

Vendor Reference	Document Type	Document Date	Original Value	Discount Taken	Net Amount
4119000242 Fees	Purchase Invoice	01/28/2021	2,250.00 USD	0.00 USD	2,250.00 USD

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

Alison Kapushinski, P.E.
Town Engineer

42-20N

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #412-20**
1033 North Colony Road / Special Permit

RECEIVED
JAN 27 2021
WALLINGFORD
PLANNING & ZONING

DATE: January 27, 2021

Dear Commissioners:

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

- Special Permit Site Plan Application for 7-Eleven, Inc. Proposed Convenience Store with Fueling Operations by Stonefield Engineering & Design last revised November 13, 2020.
- Engineering Report by Stonefield Engineering & Design, LLC dated October 5, 2020 and last revised November 13, 2020.
- Traffic Impact Study by Milone & MacBroom dated November 6, 2020.
- Traffic Peer Review by VN Engineers, Inc. dated January 13, 2021.
- Response to Comments by SLR (formerly Milone & MacBroom) dated January 25, 2021.

Updates on Outstanding Comment Letters/Memos:

November 16, 2020: Memo to Tom Talbot from Alison Kapushinski requesting Saturday peak hours and the Yale Avenue/North Colony Road intersection included in the Traffic Impact Study. This Department has not yet received an updated traffic report addressing this request.

December 10, 2020: Memo to Planning & Zoning Commission from Department of Engineering providing comments regarding the submitted Plan Set. Neither an updated plan set nor a response to comments has been received by this Department.

Background on Traffic Impact Study:

In July 2020, this Department was requested to help facilitate a preliminary review by the Connecticut Department of Transportation of the attached Concept Plan showing a proposed 7-Eleven convenience store and fueling operations. Frederick Kulakowski, P.E. at CT DOT performed the preliminary review and offered the below comments, which were forwarded to Josh Kline, Stonefield Engineering.

January 27, 2020
1033 North Colony Road

From Frederick Kulakowski, September 8, 2020:

1. A review of our files indicates that at the time the adjacent Sonic and BJ's sites were constructed, access to the subject parcel was envisioned to be provided by a right turn in/ right turn out only driveway (located 50 feet north of the Route 15 SB Off-Ramp intersection). Currently, only the right turn out exists with the right turn in "temporarily" closed. Left turns to and from Route 5 would be accommodated via the internal connection through the Sonic at the existing Route 5 traffic signal that serves both the Sonic and BJ's driveways. If the right turn in is reopened, then the existing median island on Route 5 would need to be extended further north to prohibit illegal northbound Route 5 left turns into this driveway. The proposed land use at that time was believed to be office space. Since the currently proposed land use is substantially different, a traffic study should be submitted to determine impacts to the state highway system, and if mitigation is needed.
2. If an alternate access is to be considered, a detailed traffic study would also be required indicting that no adverse impacts to existing traffic operations would result with the addition of the site's generated traffic volumes and if applicable, any redistribution of existing traffic volumes as a result. Mitigation of the traffic impacts would need to be determined. Please note that the traffic volumes utilized in the traffic study will need approval from our Planning office. If desired, the traffic volumes can be forwarded for approval before beginning the analysis portion of the study.

The proposed project certainly strays from what was envisioned for the subject parcel during Sonic and BJ's approvals. The proposed use is a much higher intensity and site access is not from the right-in and right-out only driveway that is currently half-constructed. Therefore, the applicant will need to prove there are no adverse impacts to existing traffic operations, which could take major mitigation efforts.

Please note that the CT DOT typically allows a maximum of 20% pass-by credit to be used for trip generation calculations, however, approval was obtained from the CT DOT Office of Strategic Planning and Projects to use a 60% pass-by rate for the Traffic Impact Analysis for the subject project. I take no exception to the State's determination.

This Department looks forward to the resubmission of plans and reports to address comments made to date.

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

STONEFIELD

RECEIVED
JAN 29 2021
WALLINGFORD
PLANNING & ZONING

REVISED

412-20 C

January 28, 2021

Amy Torre
Planning and Zoning Department
Town of Wallingford
45 South Main Street
Wallingford, CT 06492

RE: Planning & Zoning Commission (Application #412-20)
7-Eleven, Inc.
Proposed 7-Eleven Development
Tax Parcel 37-29
1033 North Colony Road
Town of Wallingford, New Haven County, Connecticut

Ms. Torre:

Stonefield Engineering & Design, LLC is pleased to submit documents to address the comments contained within the latest Staff Review Letters in anticipation of the Febuary 8, 2021 Planning & Zoning Commission Meeting.

Please find the following items enclosed for review:

ITEM DESCRIPTION	*DATED*	*COPIES*	*PREPARED BY*
Special Permit Site Plan	01/28/2021	16	Stonefield Engineering & Design

The following is an itemized response to the comments contained within the Department of Engineering Review Letter dated, December 8, 2020:

1. Submission of final water use, sewer use and if a fire sprinkler system is proposed, the needed fire flow estimates including plumbing fixture counts for the proposed building.

   The Applicant is agreeable to providing and/or complying with this comment as a condition of approval.

2. Submission of an architectural and plumbing floor plan for the proposed building which indicates the provisions for a utility room, utility closet or dedicated utility area, conforming to Water Division requirements, inside of the proposed building, to house the domestic water meter and pressure reducing valve. The proposed domestic water service must enter the structure directly into the utility/meter area with the details of the plumbing settings for the meter and pressure reducing valves in conformance with the Standard Details of the Water Division. (Note: The size of the domestic water service and meter shall be determined by the Water Division based upon the final plumbing fixture count submitted.)

   Refer to Comment #1.

3. Fees and connection charges for the water and sanitary sewer utility connections will be based on the size of the water meter as determined by the Water Division and must be paid prior to connecting the building to the water and sewer utilities.

   Acknowledged.

4. Submission of interior plumbing plans and a "Wastewater Discharge Registration Form for Restaurants & Food Preparation Establishments" for review by the Water and Sewer Divisions and application for any Connecticut Department of Energy and Environmental Protection (CT-DEEP) Wastewater Discharge Permits that may be required.

   Refer to Comment #1.

5. In order to comply with the requirements of the CT-DEEP - "General Permit for the Discharge of Wastewater Associated with Food Preparation Establishments," a segregated greasy wastewater collection system for the food service area and an exterior, in-ground grease trap tank, for the pretreatment of greasy wastewater prior to its discharge into the sanitary sewer is required for class 3 and 4 Food preparation establishments.

   Refer to Comment #1.

6. For the proposed food service area, the owner shall submit detailed drawings which identify all of the kitchen equipment and plumbing fixtures in the food prep area. The plan must also delineate the domestic waste sanitary sewer piping and the segregated greasy waste discharge piping and designate the discharge piping system proposed for, each. fixture,

   Refer to Comment #1.

7. The utility plan currently shows a 1,000 gallon grease trap. The Applicant shall submit copy of the plumbing designer's sizing calculations for the exterior, in ground grease trap tank to confirm that the size proposed meets the minimum required to satisfy the CT-DEEP "FOG" General Permit sizing criteria.

   Refer to Comment #1.

8. Submission of a revised utility plan subject to the final review and approval of the Water and Sewer Divisions prior to the start of construction, incorporating the following details and revisions:

   a. A monitoring manhole will be required to be Installed on the sanitary sewer lateral. Normally such manhole would be located near the property line within the road right of way; however, in this case the sanitary sewer lateral will connect to a sewer main in an easement at the rear of the property. The monitoring manhole shall be located at the top of the stream bank in an easily accessible location.

      A monitoring manhole has been located at the top of the slope, refer to the Utility Plan (Sheet C-8).

   b. The Utility Plan currently shows that the proposed sanitary sewer lateral will be laid at a slope of 1.04%. The minimum slope for the sanitary sewer lateral shall be 2%. The utility plan shall be revised and updated to indicate the size, type, slope, and invert elevations of each section of the sanitary sewer lateral, grease trap tank, and the manhole structures.

      The sanitary sewer laterals have been shown to be a minimum 2% slope, , refer to the Utility Plan (Sheet C-8).

   c. In order to connect the proposed sanitary lateral to the existing sanitary sewer stub at the existing manhole the Owner will be required to obtain permission from the owner of the adjacent land, the State of Connecticut, either through an encroachment permit or possibly an easement.

      Acknowledged, the Applicant will obtain all necessary permissions for the proposed connection.

   d. The Utility Plan currently shows the vent line from the grease trap to building as a 2- inch diameter pipe. The vent for the grease trap shall be a minimum of 3-inch diameter pipe.

      The vent line has been shown as a 3" diameter pipe, refer to the Utility Plan (Sheet C-8).

e. The domestic water service shall be located at least 5 feet horizontally from all other utility lines.

The domestic water service has been updated to maintain 5-foot separation from all other utilities (horizontally), refer to the Utility Plan (Sheet C-8).

f. There is an existing 1-1/2" copper domestic water service on the property that can be reused to service the new building if It Is determined to be adequate based on the anticipated water demand. The existing water line was shut off and capped approximately 6 feet behind the curb stop. If this existing water service is not reused for the new building then it shall be removed at the main when the new water service is installed.

The plans have update to show the approximate location of the existing service stub prior to construction the project team will confirm the ability to reutilize the existing service, refer to the Utility Plan (Sheet C-8). If it is found that a larger service is require the old service will be capped at the main and a new service will be installed.

g. The curb stop for the domestic water service shall be located in the grass area 3 feet behind the curb within the state highway line.

The existing curb stop is proposed to be reutilized for the proposed domestic service, refer to the Utility Plan (Sheet C-8).

h. No fire service is shown on the drawings. If a fire sprinkler system is required or proposed then estimated fire demands and details of the system must be submitted for review and approval by the Water Division. Fire department connection, fire hydrants and the fire protection system shall meet the requirements of the Fire Marshal's office

No Sprinkler system is proposed for the proposed development.

i. All details and appurtenances of the water and sanitary sewer utility installations shall conform to the Technical Standards and Detail Sheets of the Town of Wallingford, Water and Sewer Divisions.

Acknowledged.

j. Posting of a Water and sanitary Sewer Utility Performance Bond to cover the installation of the required utility services and protection of the existing utility facilities during construction In the total amount of $10,000 in accordance with the requirements of the Water and Sewer Divisions.

Acknowledged.

The following is an itemized response to the comments contained within the Department of Engineering Review Memorandum dated December 10, 2020:

1. Sheet C-5: Plan notes 43 parking spaces (as written within building), however Off-Street Parking Requirements table notes 50 proposed parking spaces.

It should be noted there are 50 proposed spaces located on the property, however seven of the spaces are denoted to be designated for the adjacent Sonic Development (total spaces on lot is 50 spaces with 43 spaces designated for the 7-Eleven use).

2. Applicant to update plan and details to use current "dynamic" ADA symbol.

The "dynamic" ADA symbol has been shown, refer to the Site Plan Sheet (Sheet C-5).

3. Sheet C-5: It appears a taking by the State of Connecticut will be required for Route 5 widening. Applicant to show limits of Taking on Site Plan.

   The Applicant has shown a proposed 'CTDOT Right-of-Way Easement' to accommodate the proposed improvements, the final easement and/or taking will be coordinated with the CTDOT as part of the Encroachment Permit process.

4. Sheet C-5: Applicant to show dimension of North Colony Road widening.

   The proposed widening is approximately 11-feet, refer to the Site Plan Sheet (Sheet C-5).

5. Sheet C-5: Is it possible to provide a loading space closer to the building for use by the convenience store?

   As part of the proposed improvements the loading space has been enlarged, additional it should be noted that there is a sidewalk and ramp located adjacent to both ends of the loading space to allow for sufficient access to the building.

6. Sheet C-5: Please show proposed truck movements for deliveries to convenience store as well as fuel deliveries.

   Please refer to the end of the Site Plan Application Package for the Vehicle Circulation Plan showing the proposed truck movement for fueling operations.

7. Sheet C-5: It appears there are bollards to prevent the trash enclosure gates from swinging into a car parked directly to the west of the enclosure. Please confirm.

   Correct – the intention of the bollards is to protect the proposed enclosure and prevent the doors from swinging into travel lanes and/or parking adjacent to the enclosure.

8. Sheet C-5: Are the light gray shaded portions of the building canopy? Please add to legend.

   The building canopies have been added to the legend, refer to the Site Plan Sheet (Sheet C-5).

9. Sheet C-8: Confirm a manhole, rather than a cleanout, where the grease trap outflow meets the sanitary lateral isn't required by Wallingford Sewer Division.

   The Applicant has agreed to work with the Town Sewer Division on the final grease trap and sanitary design. The Applicant has added a monitoring manhole at the top of the slope prior to the connection to the existing stub at the direction of the Town.

10. Sheet C-8: Please elaborate on 1.04% minimum slope for sanitary lateral. Why not 1% minimum slope?

    The minimum slope of the sanitary lateral has been shown as 2%, refer to the Utility Plan (Sheet C-8).

11. Sheet C-8: It appears the water main within North Colony Road is further east. Please show approximate location on plans and update limit of disturbance/paving accordingly.

    The existing utilities have been shown per a combination of field conditions, Town Mapping, and the previously approved Sonic Development.

12. Sheet C-8: Confirm minimum height requirement for grease trap vent line and add as note to plans.

    The minimum height of the grease trap will be noted on the Architectural Plans as a condition of approval, and will conform with all applicable codes and/or requirements.

13. Sheet C-12: It appears the hatches around the sign were not updated when moved out of sight line.

    Acknowledged the hatching has been updated accordingly.

14. Sheet C-12: Confirm transformer clearance requirements to shrubs/landscaping with Wallingford Electric Department.

    The Applicant agrees to work with the Town Electric Department for the final location of all proposed landscaping and will meet all necessary clearance requirements.

15. Sheet C-12: Update One Call New Jersey notes to Call Before You Dig for Connecticut.

    Acknowledged the notes have been updated accordingly.

The following is an itemized response to the comments contained within the Town Planner Review Letter dated, December 7, 2020:

1. If this property is divided before action on this application than plans would need to be revised to reflect the simple division.

   The Overall Site Plan (Sheet C-4) and package reflect the simple division completed by the Applicant.

2. Demolition Plan shows a proposed temporary sediment basin with no elevations nor outfall. Details are required.

   The Demolition Plan (Sheet C-3) shows the proposed sediment trap, the proposed sediment trap detailing and information can be found within the multi-phased Sediment Erosion and Control Plan and Details.

3. Demo Plan also shows an "existing sign to be relocated". What is the existing sign for and to where will it be relocated?

   The existing sign to be relocated is a highway information sign, the relocation of the sign will be coordinated with the CTDOT as part of the encroachment permit.

4. Zoning Table does not appear to include fuel pump canopy in building coverage calculations?

   The Bulk Zoning Table has been updated to include the fueling canopy as part of the building coverage calculations, refer to the Overall Site Plan (Sheet C-4) and Site Plan (Sheet C-5).

5. Zoning Table appears to reflect rear yard of new store as depicted on a previous plan. New plan rear yard should be called out and explained in table.

   The rear yard reflects the location of the proposed building, refer to the Overall Site Plan (Sheet C-4) and Site Plan (Sheet C-5).

6. What is the purpose of or need for two points of two way connection between this proposed facility and the Sonic Restaurant to the south. It would appear that the driveway furthest from the front entrance is somewhat limited in terms of both accessibility and maneuverability.

   In working with the Peer Traffic Reviewer the Applicant has updated the cross-access with the Sonic development to consist of two one-way connections. It should be noted adequate drive-aisles widths have been proposed to allow for safe circulation around both properties.

7. Landscaping Plan appears to show 9 rather than the listed 8 Maple trees.

   The Landscape Plan (Sheet C-13) reflects both nine maple trees within the schedule and plan.

8. Sedimentation and Erosion Control Plan shows construction entrance at north end of property. Are you proposing the use of the existing driveway throughout the construction process?

   The multi-phased Sediment and Erosion Control Plan initially shows the construction entrance at the north end of the property utilizing the cross-access with the Sonic Development. The Applicant will work with the CTDOT and if allowable would look to incorporate a construction entrance with direct access to North Colony Road.

9. Submitted traffic study is lacking required data per comments of Town Engineer dated 11/16/20. (attached)

   Additional materials and responses have been submitted under separate cover.

Should you have any questions, please do not hesitate to contact our office.

Best regards,

Joshua Kline, PE
Stonefield Engineering and Design, LLC

Sent via FedEx to Addressee

cc: 7-Eleven, Inc. – Applicant (Via Email)
Dennis Ceneviva – Applicant's Attorney (Via Email)
Thomas Talbot – Town Planner (Via Email)
Alison Kapushinski – Town Engineer (Via Email)

Z:\Boston\B\2019\B-19007 7-Eleven - 1033 North Colony Road, Wallingford, CT\Correspondence\Outgoing\Municipality\2021-01-28_Cover Sheet (P&Z Resubmission).docx

412-20P

SLR

February 2, 2021

Mr. Christopher T. Van Zanten, PE, PTOE
Senior Transportation Engineer
VN Engineers, Inc.
116 Washington Avenue
North Haven, CT 06473

RE: **Response to Comments Saturday Analysis**
Proposed 7-Eleven Convenience Store with Fueling Operations
1033 North Colony Road (U.S. Route 5)
Wallingford, Connecticut
SLR #7331-01-02

Dear Mr. Van Zanten:

As a follow-up to our January 25, 2021, response to comments letter, please find the enclosed information addressing the remaining comment (C7) regarding the Saturday peak-hour traffic analysis.

C7. The peak traffic generation for the proposed convenience store and fueling station during the Saturday mid-day traffic peak is expected to be comparable to that estimated for the weekday morning and afternoon peak-hours. Due to the project's location on Route 5 and the proximity to other nearby retail, service, and commercial developments along Route 5, which experience heavy traffic demand during the Saturday mid-day traffic peak, we believe additional analysis is warranted to provide the town with an understanding of how traffic will operate and demonstrate that the development will not have an adverse impact on traffic operation in the study area. We recognize the challenges associated with developing reliable baseline traffic data during COVID 19. The following approaches would be acceptable for estimating baseline Saturday peak-hour data:

- C7.a. Obtain Saturday midday peak-hour traffic data from previous traffic studies for nearby developments with an ambient growth rate applied to account for background growth to the build year.
- C7.b. Perform Saturday midday peak-hour traffic counts and adjust to pre-COVID conditions using hourly calibrated AADT volumes from StreetLight Data (streetlightdata.com) for the mainline approaches. Streetlight turning movement count data should not be used.
- C7.c. Perform Saturday midday peak-hour traffic counts and adjust to pre-COVID conditions using a new check count to be performed at the intersection of North Colony Road and the Route 15 southbound off-ramp during the weekday afternoon peak. A comparison between the check count and the pre-COVID volumes used in this traffic study at this intersection can be used to estimate the difference between the Saturday volumes that will be collected and those that would have been expected pre-COVID.

R7. **Option C7.c. was selected to perform the Saturday midday traffic analysis.**

SLR

Traffic Count Data

Traffic data collection took place on Thursday, January 21 from 4:00 p.m. to 6:00 p.m., and Saturday, January 23, 2021, from 11:00 a.m. to 1:00 p.m. The Saturday network peak hour was found to be 12:00 p.m. to 1:00 p.m. The Thursday counts at the intersection of North Colony Road and the Route 15 southbound ramps served as check counts to compare to the pre-COVID-19 weekday afternoon traffic volumes used in the November 6, 2020, traffic study report, and as a basis to adjust the Saturday counts to pre-COVID-19 traffic levels. Based on the comparison of total intersection traffic, it was found that the new Saturday counts would need to be increased by a factor of 1.29 to match the difference between the pre-COVID-19 and new weekday traffic counts. Adjustment factors were also calculated for each intersection movement due to variation by approach and direction. Ultimately, these factors were used to adjust the movements at the intersection and the northbound-southbound through movements along the study corridor. The adjustment factors were calculated as follows:

- Northbound through: 1.42
- Southbound through: 1.09
- Route 15 southbound off-ramp: 1.32
- Northbound left turn onto the Route 15 southbound on-ramp: 1.73
- Southbound right turn onto the Route 15 southbound on-ramp: 1.25

The balanced, unadjusted Saturday traffic counts are shown in Figure 2 for informational purposes only. The adjustment factors were then applied to those volumes and balanced throughout the corridor, resulting in the 2021 Saturday no-build traffic volumes shown in Figure 3.

While we followed the suggested protocol for this analysis, we feel the adjustments may be overstated. As discussed later in this document, a review of Connecticut Department of Transportation (CTDOT) permanent count station locations throughout the state indicates weekday COVID-19 impacts are generally greater than Saturday COVID-19 impacts on a road such as Route 5. Further, a review of the *2006 SCRCOG U.S. Route 5 Planning/Preliminary Design Study* by URS indicates that the resultant Saturday midday peak-hour traffic should be lower than afternoon peak-hour traffic, which is not the case here. Nonetheless, we completed the analysis based on the protocol suggested.

Anticipated Site Traffic and Distribution

The Saturday trip generation for the proposed development was presented in our previous January 25, 2021, letter, and is presented again below. Based on ITE LUC 960 and the trip rate per fueling station, as used in the November 6, 2020, traffic study report, the total Saturday peak-hour trip generation will be approximately 558 vehicles. Of those trips, 334 are expected

to be pass-by trips, based on the 60 percent pass-by rate. Therefore, there will be 224 new trips to the roadway network during this time period. The Saturday peak-hour trip generation is very similar to the weekday afternoon peak-hour trip generation, and lower than the weekday morning peak-hour trip generation.

Trip Generation

LAND USE	NUMBER OF VEHICLE TRIPS		
	SATURDAY MIDDAY PEAK HOUR		
	IN	OUT	TOTAL
Total Site-Generated Trips[1]	279	279	558
60% Pass-By Trips	-167	-167	-334
Trips New to Roadway Network	112	112	224

[1] *Super Convenience Market/Gas Station (LUC 960), Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017

The pass-by and new site-generated trips were applied to the corresponding trip distributions in Figures 4 and 5 to result in the site-generated trips presented in Figures 6, 7, and 8. The 2021 build conditions traffic volumes are shown in Figure 9.

Traffic Capacity Analysis

The revised Table 3 summarizes the Level of Service (LOS) findings of future conditions, and the revised Table 4 summarizes the 50th percentile (average) and 95th percentile (highest) vehicle queue lengths compared to available lane storage for the Saturday midday peak hour (with the previously submitted weekday morning and afternoon peak hours included). The *Synchro* output sheets are attached to this document.

During the Saturday midday peak hour, intersection operations are not anticipated to degrade notably with the proposed development in place. At the site driveway intersection, without the proposed development in place, the Route 15 southbound off-ramp operates at LOS F with queues as long as or longer than the noted available storage (the approximate location where lane markings start where four vehicles could be stored side-by-side). With the development in place, queues are shown to be similar; the exclusive left- and right-turn queues will reduce slightly, while the new shared right/through lane will get slightly longer. Note that while the analysis results indicate at-capacity queues without the development in place, actual queues were observed during the Saturday counts to be much shorter.

The intersection's southbound approach is shown to operate at a favorable LOS C with the proposed development in place, but experiences queueing that will continue to occur past the upstream BJ's/Sonic Restaurant intersection as it currently happens. This was observed to occur during the Saturday counts. Site driveway queues are anticipated to be managed within the available storage space. Acceptable LOS and adequate available storage to accommodate

queues is projected for southbound right turns into both the site and the southbound Route 15 on-ramp.

At the Route 15 northbound ramps intersection, there are currently significant queue back-ups from the southbound left-turn lane onto the on-ramp. Queues were observed to extend beyond available storage into the southbound through lane and into the site driveway intersection. While it is not anticipated the proposed development would have notable impact on this operation, the build conditions analysis reflects minor signal timing adjustments that can be made to improve the southbound left turn and overall intersection operation. Under these conditions, southbound left turn delays and queueing improve despite still operating at LOS F and above storage capacity. Overall intersection LOS improves from LOS F to D. The northbound through movement still experiences high delays with or without the development in place, similar to weekday afternoon peak-hour conditions. Here, northbound traffic is metered by the Yale Avenue intersection.

The operational deficiencies for the northbound movement are most evident at the Yale Avenue intersection. The proposed development does not notably worsen already-existing LOS F conditions at the northbound approach. As noted in our previous letter, the Yale Avenue and Route 15 northbound ramps intersections have been studied by others previously, where four capital improvement project alternatives were proposed but are not being considered presently. Although the proposed 7-Eleven does not notably worsen traffic conditions here, we could discuss permitting right turn on red at Yale Avenue with CTDOT as a minor intersection improvement. When right turn on red is allowed, the right-turn movement improves to LOS B, and overall intersection operations maintain LOS E. It should be noted that drivers were observed to disobey the posted sign and turned right on red often, and therefore operations are likely better than shown in the table (which is based on the analysis parameter that right turn on red is not permitted).

SLR

TABLE 3
Capacity Analysis Summary

INTERSECTIONS	WEEKDAY MORNING PEAK HOUR				WEEKDAY AFTERNOON PEAK HOUR				SATURDAY MIDDAY PEAK HOUR			
	NO-BUILD		BUILD		NO-BUILD		BUILD		NO-BUILD		BUILD	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
North Colony Road at Sonic and BJ's Driveways	-	B	-	A	-	B	-	B	-	D	-	D
EB L	0.23	C	0.23	C	0.19	C	0.19	C	0.13	C	0.13	C
EB T/R	0.06	A	0.06	A	0.03	A	0.03	A	0.06	B	0.06	B
WB L/T	0.91	D	0.91	D	0.82	E	0.82	E	0.93	E	0.93	E
WB R	0.42	A	0.42	A	0.35	A	0.35	A	0.40	A	0.40	A
NB L	0.09	D	0.09	C	0.19	D	0.19	D	0.34	D	0.34	D
NB T	0.72	A	0.74	A	0.54	B	0.54	B	0.88	D	0.91	E
NB R	0.08	A	0.08	A	0.30	A	0.30	A	0.41	A	0.42	A
SB L	0.76	D	0.76	D	0.44	D	0.44	D	0.77	E	0.77	E
SB T/R	0.58	A	0.61	A	0.46	B	0.46	B	0.61	B	0.63	B
North Colony Road at State Route 15 Southbound Off-Ramp and New Site Driveway		B	-	C	-	C	-	C	-	D	-	D
EB L			0.60	D			0.67	E	-	-	0.60	E
EB R			0.39	A		-	0.42	A	-	-	0.39	B
WB L	0.87	D	0.87	D	0.81	D	0.81	D	0.88	E	0.81	D
WB T/R			0.46	C			0.90	E	-	-	1.34	F
WB R	0.24	A	0.38	A	0.90	E	0.78	C	1.28	F	1.05	F
NB L		-	0.69	D			0.44	D	-	-	0.64	E
NB T			0.77	A			0.50	A	-	-	0.80	A
SB T/R (to Route 15 SB on-ramp)	0.77	E	-		0.77	C			0.75	B	-	-
SB T/R (into site driveway)			0.94	D		-	0.96	D	-	-	0.96	C

INTERSECTIONS	WEEKDAY MORNING PEAK HOUR				WEEKDAY AFTERNOON PEAK HOUR				SATURDAY MIDDAY PEAK HOUR			
	NO-BUILD		BUILD		NO-BUILD		BUILD		NO-BUILD		BUILD	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
North Colony Road at State Route 15 Southbound On-Ramp and Park-&-Ride									-	D	-	B
NB L									0.82	C	0.66	C
NB T/R									0.71	D	0.83	B
SB T/R (to Route 15 SB on-ramp)									-	-	0.89	A
North Colony Road at State Route 15 Northbound Ramps									-	F	-	*D*
WB L									0.56	D	*0.81*	*E*
WB R									0.87	D	*0.78*	*D*
NB T/R									0.97	D	*1.06*	*E*
SB L									2.07	F	*1.12*	*F*
SB T									0.53	A	*0.52*	*A*
North Colony Road at Yale Avenue									-	E	-	*F***
WB L									0.25	D	*0.25*	*D*
WB R									1.20	F	*1.21*	*F**
NB T/R									1.12	F	*1.25*	*F*
SB L									0.30	C	*0.27*	*B*
SB T									0.42	A	*0.44*	*A*

*When modelled with no right turn on red (RTOR) allowed, per posted signage. LOS improves to LOS A during the morning peak hour, and LOS B during the afternoon and Saturday peak hour with RTOR allowed. ** LOS improves to LOS E during the Saturday peak hour with RTOR allowed.
Italicized text indicates minor signal timing improvements were included to improve operations.

SLR

TABLE 4
Queue Analysis Summary

INTERSECTIONS	STORAGE	WEEKDAY MORNING PEAK HOUR				WEEKDAY AFTERNOON PEAK HOUR				SATURDAY MIDDAY PEAK HOUR			
		NO-BUILD		BUILD		NO-BUILD		BUILD		NO-BUILD		BUILD	
		50th %	95th %	50th %	95th %	50th %	95th %	50th %	95th %	50th %	95th %	50th %	95th %
North Colony Road at Sonic and BJ's Driveways													
EB L	150	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10	21	10	21
EB T/R	130	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	12	1	12
WB L/T	150	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	178	#330	178	#330
WB R	150	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	57	0	57
NB L	200	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	26	m32	26	m29
NB T	300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	441	m463	406	m#495
NB R	230	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	21	m48	19	m65
SB L	20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	112	#189	112	#189
SB T/R	790	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	283	380	303	405
North Colony Road at State Route 15 Southbound Off-Ramp and New Site Driveway													
EB L	90			[illegible]	[illegible]			[illegible]	[illegible]	-	-	49	81
EB R	90			[illegible]	[illegible]			[illegible]	[illegible]	-	-	26	58
WB L	280	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	155	#213	140	179
WB T/R	280			[illegible]	[illegible]			[illegible]	[illegible]	-	-	~302	#446
WB R	280	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	~278	#361	~187	#329
NB L	100			[illegible]	[illegible]			[illegible]	[illegible]	-	-	73	m81
NB T	100			[illegible]	[illegible]			[illegible]	[illegible]	-	-	26	28
SB T/R (to Route 15 SB on-ramp)	300	[illegible]	[illegible]			[illegible]	[illegible]			115	133	-	-
SB T/R (into site driveway)	300	-	-	[illegible]	[illegible]	-	-	[illegible]	[illegible]	-	-	516	#718

INTERSECTIONS	STORAGE	WEEKDAY MORNING PEAK HOUR				WEEKDAY AFTERNOON PEAK HOUR				SATURDAY MIDDAY PEAK HOUR			
		NO-BUILD		BUILD		NO-BUILD		BUILD		NO-BUILD		BUILD	
		50th %	95th %	50th %	95th %	50th %	95th %	50th %	95th %	50th %	95th %	50th %	95th %
North Colony Road at State Route 15 Southbound On-Ramp and Park-&-Ride													
NB L	140									50	m55	53	m51
NB T/R	360									224	m244	176	m143
SB T/R (to Route 15 SB on-ramp)	100									-	-	43	m#71
North Colony Road at State Route 15 Northbound Ramps													
WB L	400									95	160	*101*	*#206*
WB R	400									217	#376	*216*	*#354*
NB T/R	60									58	m51	*~776*	*m47*
SB L	200									~340	m#486	*~237*	*m#283*
SB T	360									152	m178	*139*	*m111*
North Colony Road at Yale Avenue													
WB L	230									26	59	*26*	*59*
WB R	230									~149	#239	*~151*	*#241*
NB T/R	850									~731	#872	*~817*	*#958*
SB L	60									35	91	*19*	*m58*
SB T	60									10	23	*25*	*29*

% = percentile
~ = Volume exceeds capacity; queue is theoretically infinite
# = 95th percentile volume exceeds capacity; queue may be longer
m = Volume for 95th percentile queue is metered by upstream signal
Italicized text indicates minor signal timing improvements were included to improve operations.

SLR

Summary and Conclusion

As mentioned earlier, we followed the suggested protocol for this analysis, but feel the traffic volume adjustments may be overstated. To demonstrate this, we reviewed the traffic impact of COVID-19 on several CTDOT permanent count station locations throughout the state. The table below summarizes the CTDOT permanent count station data. The count stations suggest that COVID-19 had an approximately 5 to 16 percent influence on Saturday traffic. Only our southbound Route 5 count adjustments fell into this range at 9 percent. The Route 15 southbound off-ramp adjustment exceeded 30 percent, the northbound Route 5 traffic exceeded 40 percent, and the northbound on-ramp traffic was increased by 25 and 73 percent for right turners and left turners onto the ramp, respectively. Additionally, the CTDOT data shows consistently, the COVID-19 impacts were higher on the Thursday we did the count than on the Saturday that we counted.

CTDOT Continuous Count Stations: Pre-COVID-19 vs Current Traffic Conditions

Location	2019 ADT[1]	2021 ADT[1]	% Change
Route 1, Westport	24,075	22,022	-9%
Route 3, Cromwell	11,731	10,636	-9%
Route 5, East Windsor	8,945	7,555	-16%
Route 15, Berlin	24,344	23,228	-5%
Route 15, Hamden	67,392	58,995	-12%
Route 15, Trumbull	65,291	58,071	-11%
Route 217, Middletown	6,264	5,726	-9%

[1] ADT (Average Daily Traffic) for Saturdays in January 2019 vs. January 2021. Source: CTDOT "Two Year Comparison of Continuous Count Station Data"

Further, we reviewed the *2006 SCRCOG U.S. Route 5 Planning / Preliminary Design Study* by URS, which provided 2006 traffic volumes within the site study area. While much has changed since 2006, one thing we can take away is the relationship between the weekday afternoon peak-hour traffic and the Saturday midday peak-hour traffic. Specifically, review of that data shows that Saturday peak-hour northbound traffic was 70 to 90 percent of the weekday afternoon peak-hour traffic, Saturday southbound traffic ranged from 90 percent to about the same as the weekday afternoon traffic, and Saturday Route 15 ramp volumes suggest the Saturday peak hour would be less than the afternoon peak-hour traffic. The results from the process we undertook resulted in Saturday peak-hour traffic being higher overall than during the weekday afternoon peak-hour traffic for each of these movements. We have attached several pages of the 2006 study traffic volumes that were available.

While adjusting the traffic volumes by a lower percentage would in fact improve the operational results, the findings would be nonetheless similar; that is:

a) there are capacity issues northbound at the Route 15 northbound ramps/Yale Avenue intersections that can only be truly mitigated completely with significant overhaul as identified in 2006 as part of the SCRCOG study. The cost of these improvements, at that time, topped out at $4,000,000. Other less costly concepts assumed restricting access from Yale Avenue either partially or wholly, and for that reason have not been discussed further in this document. The impact of this facility would not materially affect those conditions.

b) the revised geometry and signal operations at the southbound ramps as proposed in our traffic study report would not have a deleterious impact on operations there. Similar concerns with queuing southbound and westbound will not be substantially impacted, while the overall safety at this intersection will improve.

We therefore continue to recommend the improvement package proposed. Operations will continue to be challenged, particularly northbound south of the site, but the proposed improvements will result in net improvement, or at the very least similar operations.

We hope the Saturday midday peak-hour analysis presented herein is useful for your review. Please contact us if you need any further information.

Sincerely,

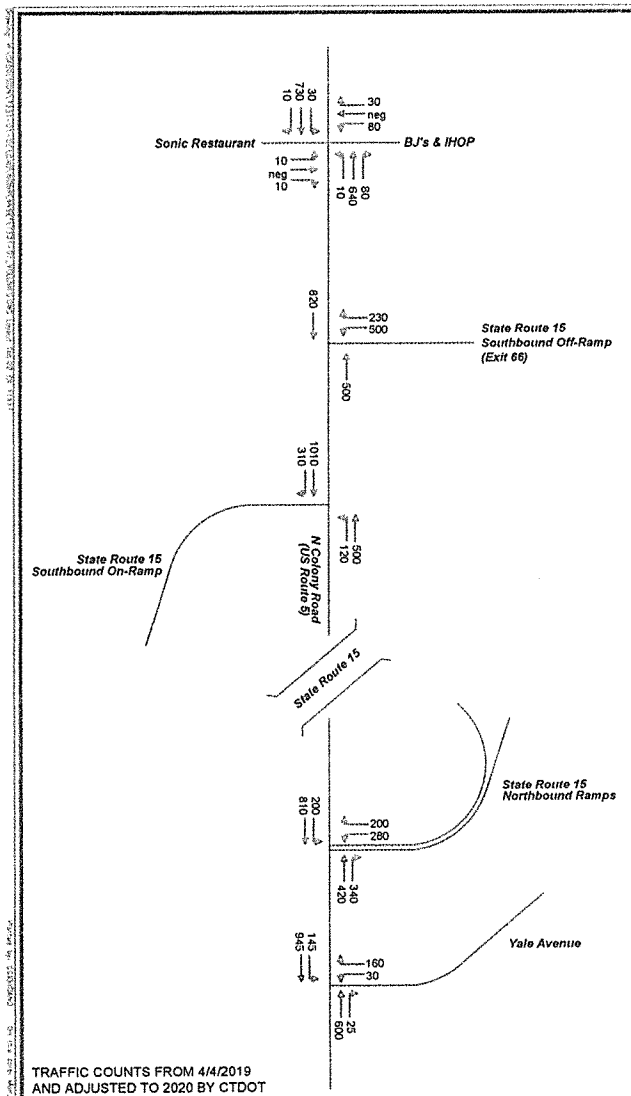
SLR International Corporation

David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning

Carl Giordano, EIT, CNU-A
Project Transportation Engineer

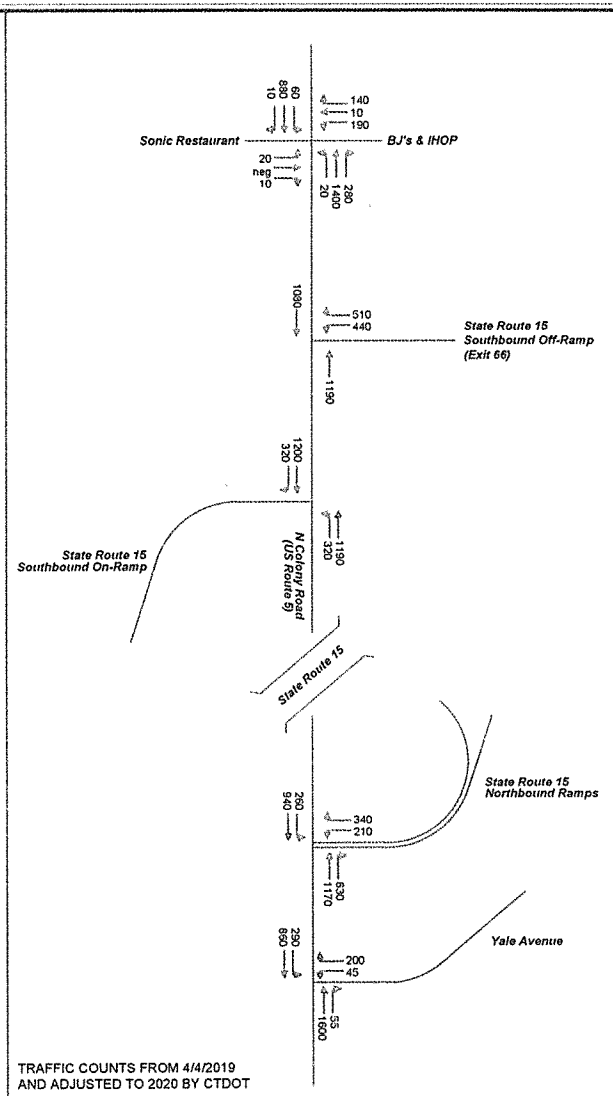
Enclosures

7331-01-02-f221-ltr



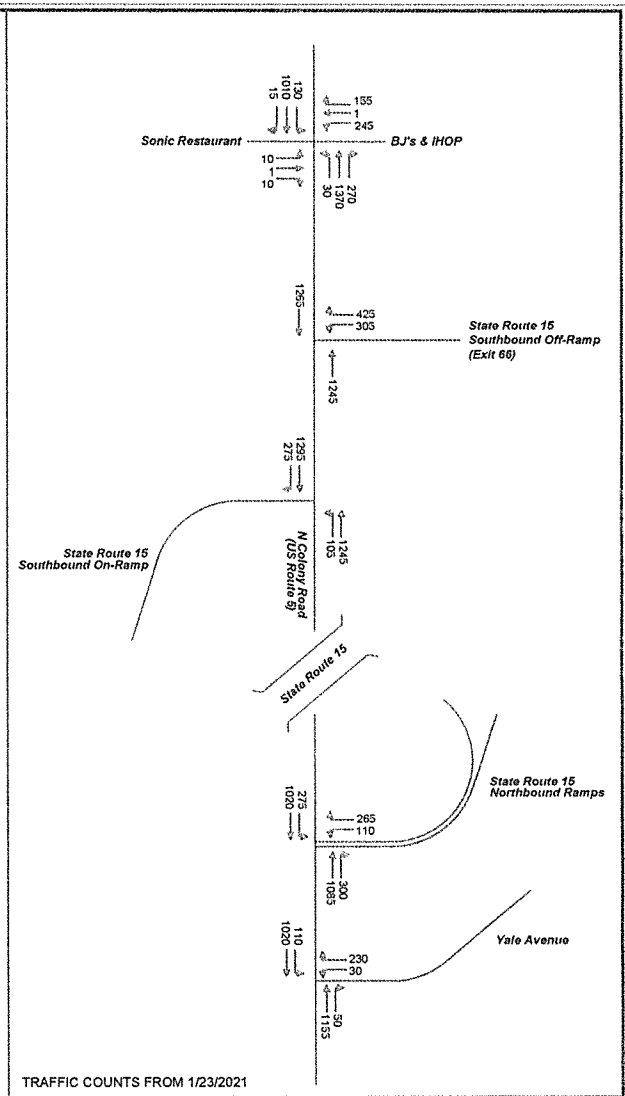
TRAFFIC COUNTS FROM 4/4/2019
AND ADJUSTED TO 2020 BY CTDOT

WEEKDAY MORNING PEAK HOUR



TRAFFIC COUNTS FROM 4/4/2019
AND ADJUSTED TO 2020 BY CTDOT

WEEKDAY AFTERNOON PEAK HOUR



TRAFFIC COUNTS FROM 1/23/2021

SATURDAY MIDDAY PEAK HOUR

BASELINE CONDITIONS
TRAFFIC VOLUMES

LEGEND
neg = negligible

NOT TO SCALE

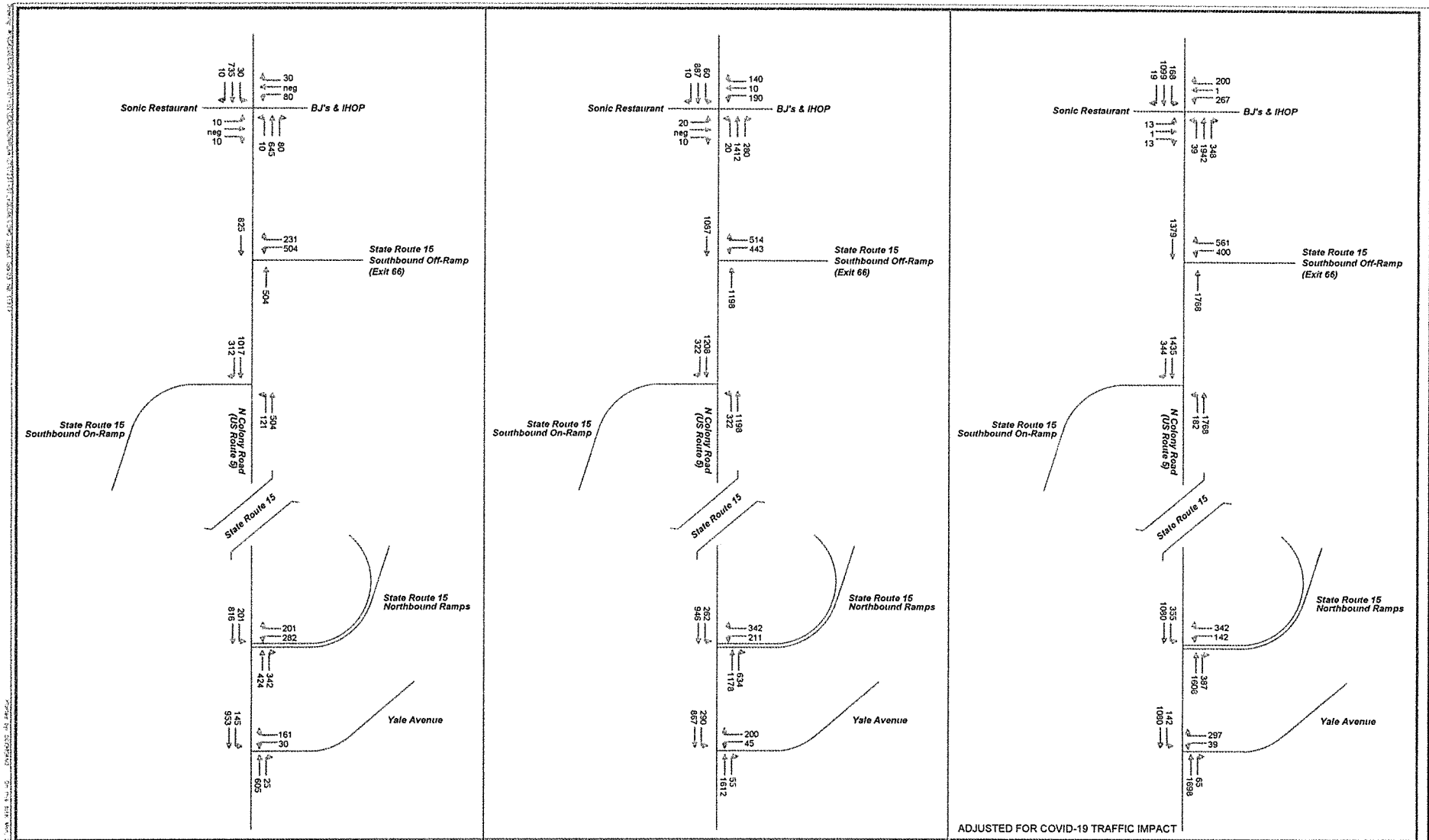
MILONE & MACBROOM
now PART OF SLR

Vehicular Traffic Volumes Schematic

Proposed 7-Eleven Convenience Store with Fueling Operations

1033 N Colony Road (US Route 5)
Wallingford, Connecticut

Figure 2



2021 NO-BUILD CONDITIONS TRAFFIC VOLUMES

LEGEND
neg = negligible

NOT TO SCALE

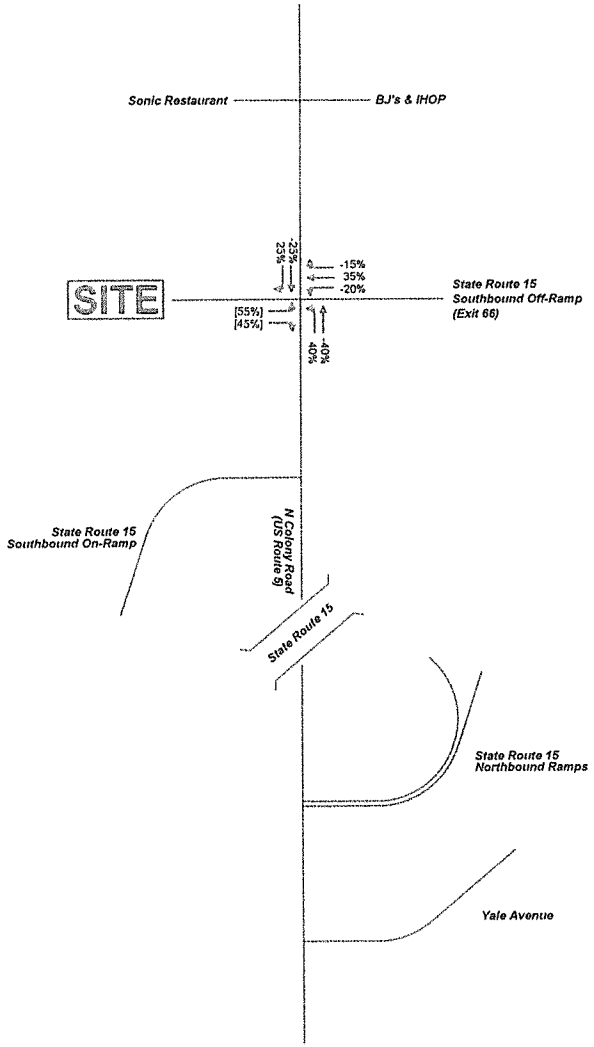
MILONE & MACBROOM
now part of SLR

Vehicular Traffic Volumes Schematic

Proposed 7-Eleven Convenience Store with Fueling Operations

1033 N Colony Road (US Route 5)
Wallingford, Connecticut

Figure 3



SITE-GENERATED TRAFFIC DISTRIBUTION: PASS-BY TRAFFIC

LEGEND
neg = negligible

NOT TO SCALE

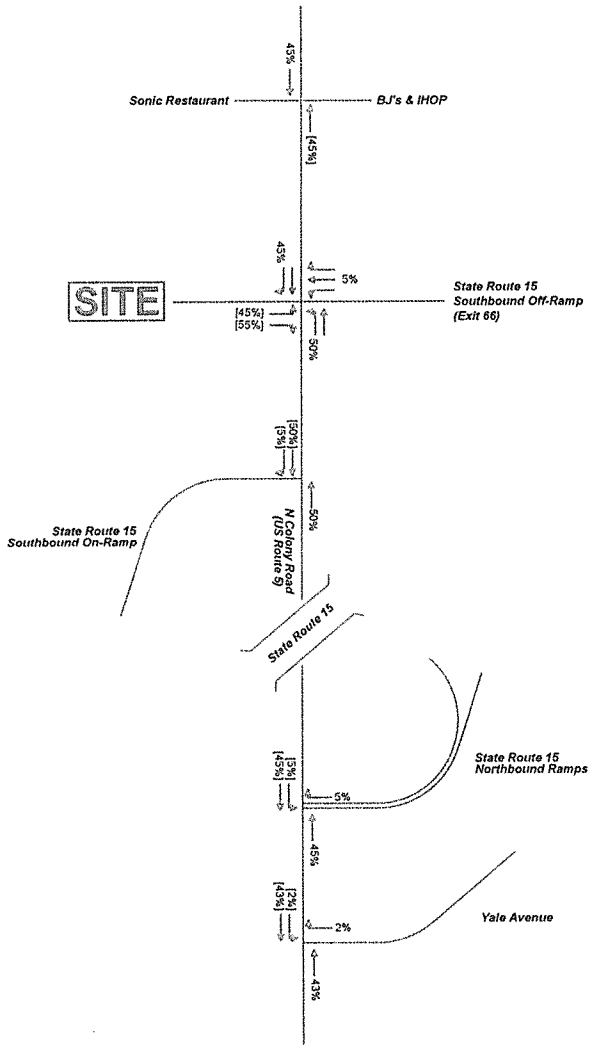
MILONE & MACBROOM
now part of SLR

Vehicular Traffic Volumes Schematic

Proposed 7-Eleven Convenience Store with Fueling Operations

1033 N Colony Road (US Route 5)
Wallingford, Connecticut

Figure 4



SITE-GENERATED TRAFFIC DISTRIBUTION: NEW TRAFFIC

LEGEND
neg = negligible

NOT TO SCALE

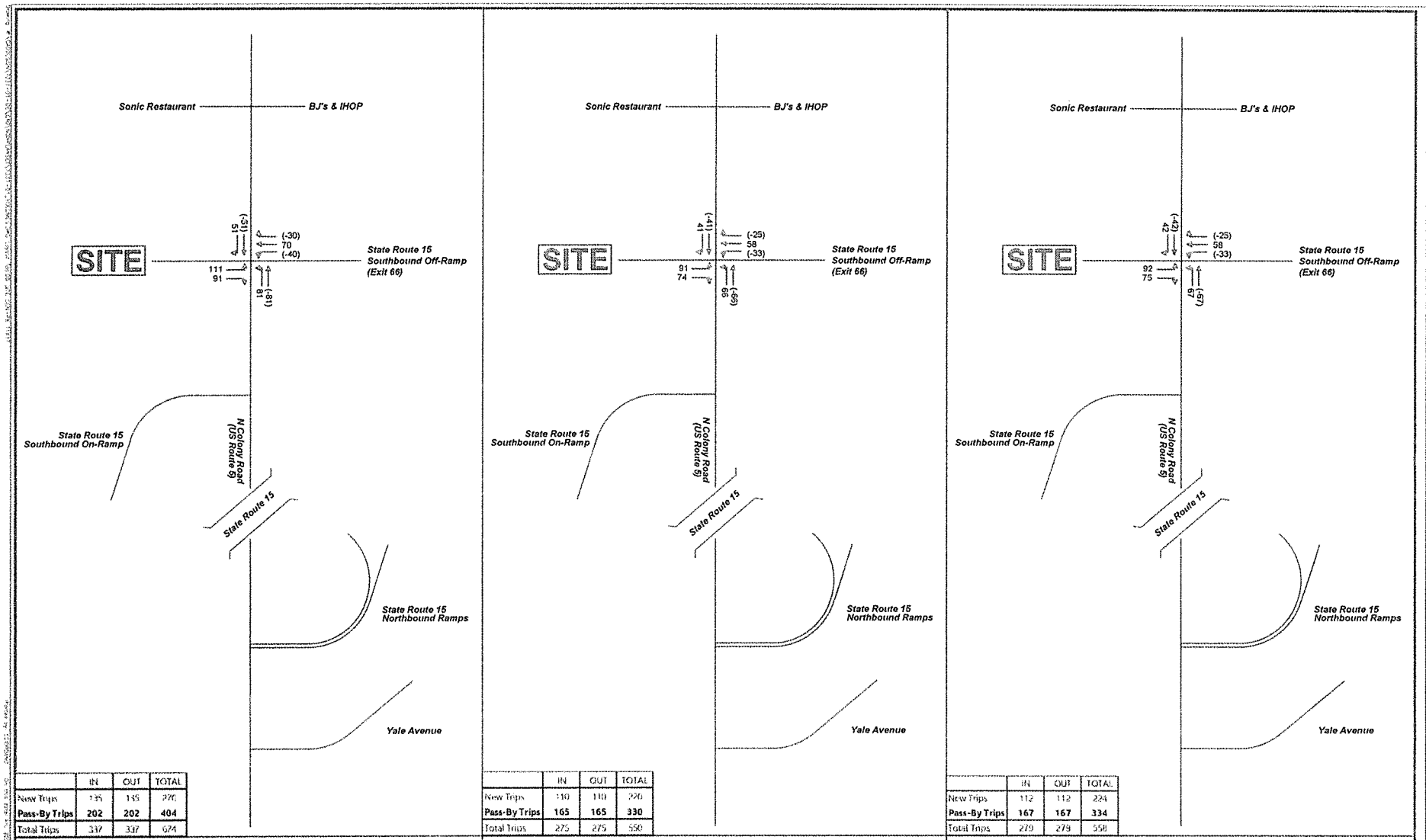
MILONE & MACBROOM
now part of SLR

Vehicular Traffic Volumes Schematic

Proposed 7-Eleven Convenience Store with Fueling Operations

1033 N Colony Road (US Route 5)
Wallingford, Connecticut

Figure 5



	IN	OUT	TOTAL
New Trips	135	135	270
Pass-By Trips	**202**	**202**	**404**
Total Trips	337	337	674

WEEKDAY MORNING PEAK HOUR

	IN	OUT	TOTAL
New Trips	110	110	220
Pass-By Trips	**165**	**165**	**330**
Total Trips	275	275	550

WEEKDAY AFTERNOON PEAK HOUR

	IN	OUT	TOTAL
New Trips	112	112	224
Pass-By Trips	**167**	**167**	**334**
Total Trips	279	279	558

SATURDAY MIDDAY PEAK HOUR

SITE-GENERATED TRAFFIC VOLUMES: PASS-BY TRAFFIC

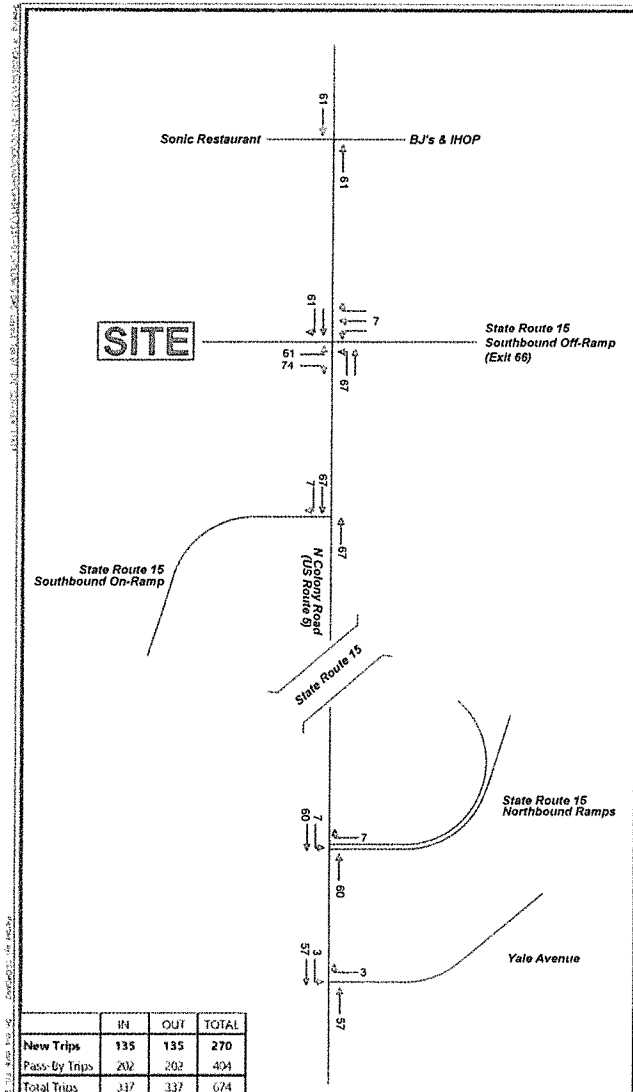
LEGEND
neg = negligible

NOT TO SCALE

MILONE & MACBROOM
NOW PART OF SLR

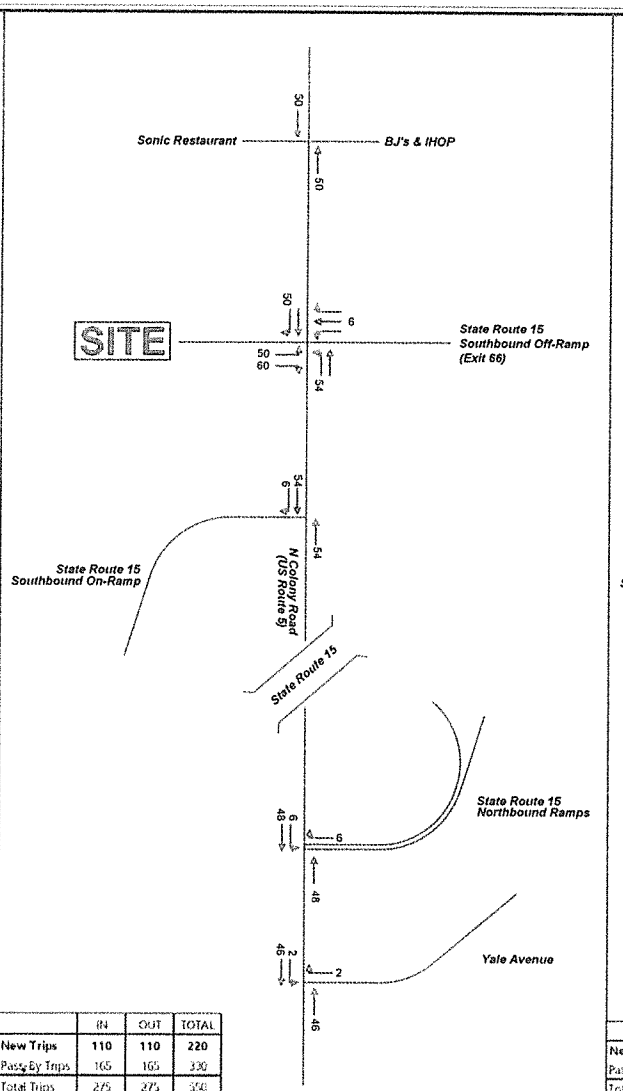
Vehicular Traffic Volumes Schematic
Proposed 7-Eleven Convenience Store with Fueling Operations
1033 N Colony Road (US Route 6)
Wallingford, Connecticut

Figure 6



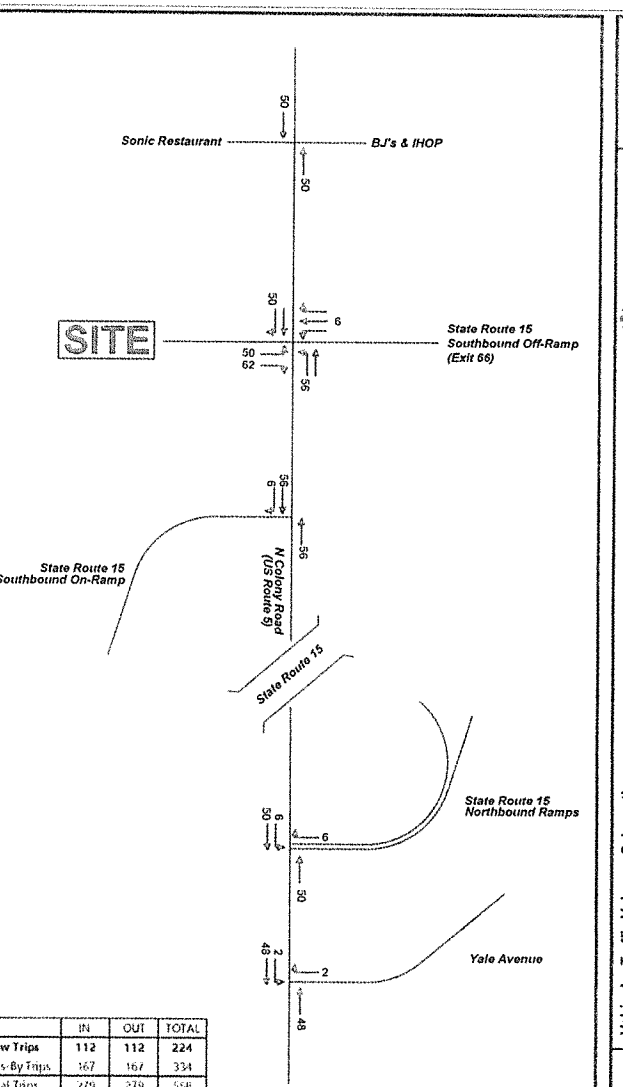
	IN	OUT	TOTAL
New Trips	135	135	270
Pass-By Trips	202	202	404
Total Trips	337	337	674

WEEKDAY MORNING PEAK HOUR



	IN	OUT	TOTAL
New Trips	110	110	220
Pass-By Trips	165	165	330
Total Trips	275	275	550

WEEKDAY AFTERNOON PEAK HOUR



	IN	OUT	TOTAL
New Trips	112	112	224
Pass-By Trips	167	167	334
Total Trips	279	279	558

SATURDAY MIDDAY PEAK HOUR

SITE-GENERATED TRAFFIC VOLUMES: NEW TRAFFIC

LEGEND
neg = negligible

NOT TO SCALE

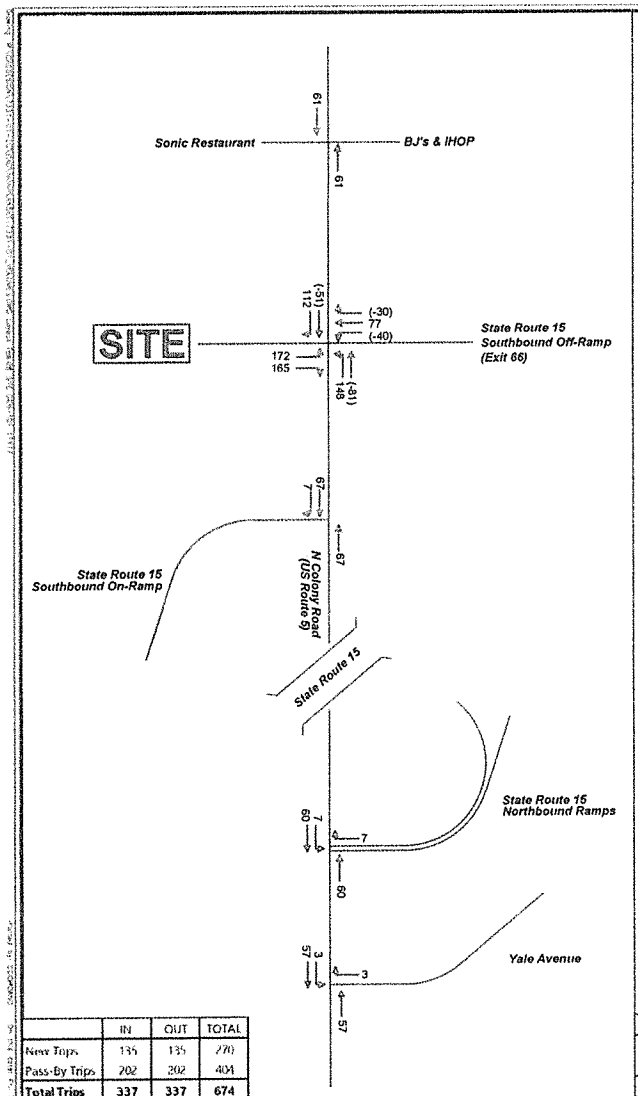
MILONE & MACBROOM
SLR

Vehicular Traffic Volumes Schematic

Proposed 7-Eleven Convenience Store with Fueling Operations

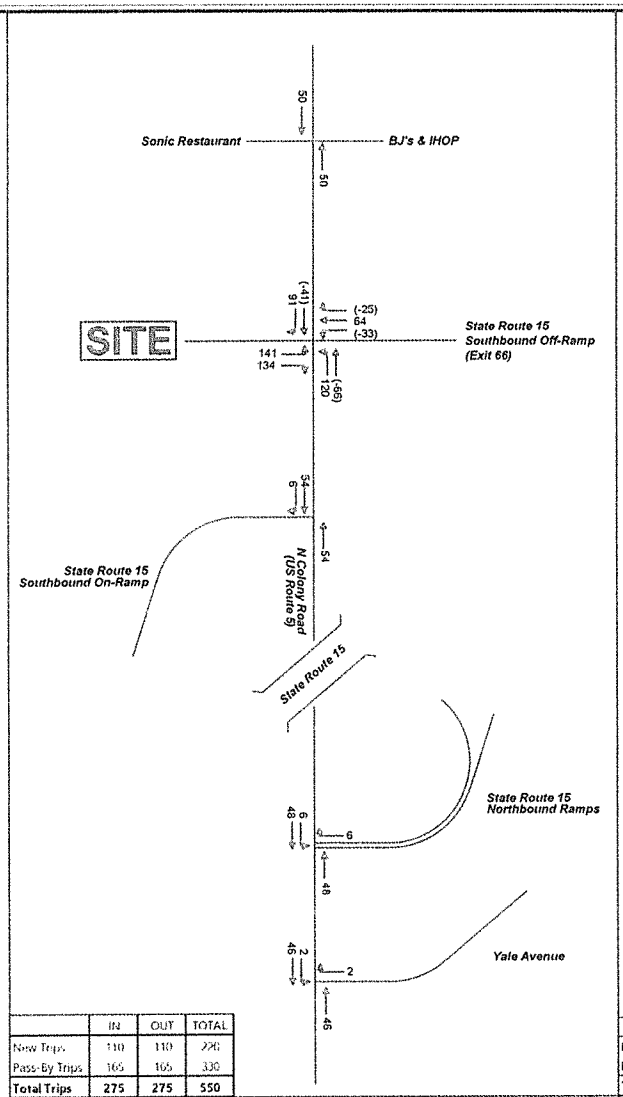
1033 N Colony Road (US Route 6)
Wallingford, Connecticut

Figure 7



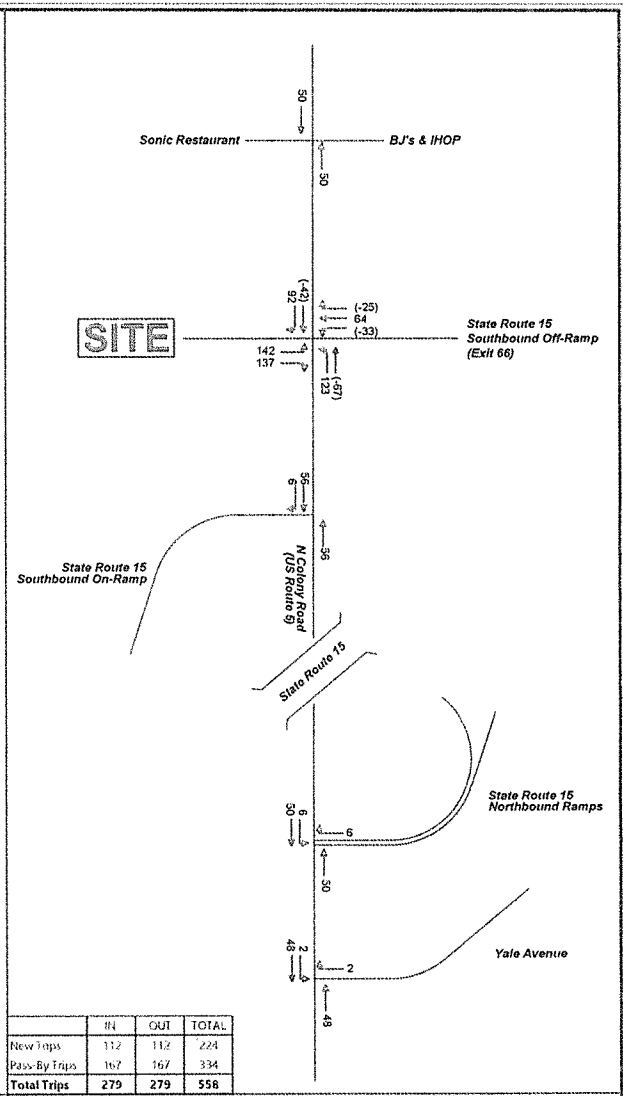
	IN	OUT	TOTAL
New Trips	135	135	270
Pass-By Trips	202	202	404
Total Trips	**337**	**337**	**674**

WEEKDAY MORNING PEAK HOUR



	IN	OUT	TOTAL
New Trips	110	110	220
Pass-By Trips	165	165	330
Total Trips	**275**	**275**	**550**

WEEKDAY AFTERNOON PEAK HOUR



	IN	OUT	TOTAL
New Trips	112	112	224
Pass-By Trips	167	167	334
Total Trips	**279**	**279**	**558**

SATURDAY MIDDAY PEAK HOUR

SITE-GENERATED TRAFFIC VOLUMES: TOTAL

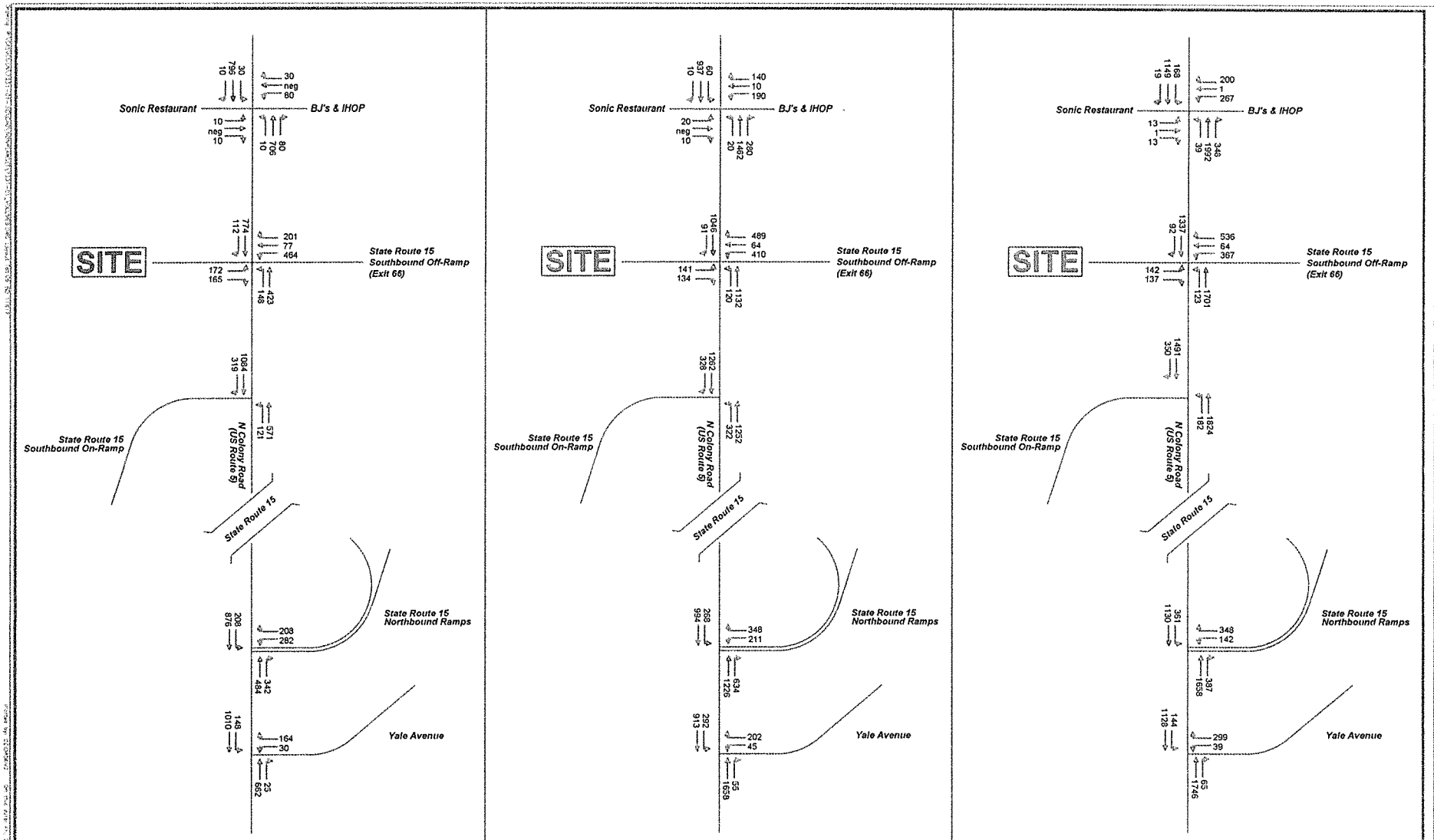
LEGEND
neg = negligible

NOT TO SCALE

MILONE & MACBROOM
NORTHEAST OF SLR

Vehicular Traffic Volumes Schematic
Proposed 7-Eleven Convenience Store with Fueling Operations
1033 N Colony Road (US Route 6)
Wallingford, Connecticut

Figure 8



2021 BUILD CONDITIONS TRAFFIC VOLUMES

LEGEND
neg = negligible

NOT TO SCALE

MILONE & MACBROOM
now part of SLR

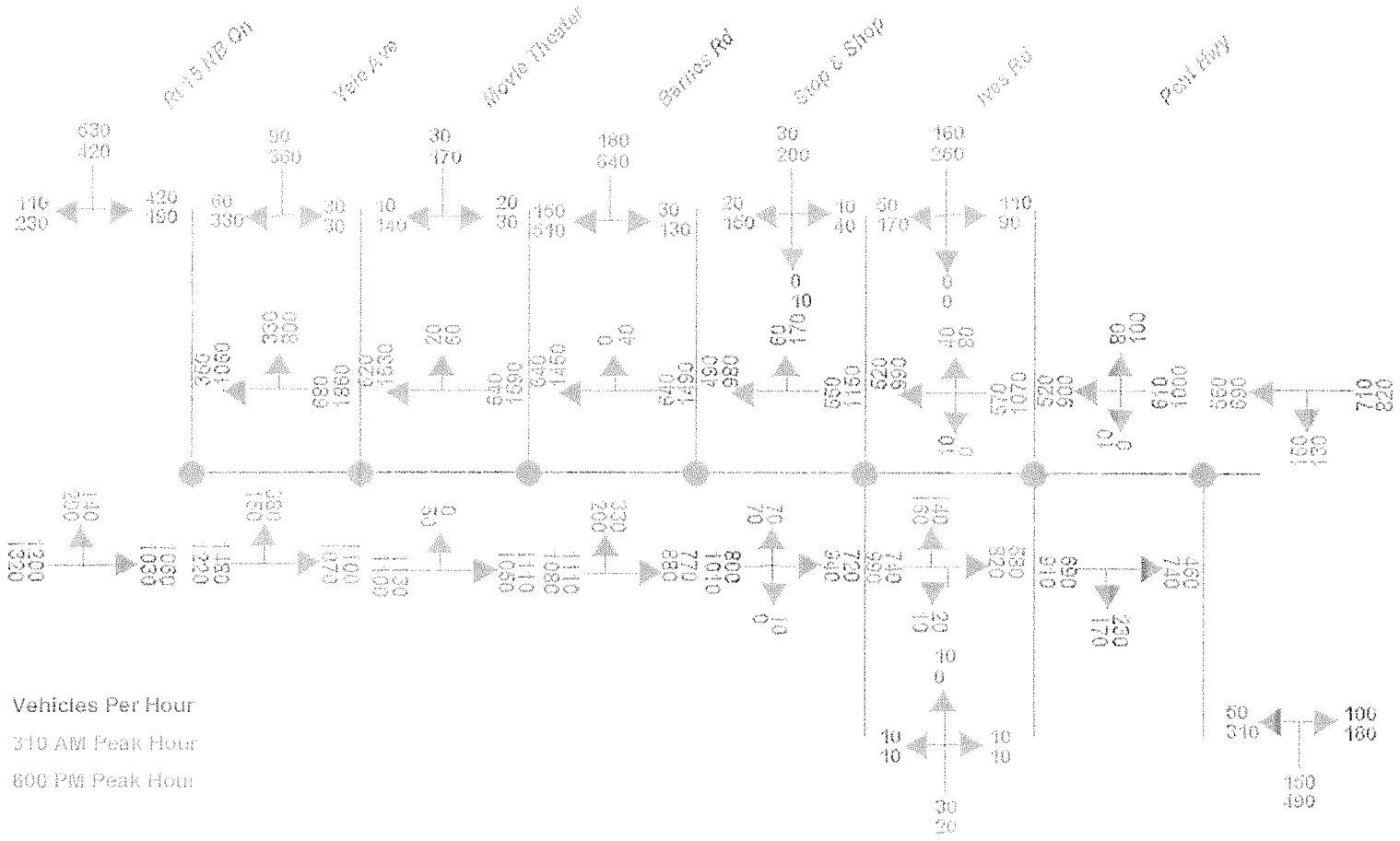
Vehicular Traffic Volumes Schematic

Proposed 7-Eleven Convenience Store with Fueling Operations

1033 N Colony Road (US Route 5)
Wallingford, Connecticut

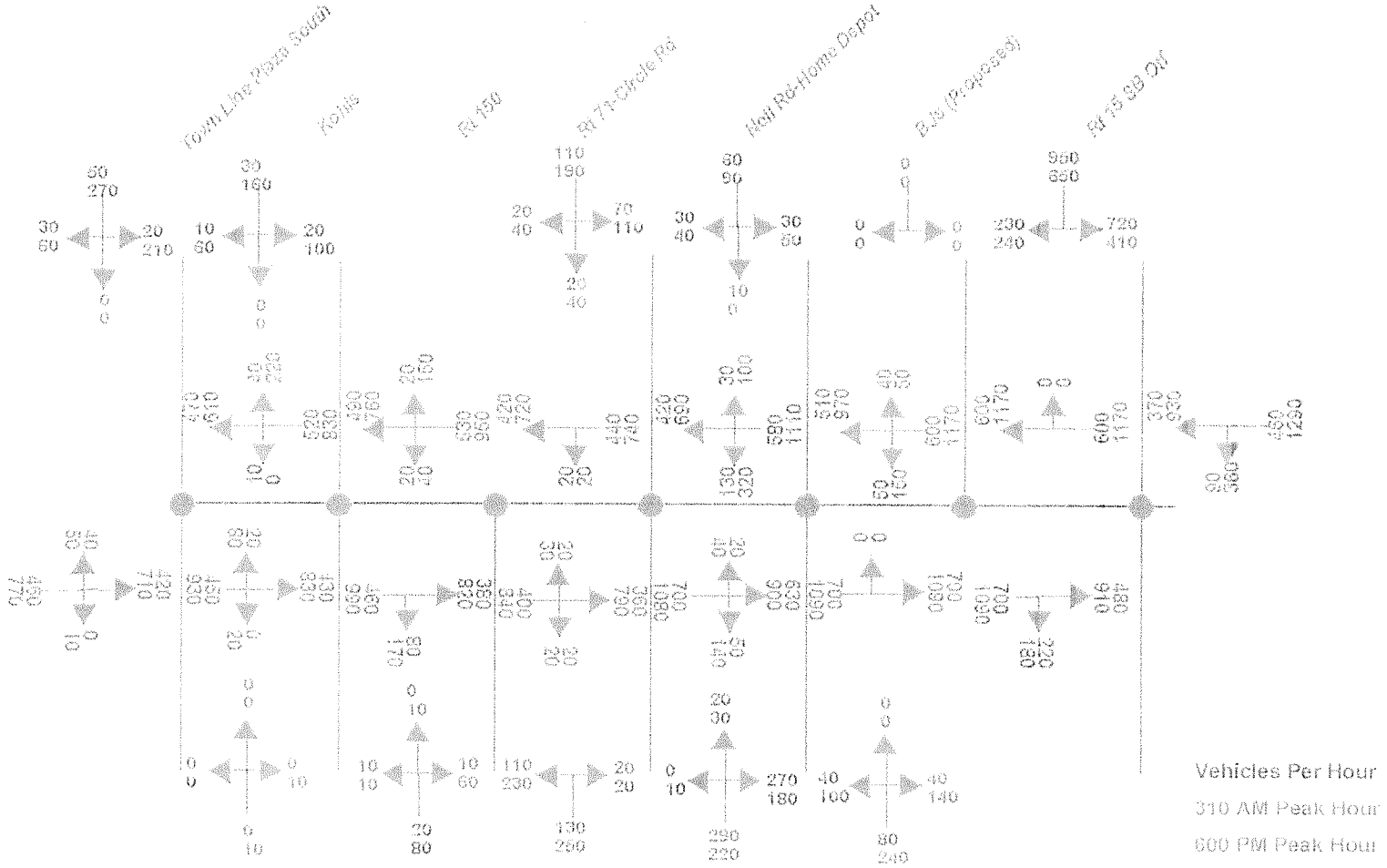
Figure 9

Exhibit III-4
Turning Movements (Weekdays 2/4)



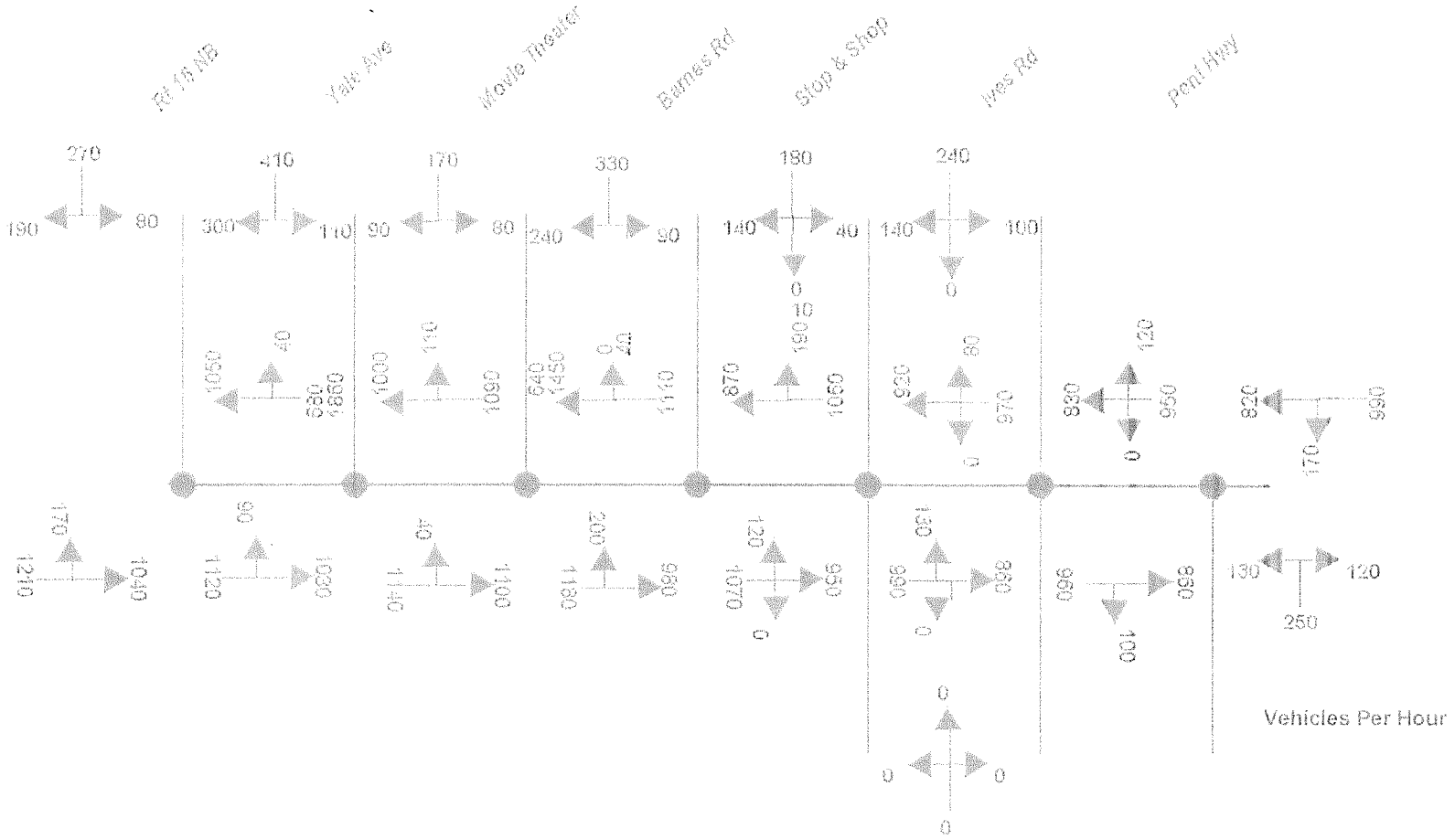
Source: South Central Regional Council of Governments.

Exhibit III-5
Turning Movements (Weekdays 3/4)



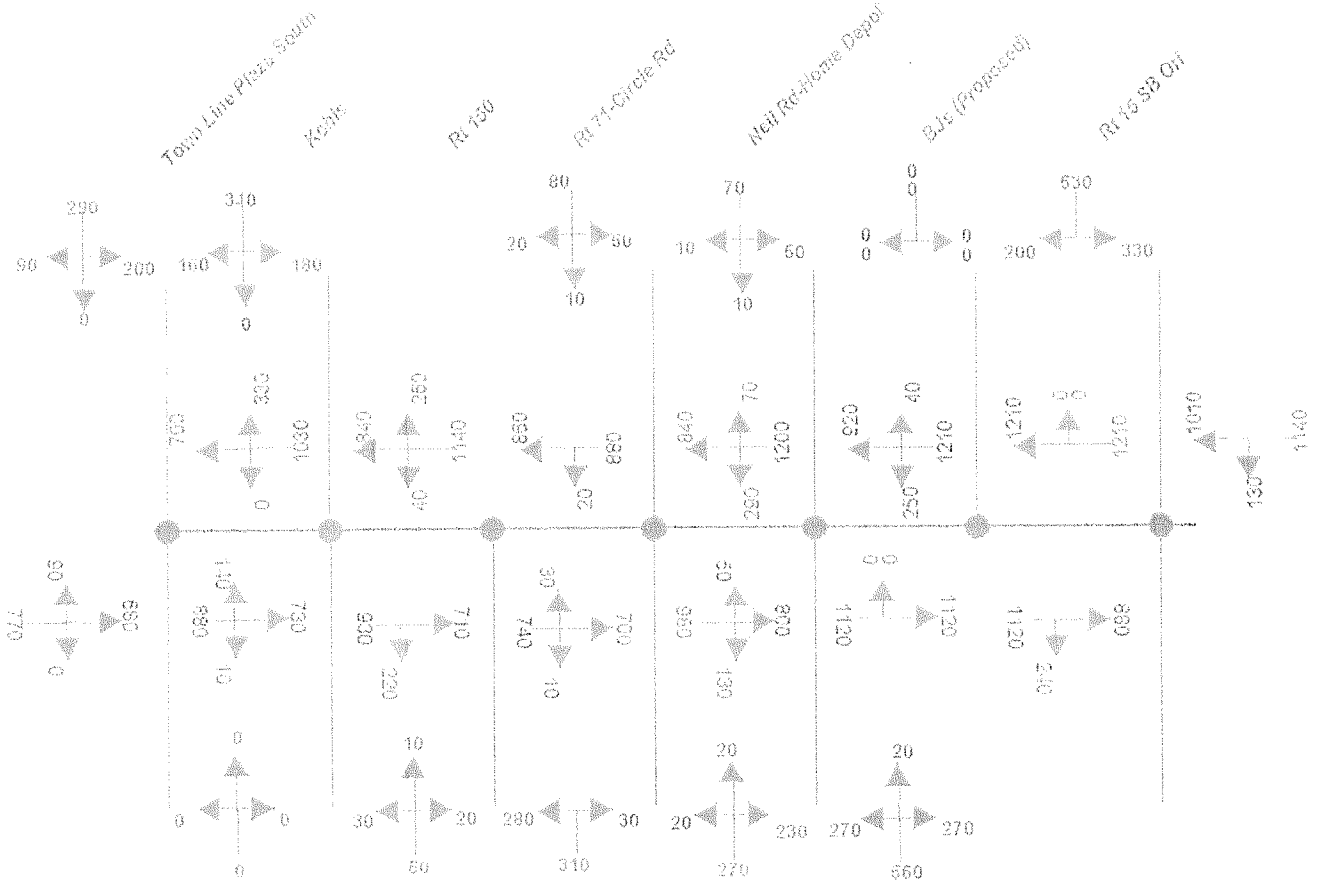
Source: South Central Regional Council of Governments.

Exhibit III-8
Turning Movements (Saturdays 2/4)



Source: South Central Regional Council of Governments.

Exhibit III-9
Turning Movements (Saturdays 3/4)



Source: South Central Regional Council of Governments.

TIME-SPACE DIAGRAM COVER SHEET

ROUTE: 5
SYSTEM: N-84
PROJ #:

HOURS OF OPERATION: 0800-1830 / 1000-1800
DAY(S) OF OPERATION: SAT / SUN
TOWN(S): MERIDEN / WALLINGFORD

CYCLE: 5
SPLIT: 5
OFFSET: 5

LENGTH: 100 "

INT #	ID #	LOCATION	PHASES (sec-%)																		OFFSET (sec-%)		SPEED LIMIT (mph)		DISTANCE (ft)
			Φ1		Φ2		Φ3		Φ4		Φ5		Φ6		Φ7		Φ8		Φ9						
148-232	1017	NORTH PLAINS HWY			74	74%	8	8%			18	18%									61	61%	35	35	0
148-208	1018	METRO TOOL CNTR			75	75%			25	25%											52	52%	35	35	545
148-262	1019	SUPER K-MART	15	15%	60	60%			25	25%	15	15%	60	60%							99	99%	35	35	2455
148-264	1020	WALLINGFORD FAIR	10	10%	65	65%			25	25%	10	10%	65	65%							4	4%	35	35	490
148-243	1021	IVES RD & PENT HWY	9	9%	56	56%	19	19%	16	16%	9	9%	56	56%							94	94%	35	35	690
148-255	1022	STOP & SHOP	15	15%	60	60%			25	25%											40	40%	35	35	1635
148-235	1023	BARNES RD. (ROUTE 68)	16	16%	59	59%			25	25%											40	40%	35	35	585
148-245	1024	WALLINGFORD PLAZA	15	15%	60	60%			25	25%											45	45%	35	35	475
148-253	1025M	RTE 15 NB RAMPS	9	9%	56	56%			15	15%	20	20%									58	58%	35	35	0
148-236	1026	RTE 15 SB RAMPS	10	10%	68	68%			22	22%											60	60%	35	35	715
148-267	1027	DR TO BJs	21	21%	49	49%			30	30%	21	21%	49	49%							54	54%	35	40	400
148-261	1028	WALMART & NEAL RD	22	22%	42	42%			16	16%	22	22%	42	42%	20	20%					60	60%	40	40	910
148-211	1029	RTE 71 @ CIRCLE DR	22	22%	43	43%					22	22%	43	43%	19	19%	16	16%			60	60%	40	40	695
148-254	1030	RTE 150 (NORTH JCT)			65	65%			35	35%											12	12%	40	40	2310
148-225	1031	CALDOR PLAZA	11	11%	62	62%			27	27%											12	12%	40	40	545
079-232	1032	TOWNLINE SQUARE SOUTH	10	10%	62	62%	10	10%	18	18%											6	6%	40	40	955
079-248	1033	TOWNLINE SQUARE NORTH	13	13%	62	62%			25	25%	13	13%	62	62%							6	6%	40	40	455

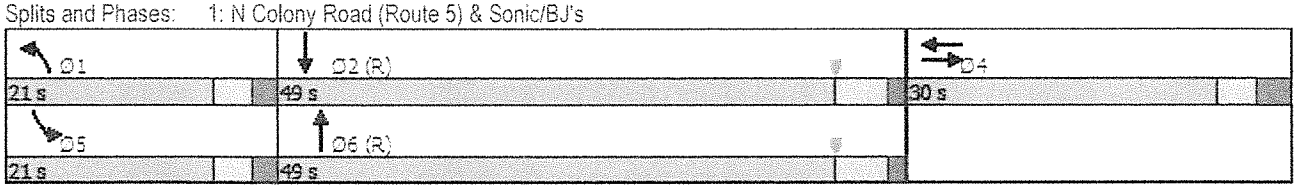
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	13	267	1	200	39	1942	348	168	1099	19
Future Volume (vph)	13	1	13	267	1	200	39	1942	348	168	1099	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Storage Length (ft)	0		0	0		0	175		225	200		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	0.95
Frt		0.864				0.850			0.850		0.997	
Flt Protected	0.950				0.953		0.950			0.950		
Satd. Flow (prot)	1805	1642	0	0	1811	1615	1745	5014	1561	1745	3479	0
Flt Permitted	0.361				0.711		0.950			0.950		
Satd. Flow (perm)	686	1642	0	0	1351	1615	1745	5014	1561	1745	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				215			310		2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		225			241			392			709	
Travel Time (s)		5.1			5.5			7.6			13.8	
Peak Hour Factor	0.64	0.64	0.64	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	20	2	20	287	1	215	41	2066	370	183	1195	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	22	0	0	288	215	41	2066	370	183	1216	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4		4			6			
Detector Phase	4	4		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	26.0	10.0	20.7	20.7	10.0	20.7	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	21.0	49.0	49.0	21.0	49.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%	30.0%	21.0%	49.0%	49.0%	21.0%	49.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.9	2.9		2.9	2.9	2.9	2.0	1.6	1.6	2.0	1.6	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9			5.9	5.9	5.0	5.7	5.7	5.0	5.7	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.0	23.0			23.0	23.0	7.0	46.7	46.7	13.7	57.5	
Actuated g/C Ratio	0.23	0.23			0.23	0.23	0.07	0.47	0.47	0.14	0.58	
v/c Ratio	0.13	0.06			0.93	0.40	0.34	0.88	0.41	0.77	0.61	
Control Delay	32.2	13.8			74.4	6.8	50.3	29.3	4.9	62.2	17.0	
Queue Delay	0.0	0.0			0.0	0.0	0.0	25.7	0.4	0.0	0.0	
Total Delay	32.2	13.8			74.4	6.8	50.3	55.0	5.3	62.2	17.0	
LOS	C	B			E	A	D	D	A	E	B	
Approach Delay		22.6			45.5			47.5			22.9	
Approach LOS		C			D			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	1			178	0	26	441	21	112	283	
Queue Length 95th (ft)	21	12			#330	57	m32	m463	m48	#189	380	
Internal Link Dist (ft)		145			161			312			629	
Turn Bay Length (ft)							175		225	200		
Base Capacity (vph)	165	410			325	552	279	2341	894	279	2002	
Starvation Cap Reductn	0	0			0	0	0	374	194	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	16	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.05			0.89	0.39	0.15	1.05	0.53	0.66	0.61	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 54 (54%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 39.3 Intersection LOS: D
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N Colony Road (Route 5) & Sonic/BJ's



Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	400	0	561	182	1768	0	0	1035	344	0	0
Future Volume (vph)	400	0	561	182	1768	0	0	1035	344	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	12	12
Storage Length (ft)		0	0	125		0	0		0	0	0
Storage Lanes		2	2	1		0	0		0	0	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	0.97	1.00	0.88	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.850					0.963			
Flt Protected	0.950			0.950							
Satd. Flow (prot)	3502	0	2842	1728	3455	0	0	3352	0	0	0
Flt Permitted	0.950			0.106							
Satd. Flow (perm)	3502	0	2842	193	3455	0	0	3352	0	0	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			98								
Link Speed (mph)		30			35			35		30	
Link Distance (ft)		568			629			392		295	
Travel Time (s)		12.9			12.3			7.6		6.7	
Peak Hour Factor	0.84	0.84	0.84	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	476	0	668	186	1804	0	0	1125	374	0	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	476	0	668	186	1804	0	0	1499	0	0	0
Turn Type	Prot		Prot	D.P+P	NA			NA			
Protected Phases	4		4	1	1 2			2			
Permitted Phases				2							
Detector Phase	4		4	1	1 2			2			
Switch Phase											
Minimum Initial (s)	7.0		7.0	5.0				15.0			
Minimum Split (s)	21.0		21.0	9.5				23.0			
Total Split (s)	22.0		22.0	10.0				68.0			
Total Split (%)	22.0%		22.0%	10.0%				68.0%			
Yellow Time (s)	3.3		3.3	3.0				4.1			
All-Red Time (s)	3.3		3.3	1.0				3.9			
Lost Time Adjust (s)	0.0		0.0	0.0				0.0			
Total Lost Time (s)	6.6		6.6	4.0				8.0			
Lead/Lag				Lead				Lag			
Lead-Lag Optimize?											
Recall Mode	None		None	Min				C-Max			
Act Effct Green (s)	15.4		15.4	70.0	74.0			60.0			
Actuated g/C Ratio	0.15		0.15	0.70	0.74			0.60			
v/c Ratio	0.88		1.28	0.82	0.71			0.75			
Control Delay	60.9		173.4	25.4	7.0			10.2			
Queue Delay	0.0		0.4	0.0	32.0			0.0			
Total Delay	60.9		173.8	25.4	39.0			10.2			
LOS	E		F	C	D			B			
Approach Delay		126.8			37.7			10.2			
Approach LOS		F			D			B			

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Queue Length 50th (ft)	155		~278	50	224			115			
Queue Length 95th (ft)	#213		#361	m55	m244			133			
Internal Link Dist (ft)		488			549			312		215	
Turn Bay Length (ft)				125							
Base Capacity (vph)	539		520	227	2556			2011			
Starvation Cap Reductn	0		0	0	316			0			
Spillback Cap Reductn	0		23	0	857			0			
Storage Cap Reductn	0		0	0	0			0			
Reduced v/c Ratio	0.88		1.34	0.82	1.06			0.75			

Intersection Summary

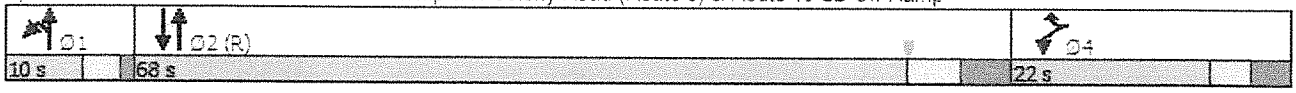
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 50.8 Intersection LOS: D
Intersection Capacity Utilization 77.3% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Route 15 SB On-Ramp & N Colony Road (Route 5) & Route 15 SB Off-Ramp



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4
Lane Configurations								
Traffic Volume (vph)	142	342	1608	387	355	1080		
Future Volume (vph)	142	342	1608	387	355	1080		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	11	11	11	11		
Storage Length (ft)	0	0		0	175			
Storage Lanes	1	1		0	1			
Taper Length (ft)	25				25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95		
Frt		0.850	0.971					
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1805	1615	3361	0	1745	3490		
Flt Permitted	0.950				0.082			
Satd. Flow (perm)	1805	1615	3361	0	151	3490		
Right Turn on Red		Yes		No				
Satd. Flow (RTOR)		31						
Link Speed (mph)	30		35			35		
Link Distance (ft)	466		179			629		
Travel Time (s)	10.6		3.5			12.3		
Peak Hour Factor	0.89	0.89	0.96	0.96	0.95	0.95		
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%		
Adj. Flow (vph)	160	384	1675	403	374	1137		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	160	384	2078	0	374	1137		
Turn Type	Prot	pt+ov	NA		custom	NA		
Protected Phases	5	1 5	2 4		1	1 2	2	4
Permitted Phases					2			
Detector Phase	5	5			1			
Switch Phase								
Minimum Initial (s)	7.0				5.0		15.0	7.0
Minimum Split (s)	11.0				9.5		24.4	15.0
Total Split (s)	20.0				10.0		55.0	15.0
Total Split (%)	20.0%				10.0%		55%	15%
Yellow Time (s)	3.0				3.0		4.1	4.1
All-Red Time (s)	1.0				1.0		2.3	1.0
Lost Time Adjust (s)	0.0				0.0			
Total Lost Time (s)	4.0				4.0			
Lead/Lag					Lead		Lag	
Lead-Lag Optimize?								
Recall Mode	None				None		C-Max	None
Act Effct Green (s)	16.0	26.0	63.6		57.0	61.0		
Actuated g/C Ratio	0.16	0.26	0.64		0.57	0.61		
v/c Ratio	0.56	0.87	0.97		2.07	0.53		
Control Delay	46.9	53.8	9.1		511.8	8.8		
Queue Delay	0.1	0.0	42.1		0.0	0.0		
Total Delay	47.1	53.8	51.2		511.8	8.8		
LOS	D	D	D		F	A		
Approach Delay	51.8		51.2			133.3		
Approach LOS	D		D			F		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4
Queue Length 50th (ft)	95	217	58		~340	152		
Queue Length 95th (ft)	160	#376	m51		m#486	m178		
Internal Link Dist (ft)	386		99			549		
Turn Bay Length (ft)					175			
Base Capacity (vph)	288	442	2137		181	2128		
Starvation Cap Reductn	0	0	327		0	0		
Spillback Cap Reductn	5	0	0		0	19		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	0.57	0.87	1.15		2.07	0.54		

Intersection Summary

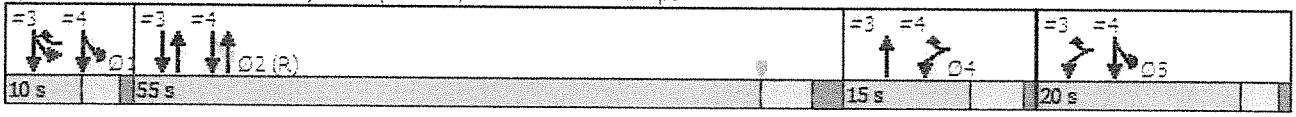
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.07
Intersection Signal Delay: 81.3 Intersection LOS: F
Intersection Capacity Utilization 96.3% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: N Colony Road (Route 5) & Route 15 NB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø5
Lane Configurations								
Traffic Volume (vph)	39	297	1698	65	142	1080		
Future Volume (vph)	39	297	1698	65	142	1080		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	11	11	11	11		
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	0.95		
Frt		0.850	0.994					
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1805	2842	3436	0	1745	3490		
Flt Permitted	0.950				0.082			
Satd. Flow (perm)	1805	2842	3436	0	151	3490		
Right Turn on Red		No		Yes				
Satd. Flow (RTOR)			5					
Link Speed (mph)	30		35			35		
Link Distance (ft)	493		498			179		
Travel Time (s)	11.2		9.7			3.5		
Peak Hour Factor	0.88	0.88	0.94	0.94	0.90	0.90		
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%		
Adj. Flow (vph)	44	338	1806	69	158	1200		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	44	338	1875	0	158	1200		
Turn Type	Prot	Prot	NA		D.P+P	NA		
Protected Phases	4	4	2		1 5	1 2 5	1	5
Permitted Phases					2			
Detector Phase	4	4			1			
Switch Phase								
Minimum Initial (s)	7.0	7.0	15.0				5.0	7.0
Minimum Split (s)	15.0	15.0	24.4				9.5	11.0
Total Split (s)	15.0	15.0	55.0				10.0	20.0
Total Split (%)	15.0%	15.0%	55.0%				10%	20%
Yellow Time (s)	4.1	4.1	4.1				3.0	3.0
All-Red Time (s)	1.0	1.0	2.3				1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0					
Total Lost Time (s)	5.1	5.1	6.4					
Lead/Lag			Lag				Lead	
Lead-Lag Optimize?								
Recall Mode	None	None	C-Max				None	None
Act Effct Green (s)	9.9	9.9	48.6		77.0	81.0		
Actuated g/C Ratio	0.10	0.10	0.49		0.77	0.81		
v/c Ratio	0.25	1.20	1.12		0.30	0.42		
Control Delay	45.5	160.1	89.5		22.3	0.9		
Queue Delay	0.0	0.0	0.1		4.9	0.1		
Total Delay	45.5	160.1	89.6		27.2	1.0		
LOS	D	F	F		C	A		
Approach Delay	146.9		89.6			4.1		
Approach LOS	F		F			A		
Queue Length 50th (ft)	26	~149	~731		35	10		
Queue Length 95th (ft)	59	#239	#872		91	23		
Internal Link Dist (ft)	413		418			99		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø5
Turn Bay Length (ft)								
Base Capacity (vph)	178	281	1672		530	2826		
Starvation Cap Reductn	0	0	0		304	601		
Spillback Cap Reductn	0	0	54		0	0		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	0.25	1.20	1.16		0.70	0.54		

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.07
Intersection Signal Delay: 63.6 Intersection LOS: E
Intersection Capacity Utilization 75.6% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: N Colony Road (Route 5) & Yale Avenue

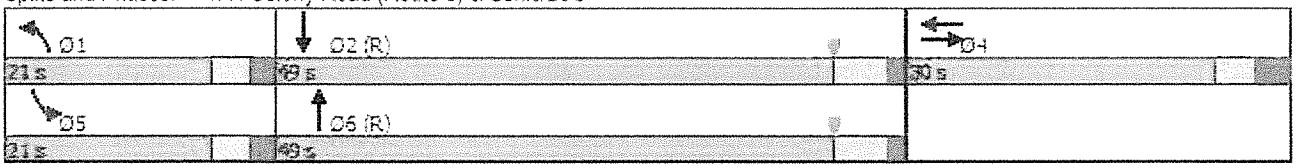
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	13	267	1	200	39	1992	348	168	1149	19
Future Volume (vph)	13	1	13	267	1	200	39	1992	348	168	1149	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Storage Length (ft)	0		0	0		0	175		225	200		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	0.95
Frt		0.864				0.850			0.850		0.998	
Flt Protected	0.950				0.953		0.950			0.950		
Satd. Flow (prot)	1805	1642	0	0	1811	1615	1745	5014	1561	1745	3483	0
Flt Permitted	0.361				0.711		0.950			0.950		
Satd. Flow (perm)	686	1642	0	0	1351	1615	1745	5014	1561	1745	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				215			303		2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		225			241			400			709	
Travel Time (s)		5.1			5.5			7.8			13.8	
Peak Hour Factor	0.64	0.64	0.64	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	20	2	20	287	1	215	41	2119	370	183	1249	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	22	0	0	288	215	41	2119	370	183	1270	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4		4			6			
Detector Phase	4	4		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	26.0	10.0	20.7	20.7	10.0	20.7	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	21.0	49.0	49.0	21.0	49.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%	30.0%	21.0%	49.0%	49.0%	21.0%	49.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.9	2.9		2.9	2.9	2.9	2.0	1.6	1.6	2.0	1.6	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9			5.9	5.9	5.0	5.7	5.7	5.0	5.7	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.0	23.0			23.0	23.0	7.0	46.7	46.7	13.7	57.5	
Actuated g/C Ratio	0.23	0.23			0.23	0.23	0.07	0.47	0.47	0.14	0.58	
v/c Ratio	0.13	0.06			0.93	0.40	0.34	0.91	0.42	0.77	0.63	
Control Delay	32.2	13.8			74.4	6.8	45.3	28.5	5.6	62.2	17.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	34.8	0.4	0.0	1.6	
Total Delay	32.2	13.8			74.4	6.8	45.3	63.3	6.0	62.2	19.1	
LOS	C	B			E	A	D	E	A	E	B	
Approach Delay		22.6			45.5			54.7			24.6	
Approach LOS		C			D			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	1			178	0	26	406	19	112	303	
Queue Length 95th (ft)	21	12			#330	57	m29	m#495	m65	#189	405	
Internal Link Dist (ft)		145			161			320			629	
Turn Bay Length (ft)							175		225	200		
Base Capacity (vph)	165	410			325	552	279	2341	890	279	2005	
Starvation Cap Reductn	0	0			0	0	0	368	190	0	0	
Spillback Cap Reductn	0	2			0	0	0	0	0	0	516	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.05			0.89	0.39	0.15	1.07	0.53	0.66	0.85	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 54 (54%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 43.7 Intersection LOS: D
Intersection Capacity Utilization 83.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N Colony Road (Route 5) & Sonic/BJ's



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	0	137	367	64	536	123	1701	0	0	1337	92
Future Volume (vph)	142	0	137	367	64	536	123	1701	0	0	1337	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	12
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	2		1	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					0.99							
Frt			0.850		0.881	0.850					0.990	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	3467	0	1599	3502	1573	1534	1728	3455	0	0	3453	0
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	3467	0	1599	3502	1573	1534	1728	3455	0	0	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76		32	115					9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		274			568			150			400	
Travel Time (s)		6.2			12.9			2.9			7.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	1%	1%	0%	0%	0%	1%
Adj. Flow (vph)	154	0	149	437	76	638	126	1736	0	0	1453	100
Shared Lane Traffic (%)						45%						
Lane Group Flow (vph)	154	0	149	437	363	351	126	1736	0	0	1553	0
Turn Type	Prot		pt+ov	Split	NA	Prot	Prot	NA			NA	
Protected Phases	5		1 5	4	4	4	1	1 2			2	
Permitted Phases												
Detector Phase	5		1 5	4	4	4	1					
Switch Phase												
Minimum Initial (s)	5.0			7.0	7.0	7.0	5.0				15.0	
Minimum Split (s)	10.0			12.5	12.5	12.5	11.3				23.0	
Total Split (s)	13.0			21.0	21.0	21.0	19.0				47.0	
Total Split (%)	13.0%			21.0%	21.0%	21.0%	19.0%				47.0%	
Yellow Time (s)	3.0			3.5	3.5	3.5	3.0				3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0	1.0				1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0				0.0	
Total Lost Time (s)	5.0			5.5	5.5	5.5	4.0				4.5	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode	None			Min	Min	Min	Min				C-Max	
Act Effct Green (s)	7.4		19.9	15.5	15.5	15.5	11.5	62.6			46.6	
Actuated g/C Ratio	0.07		0.20	0.16	0.16	0.16	0.12	0.63			0.47	
v/c Ratio	0.60		0.39	0.81	1.34	1.05	0.64	0.80			0.96	
Control Delay	54.9		12.6	53.6	210.0	92.3	33.8	3.2			33.4	
Queue Delay	10.0		0.3	0.9	1.7	19.0	28.0	4.9			0.7	
Total Delay	65.0		12.8	54.5	211.7	111.3	61.8	8.2			34.2	
LOS	E		B	D	F	F	E	A			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.3			121.4			11.8			34.2	
Approach LOS		D			F			B			C	
Queue Length 50th (ft)	49		26	140	~302	~187	73	26			516	
Queue Length 95th (ft)	81		58	179	#446	#329	m81	28			#718	
Internal Link Dist (ft)		194			488			70			320	
Turn Bay Length (ft)												
Base Capacity (vph)	277		441	542	270	334	259	2163			1615	
Starvation Cap Reductn	0		0	0	0	0	125	68			11	
Spillback Cap Reductn	92		57	18	33	46	0	363			9	
Storage Cap Reductn	0		0	0	0	0	0	0			0	
Reduced v/c Ratio	0.83		0.39	0.83	1.53	1.22	0.94	0.96			0.97	

Intersection Summary

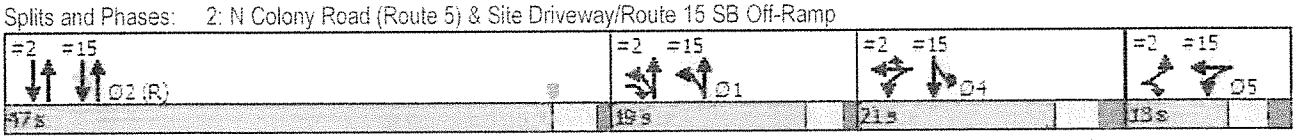
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 46.5 Intersection LOS: D
Intersection Capacity Utilization 84.6% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Colony Road (Route 5) & Site Driveway/Route 15 SB Off-Ramp



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4
Queue Length 50th (ft)	101	216	~776		~237	139		
Queue Length 95th (ft)	#206	#354	m47		m#283	m111		
Internal Link Dist (ft)	386		99			391		
Turn Bay Length (ft)					175			
Base Capacity (vph)	198	499	2005		339	2303		
Starvation Cap Reductn	0	0	320		0	491		
Spillback Cap Reductn	0	0	57		0	0		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	0.81	0.78	1.26		1.12	0.66		

Intersection Summary

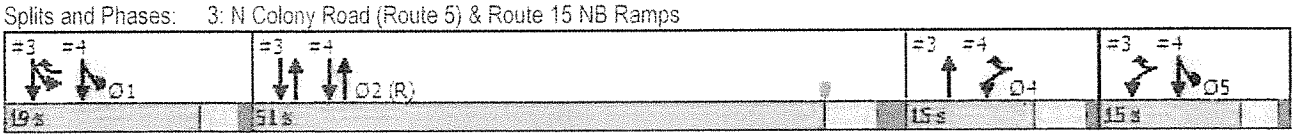
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 45.2 Intersection LOS: D
Intersection Capacity Utilization 98.0% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: N Colony Road (Route 5) & Route 15 NB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4
Lane Configurations								
Traffic Volume (vph)	142	348	1658	387	361	1130		
Future Volume (vph)	142	348	1658	387	361	1130		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	11	11	11	11		
Storage Length (ft)	0	0		0	175			
Storage Lanes	1	1		0	1			
Taper Length (ft)	25				25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95		
Frt		0.850	0.972					
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1805	1615	3365	0	1745	3490		
Flt Permitted	0.950				0.090			
Satd. Flow (perm)	1805	1615	3365	0	165	3490		
Right Turn on Red		Yes		No				
Satd. Flow (RTOR)		21						
Link Speed (mph)	30		35			35		
Link Distance (ft)	466		179			471		
Travel Time (s)	10.6		3.5			9.2		
Peak Hour Factor	0.89	0.89	0.96	0.96	0.95	0.95		
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%		
Adj. Flow (vph)	160	391	1727	403	380	1189		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	160	391	2130	0	380	1189		
Turn Type	Prot	pt+ov	NA		custom	NA		
Protected Phases	5	1 5	2 4		1	1 2	2	4
Permitted Phases					2			
Detector Phase	5	5			1			
Switch Phase								
Minimum Initial (s)	7.0				5.0		15.0	7.0
Minimum Split (s)	11.0				9.5		24.4	15.0
Total Split (s)	15.0				19.0		51.0	15.0
Total Split (%)	15.0%				19.0%		51%	15%
Yellow Time (s)	3.0				3.0		4.1	4.1
All-Red Time (s)	1.0				1.0		2.3	1.0
Lost Time Adjust (s)	0.0				0.0			
Total Lost Time (s)	4.0				4.0			
Lead/Lag					Lead		Lag	
Lead-Lag Optimize?								
Recall Mode	None				None		C-Max	None
Act Effct Green (s)	11.0	30.0	59.6		62.0	66.0		
Actuated g/C Ratio	0.11	0.30	0.60		0.62	0.66		
v/c Ratio	0.81	0.78	1.06		1.12	0.52		
Control Delay	73.6	43.0	38.8		102.5	5.8		
Queue Delay	0.0	0.0	16.2		0.0	0.3		
Total Delay	73.6	43.0	55.0		102.5	6.2		
LOS	E	D	E		F	A		
Approach Delay	51.9		55.0			29.5		
Approach LOS	D		E			C		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø5
Lane Configurations								
Traffic Volume (vph)	39	299	1746	65	144	1128		
Future Volume (vph)	39	299	1746	65	144	1128		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	11	11	11	11		
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	0.95		
Frt		0.850	0.995					
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1805	2842	3439	0	1745	3490		
Flt Permitted	0.950				0.090			
Satd. Flow (perm)	1805	2842	3439	0	165	3490		
Right Turn on Red		No		Yes				
Satd. Flow (RTOR)			5					
Link Speed (mph)	30		35			35		
Link Distance (ft)	500		498			179		
Travel Time (s)	11.4		9.7			3.5		
Peak Hour Factor	0.88	0.88	0.94	0.94	0.90	0.90		
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%		
Adj. Flow (vph)	44	340	1857	69	160	1253		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	44	340	1926	0	160	1253		
Turn Type	Prot	Prot	NA		D.P+P	NA		
Protected Phases	4	4	2		1 5	1 2 5	1	5
Permitted Phases					2			
Detector Phase	4	4			1			
Switch Phase								
Minimum Initial (s)	7.0	7.0	15.0				5.0	7.0
Minimum Split (s)	15.0	15.0	24.4				9.5	11.0
Total Split (s)	15.0	15.0	51.0				19.0	15.0
Total Split (%)	15.0%	15.0%	51.0%				19%	15%
Yellow Time (s)	4.1	4.1	4.1				3.0	3.0
All-Red Time (s)	1.0	1.0	2.3				1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0					
Total Lost Time (s)	5.1	5.1	6.4					
Lead/Lag			Lag				Lead	
Lead-Lag Optimize?								
Recall Mode	None	None	C-Max				None	None
Act Effct Green (s)	9.9	9.9	44.6		77.0	81.0		
Actuated g/C Ratio	0.10	0.10	0.45		0.77	0.81		
v/c Ratio	0.25	1.21	1.25		0.27	0.44		
Control Delay	45.5	162.7	147.0		9.0	1.3		
Queue Delay	0.0	0.0	0.1		3.2	0.1		
Total Delay	45.5	162.7	147.1		12.2	1.5		
LOS	D	F	F		B	A		
Approach Delay	149.3		147.1			2.7		
Approach LOS	F		F			A		
Queue Length 50th (ft)	26	~151	~817		19	25		
Queue Length 95th (ft)	59	#241	#958		m58	29		
Internal Link Dist (ft)	420		418			99		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø5
Turn Bay Length (ft)								
Base Capacity (vph)	178	281	1536		601	2826		
Starvation Cap Reductn	0	0	0		346	511		
Spillback Cap Reductn	0	0	60		0	0		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	0.25	1.21	1.30		0.63	0.54		

Intersection Summary

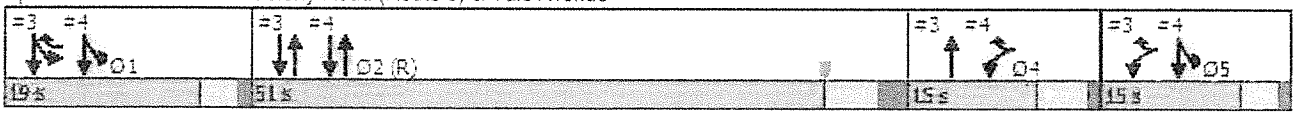
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 92.5 Intersection LOS: F
Intersection Capacity Utilization 77.1% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: N Colony Road (Route 5) & Yale Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	5	5	182	1819	5	5	1486	350
Future Volume (vph)	0	0	0	5	5	5	182	1819	5	5	1486	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.955						0.971	
Flt Protected					0.984		0.950			0.950		
Satd. Flow (prot)	0	0	0	0	1785	0	1805	3574	0	1805	3505	0
Flt Permitted					0.984		0.086			0.950		
Satd. Flow (perm)	0	0	0	0	1785	0	163	3574	0	1805	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5						50	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		151			185			471			150	
Travel Time (s)		3.4			4.2			9.2			2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	5	5	5	186	1856	5	5	1615	380
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	15	0	186	1861	0	5	1995	0
Turn Type				Split	NA		custom	NA		Prot	NA	
Protected Phases				5	5		1	1 2		4	2 4	
Permitted Phases							2					
Detector Phase				5	5		1			4		
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0			7.0		
Minimum Split (s)				10.0	10.0		11.3			12.5		
Total Split (s)				13.0	13.0		19.0			21.0		
Total Split (%)				13.0%	13.0%		19.0%			21.0%		
Yellow Time (s)				3.0	3.0		3.0			3.5		
All-Red Time (s)				2.0	2.0		1.0			2.0		
Lost Time Adjust (s)					0.0		0.0			0.0		
Total Lost Time (s)					5.0		4.0			5.5		
Lead/Lag							Lag					
Lead-Lag Optimize?												
Recall Mode				None	None		Min			Min		
Act Effct Green (s)					7.4		58.6	62.6		15.5	63.1	
Actuated g/C Ratio					0.07		0.59	0.63		0.16	0.63	
v/c Ratio					0.11		0.66	0.83		0.02	0.89	
Control Delay					36.1		21.0	7.7		37.2	6.2	
Queue Delay					0.0		0.0	9.1		0.0	2.8	
Total Delay					36.1		21.0	16.8		37.2	9.0	
LOS					D		C	B		D	A	
Approach Delay					36.1			17.2			9.0	
Approach LOS					D			B			A	
Queue Length 50th (ft)					6		53	176		3	43	

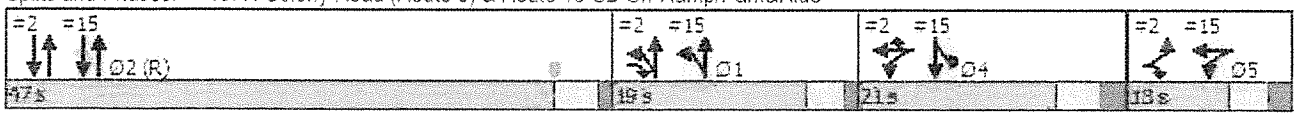
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	23.0
Total Split (s)	47.0
Total Split (%)	47%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)					26		m51	m143		m3	m#71	
Internal Link Dist (ft)		71			105			391			70	
Turn Bay Length (ft)							125					
Base Capacity (vph)					147		347	2237		279	2231	
Starvation Cap Reductn					0		0	366		0	150	
Spillback Cap Reductn					0		0	303		0	0	
Storage Cap Reductn					0		0	0		0	0	
Reduced v/c Ratio					0.10		0.54	0.99		0.02	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 77.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: N Colony Road (Route 5) & Route 15 SB On-Ramp/Park&Ride



Lane Group	Ø2
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

42-209

VN ENGINEERS, INC.
116 Washington Avenue
North Haven, CT 06473
www.VNEngineers.com

TRAFFIC INFRASTRUCTURE PLANNING
Tel: (203) 234-7862
Fax: (203) 234-9154

January 13, 2021

Mr. Tom Talbot
Assistant to the Town Planner
Room #G-40
45 South Main Street
Wallingford, CT 06492

Re: Traffic Peer Review
Proposed 7-Eleven Convenience Store with Fueling Operations
1033 North Colony Road (U.S. Route 5)
Wallingford, Connecticut

Dear Mr. Talbot,

VN Engineers, Inc. (VNE) is pleased to provide this peer review of the traffic impact study and site plan for the proposed 7-Eleven convenience store and fueling facility at 1033 North Colony Road (U.S. Route 5) in Wallingford, Connecticut. The 2.1-acre project site is located adjacent to the existing Sonic Restaurant, across from the Route 15 Southbound, Exit 66 off-ramp, within the Route 5 District (RF-40) zone. The site is presently vacant. The project includes the construction of a 5,463 square-foot convenience store, with two in-store eateries, and a fueling facility with 12 gas pumps (24 fueling positions). The project will include 43 new parking spaces plus 10 additional spaces for the existing Sonic Restaurant. Cross-access is proposed with the existing Sonic Restaurant via two two-way drive aisles.

The following information was provided to VNE for review:

- Overall Site Plan (Sheet C-4) prepared by Stonefield Engineering & Design, dated November 6, 2020
- Site Plan (Sheet C-5) prepared by Stonefield Engineering & Design, dated November 6, 2020
- Vehicle Circulation Plan (Sheet 1 of 1) prepared by Stonefield Engineering & Design, dated November 6, 2020
- Traffic Impact Study prepared by Milone and MacBroom, dated November 6, 2020
- Revised Synchro reports and traffic figures prepared by Milone and MacBroom, emailed on December 21, 2020.

Overall, the traffic impact study has been performed in a professional manner in accordance with standard traffic engineering procedures, however, additional information should be provided to demonstrate that the proposed development will not have an adverse impact within the study area. Based on our review of the information provided, we offer the following comments:

Site Environs

1. The study area that is presented in the traffic study report was expanded based on comments from the Town to include the intersection of North Colony Road and Yale Avenue. The revised study area is appropriate for analyzing the impacts of the proposed development.

Crash History

2. The crash analysis study period includes time during the Covid-19 pandemic, when many businesses and services were shut down. The study period should be revised to analyze the three-year period between January 1, 2017 and December 31, 2019 to account for pre-Covid operations.

3. The crash analysis determined that crashes at the intersection of North Colony Road with the Route 15 southbound ramps and Park & Ride driveway were predominately rear-end and angle collisions. The traffic signal clearance intervals should be re-calculated and adjusted as part of the new signal design to help improve safety at this location.

4. The crash analysis identifies that most crashes (approximately 30%) were angle collisions that involved a driver traveling northbound along Route 5 and a driver exiting the off-ramp and were due to one driver running the red light. Due to the current signal head placement, Northbound drivers running a red light at this intersection are faced with a confusing situation where they must decide to either stop between the Park & Ride driveway and the Route 15 southbound off-ramp or continue approximately 240 feet past the off-ramps to clear the intersection. No stop bar or supplemental traffic heads are located south of the ramp to better define what these drivers should do. This situation also applies to drivers legally turning right out of the Park & Ride lot when northbound North Colony Road traffic is stopped. The improvements shown on the Conceptual Transportation Mitigation Plan (Figure 10) will address this safety issue and better define how drivers should progress through this section of the corridor.

5. The crash analysis identifies that approximately 13 percent of crashes were angle crashes involving a driver traveling northbound on North Colony Road making a left turn onto the Route 15 southbound on-ramp and opposing drivers traveling southbound on North Colony Road. The study attributes these crashes to lack of visibility of the oncoming traffic in the farther opposing through-lane and congestion. In the existing condition, drivers traveling southbound that enter the southbound left-turn lane to access the Park & Ride lot can block the visibility of drivers in the northbound left-turn lane to see oncoming traffic. The proposed concept shows the southbound left-turn lane slightly offset to the west, potentially further restricting this visibility. Both the existing and proposed signal phasing allows for protected-permitted northbound left-turns. Has the use of protected-only left-turn phasing been considered for the northbound left turns from North Colony Road onto the Route 15 southbound ramps? Is adequate turn-lane capacity and storage available with this potential change? This change could potentially improve safety for this movement if there is available capacity.

Baseline Traffic Volumes

6. The turning movement counts were collected by CTDOT on Thursday, April 4, 2019 during the weekday morning and afternoon peaks for the Route 5 Corridor Study. The counts were conducted prior to the Covid-19 Pandemic and are appropriate for use in this study.

7. The peak traffic generation for the proposed convenience store and fueling station during the Saturday mid-day traffic peak is expected to be comparable to that estimated for the weekday morning and afternoon peak-hours. Due to the project's location on Route 5 and the proximity to other nearby retail, service, and commercial developments along Route 5, which experience heavy traffic demand during the Saturday mid-day traffic peak, we believe additional analysis is warranted to provide the town with an understanding of how traffic will operate and demonstrate that the development will not have an adverse impact on traffic operation in the study area. We recognize the challenges associated with developing reliable baseline traffic data during COVID 19. The following approaches would be acceptable for estimating baseline Saturday peak-hour data:

    a. Obtain Saturday midday peak-hour traffic data from previous traffic studies for nearby developments with an ambient growth rate applied to account for background growth to the build year.

    b. Perform Saturday midday peak-hour traffic counts and adjust to pre-Covid conditions using hourly calibrated AADT volumes from StreetLight Data (streetlightdata.com) for the mainline approaches. Streetlight turning movement count data should not be used.

    c. Perform Saturday midday peak-hour traffic counts and adjust to pre-Covid conditions using a new check count to be performed at the intersection of North Colony Road and the Route 15 southbound off-ramp during the weekday afternoon peak. A comparison between the check count and the pre-Covid volumes used in this traffic study at this intersection can be used to estimate the difference between the Saturday volumes that will be collected and those that would have been expected pre-Covid.

8. The baseline traffic volumes were added to the study for the intersection of Yale Avenue with North Colony Road. The volumes balance with the adjacent intersection. The report text should be revised to address how these volumes were estimated.

Future Traffic Volumes

9. A 0.7 percent annual growth rate was applied to the baseline traffic count data for the build year of 2021 to account for background traffic growth within the study area. This growth rate, which was confirmed with the CTDOT Bureau of Policy and Planning, is acceptable.

10. The study addresses that there are no other major developments anticipated that would impact traffic within the study area. Based on VNE's review of the projects currently under review with the Office of the State Traffic Administration (OSTA), no additional developments were identified that should be accounted for in the study.

11. The traffic volumes depicted in the 2021 No-Build Traffic Volumes (Figure 3) reflect the application of the annual 0.7 percent background growth rate identified by CTDOT.

Anticipated Site Traffic and Distribution

12. The number of new trips generated by the proposed convenience store and fueling facility was estimated using Land Use Code 960: Super Convenience Market/ Gas Station per the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. Per the report, the use of this land use code was approved by CTDOT after presenting several other options. Based on an independent review of other similar land use codes, this land use code provides the most conservative estimate of trips that will be generated by the development and is appropriate for use in this study.

13. As noted in comment #7, the trip generation for the proposed development during the Saturday peak-hour is expected to be comparable to that for the weekday morning and afternoon peak-hours. The trip generation for this peak-hour should be included in the study.

14. The traffic study uses a 60 percent pass-by credit in determining the number of new site-generated trips on the transportation network. This pass-by rate is in line with the pass-by rates published in the ITE Trip Generation Handbook, 3rd Edition and would be expected with the nature of the proposed convenience store and gas station uses. The use of the 60 percent pass-by rate was confirmed to be acceptable with the CTDOT Bureau of Policy and Planning.

15. The traffic report should clarify whether the pass-by trips from the Route 15 ramps are going to visit the site and then get back on to Route 15 or if they will continue on to a local destination via Route 5. If they will be returning onto Route 15, then these pass-by trips would constitute new trips that get diverted to and from the local network and the figures and analysis should be adjusted accordingly.

16. The Site-Generated Traffic Distribution Figures 4 (Pass-by Traffic) and Figure 5 (New Traffic) are labeled as being for the Weekday Morning Peak Hour. These labels should be revised since it does not appear that separate distribution figures are provided for the morning and afternoon peaks.

17. The Site-Generated Traffic Distribution: New Traffic (Figure 5), the Site-Generated Traffic Volumes: New Traffic (Figure 7), and the Site-Generated Traffic Volumes: (Figure 8) do not include any new traffic to and from Yale Avenue. It is anticipated that some new traffic from the development would be generated on Yale Avenue.

18. Minor differences were identified when checking the site-generated trip distribution percentages to the trip generation estimates for the pass-by and new trips. These differences were determined to be less than 10 vehicles per hour combined at all locations. While these differences are not expected to have a significant impact on the analyses, they should be corrected in the revised report.

Site Access

19. The intersection sight distance provided in the traffic report is based on the posted speed limit. It should be based on the 85th percentile speeds along North Colony Road. The intersection sight distance triangles should also be added to the site plans.

20. The site plan shows that the concrete pad around the gas pumps will be located approximately 80 feet from the stop bar with an adjacent 28-foot two-way driveway aisle along the east edge

of the fueling pad. If the gas pumps along the east side of the fueling pad are occupied, then any additional vehicles waiting for these pumps will queue into the two-way travel lane along the front of the site, blocking access in this driveway and impeding circulation. Has the applicant considered promoting one-directional gas pump access from the back of the site to the front? Do Not Enter signs could be posted on the east side of the pumps facing east to encourage this circulation pattern and promote queuing at the back of the site away from the primary access driveway.

21. The site plan proposes cross-connection with the Sonic restaurant to the north via two two-way access driveways. Has the applicant considered making these cross-connections one-way driveways with the east driveway one-way to the north and the west driveway one-way to the south. This would direct the traffic from the Sonic site away from the front access aisle along the east side of the pump pad and promote the traffic flow around the pumps in a counter-clockwise pattern to exit the site. Alternatively, a similar traffic flow could be achieved by closing the east driveway and maintaining the west driveway as two-way traffic.

22. The 95th percentile queues for vehicles exiting the site driveway are calculated to be approximately 40 feet for the eastbound right-turn lane and approximately 90 feet for the eastbound dual left-turn lanes during both peak periods analyzed. Due to the limited storage for the northernmost left-turn lane and the right-turn lane, it is anticipated that there may be periods when the queues will extend further into the site because access to these exit lanes will be blocked. Given that access to the northernmost left-turn lane and right-turn lane may be restricted in these instances, has the applicant considered an exclusive left-turn with shared left/right turn lane arrangement to reduce the width of the site driveway?

23. An ADA accessible sidewalk ramp should be provided where the proposed sidewalk meets the site driveway.

24. The stop bar at the exit driveway should be pushed further away from North Colony Road to maintain a minimum 4 feet separation from the pedestrian crossing path.

Offsite Traffic Impact Mitigation

25. The proposed offsite improvements will include geometric, signing/pavement marking, and traffic signal improvements that will separate the existing signal at the intersection of North Colony Road with the Route 15 southbound off-ramps into two clustered signals that will operate under the same traffic controller. The proposed offsite improvements will require Encroachment Permitting with CTDOT. Based on discussions with MMI, the proposed plans have been submitted to CTDOT as part of this process and the review is ongoing.

26. The Conceptual Transportation Mitigation Plan (Figure 10) shows the proposed geometric and pavement marking improvements. Can the conceptual span poles or mast arms with signal faces be added to this plan to help clarify the new signal locations and provide a better understanding of how the signals will work?

27. The eastbound right-turn lane out of the proposed development will include an overlap phase that coincides with the protected northbound left-turn phase from North Colony Road onto the Route 15 southbound on-ramp. No traffic control is proposed to assign right-of-way for these potentially conflicting movements. Further analysis or design is needed to either eliminate the

right-turn overlap or possibly change the proposed painted median to a curbed median with a yield or stop sign for the southbound right-turning traffic.

28. New signal heads and a stop bar will be added to control the northbound North Colony Road approach at the Route 15 southbound ramps. As identified in comment #4, signal heads and a stop bar do not exist at this location, causing confusion for drivers caught in the area between the Park & Ride lot and the Route 15 southbound ramps. This change is expected to improve the safety at this approach. The Conceptual Transportation Mitigation Plan (Figure 10) should be updated to show the conceptual span/mast arm layout along with the associated signal heads.

29. New signal heads and a stop bar are proposed at the southbound North Colony Road left-turn lane into the Park & Ride lot. This movement will operate with protected only phasing to enter the Park & Ride lot. This improvement is expected to improve safety for vehicles turning left into the Park & Ride lot. The Conceptual Transportation Mitigation Plan (Figure 10) should be updated to show the conceptual span/mast arm layout along with the associated signal heads.

30. New signal heads and a stop bar are proposed for vehicles exiting the Park & Ride lot. These improvements are expected to improve the safety of vehicles exiting this lot, particularly those turning left to travel southbound on North Colony Road. This will also better define the operation for vehicles turning right out of the lot. Currently, drivers can exit the lot while northbound traffic on North Colony Road is stopped. There is some confusion once drivers turn onto North Colony Road in this situation because no stop bars or signal heads exist between the Park & Ride lot and the Route 15 southbound off-ramps. The Conceptual Transportation Mitigation Plan (Figure 10) should be updated to show the conceptual span/mast arm layout along with the associated signal heads.

31. The existing signal at the intersection of North Colony Road with the Route 15 southbound off-ramps currently includes pedestrian push-buttons to call the side-street green phase to allow pedestrians to cross at the north leg of the intersection. The existing push-buttons are located in an awkward location behind the stop bar, which does not promote pedestrian crossings in front of stopped traffic. Will a concurrent pedestrian phase and crosswalk be implemented at this intersection to promote the safe crossing of pedestrians at this location? It is anticipated that the stop bar at the southbound North Colony Road approach to this intersection would need to be pushed to the north to encourage drivers to stop behind the crosswalk.

Traffic Capacity Analysis

32. The capacity analysis performed for this traffic study follows the standard traffic engineering methodologies outlined in the Highway Capacity Manual and was performed using Synchro software to provide a comparison between the future 2021 Build and 2021 No-Build Scenarios.

33. The No-Build traffic capacity analysis was reviewed with respect to the traffic volumes, peak hourly factors, and heavy vehicle percentages obtained from the count data. The geometry and signal phasing and timings identified on the latest CTDOT signal plans and time-space diagrams were also reviewed. The traffic capacity analysis performed for this study accurately models these various inputs.

34. The Build traffic capacity analysis was reviewed with respect to the traffic volumes, peak hourly factors, and heavy vehicle percentages estimated for the proposed development. The revised geometry was modeled according to the Conceptual Transportation Mitigation Plan (Figure 10) presented in the study. With the exception of the possible signal phasing changes noted in comments #5 and #25, the proposed phasing and timing plans are appropriate for the proposed offsite improvements.

35. The Capacity Analysis Summary (Table 3) should be updated to reflect the revised analysis provided in the email dated December 23, 2020 to account for the addition of Yale Avenue to the study area.

36. A summary of the traffic operations at the intersection of Yale Avenue with North Colony Road should be provided.

37. The summary of impacts that are identified in the traffic report are reflective of the latest Synchro capacity analysis that was performed for this study.

Summary and Conclusions

38. The summary and conclusions should be updated based on any additional or revised analysis.

We hope that this letter is useful in your review for the proposed project. If you have any questions, please do not hesitate to call us.

Sincerely,

Christopher T. Van Zanten, P.E., PTOE
Senior Transportation Engineer

412-20R

roundcube
open source webmail software

Subject **7-ELEVEN SPECIAL PERMIT #412-20**
From Dennis Ceneviva <Dennis@cenevivalaw.com>
To Kacie Hand <kacie.costello@wallingfordct.gov>
Cc Kline, Josh <jkline@stonefieldeng.com>, Pimenta, Christina M <Christina.Pimenta@7-11.com>, Dave Sullivan <DSullivan@mminc.com>, Fleishman, Dorothy <Dorothy.Fleishman@7-11.com>
Date 2021-02-04 5:18 pm

Tom,

Please allow this email to serve as confirmation that my client, 7-Eleven, Inc., with respect to the above-identified matter, hereby requests and consents to an extension of the Public Hearing opened on December 14, 2020 until the next Planning & Zoning Commission meeting on March 8, 2021. As you know, based on the language set forth in CGS 8-7d , the Planning & Zoning Commission has until March 24, 2021 to complete the public hearing on this matter. Further, pursuant to the extension of time for the closing of a public hearing set forth in Executive Order 7-I (19), if needed, the Commission would have an additional 90 days (i.e. June 25, 2021) to complete the Public Hearing.

In any event , it is my hope and the intention of my client to proceed at the March, 2021 meeting.

Thank you and the Commission for their consideration.

Dennis A. Ceneviva, Esq.
Ceneviva Law Firm, LLC
721 Broad Street
Meriden, CT 06450
203-237-8808
FAX 203-237-4240

WIRE FRAUD ALERT- Please contact Debbie Mischler or Attorney Ariana F. Ceneviva for specific wiring instructions BEFORE wiring funds. If you ever receive an email appearing to be from our firm stating that our wire instructions have changed or requesting a wire transfer, please contact us immediately at 203-237-8808 as you may have fallen victim of a scam. Law Firms, Realtors and other professionals are being targeted by sophisticated hackers in an attempt to steal funds by initiating fraudulent wire transfers.

BEST PRACTICES CERTIFIED

********** THIS MESSAGE AND ANY OF ITS ATTACHMENTS ARE INTENDED ONLY FOR THE USE OF THE DESIGNATED RECIPIENT, OR THE RECIPIENT'S DESIGNEE, AND MAY CONTAIN INFORMATION THAT IS CONFIDENTIAL OR PRIVILEGED. IF YOU ARE NOT THE INTENDED RECIPIENT, PLEASE (1) IMMEDIATELY NOTIFY Ceneviva Law Firm, LLC ABOUT THE RECEIPT BY TELEPHONING (203) 237-8808; (2) DELETE ALL COPIES OF THE MESSAGE AND ANY ATTACHMENTS; AND (3) DO NOT DISSEMINATE OR MAKE ANY USE OF ANY OF THEIR CONTENTS

412-20 S

REVISED

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

APPLICATION: **#412-20**

RECEIVED
FEB - 9 2021
WALLINGFORD
PLANNING & ZONING

DATE OF SUBMISSION: November 6, 2020

DATE OF RECEIPT: November 9, 2020

SCHEDULED MEETING: December 14, 2020

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (convenience store-gas fueling facility)/ 7- Eleven, Inc./1033 North Colony Road

LOCATION: 1033 North Colony Road

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: NO COMMENT ON SITE
WILL REQUIRE PLANS FOR BUILDING
& FUELING

RECEIVED
FEB 10 2021
WALLINGFORD
PLANNING & ZONING

SIGNED BY: [signature], FIRE MARSHAL
(Title)

DATE: 2/1/21

RECEIVED
JAN 29 2021
BY: [signature]

412-20T

VN ENGINEERS, INC.
116 Washington Avenue
North Haven, CT 06473
www.VNEngineers.com

TRAFFIC INFRASTRUCTURE PLANNING
Tel: (203) 234-7862
Fax: (203) 234-9154

February 11, 2021

Mr. Tom Talbot
Interim Town Planner
Room #G-40
45 South Main Street
Wallingford, CT 06492

Re: Traffic Peer Review- Response to Comments
Proposed 7-Eleven Convenience Store with Fueling Operations
1033 North Colony Road (U.S. Route 5)
Wallingford, Connecticut

Dear Mr. Talbot,

VN Engineers, Inc. (VNE) is pleased to provide this peer review of the revised traffic analysis, site plan, and response to comments for the proposed 7-Eleven convenience store and fueling facility at 1033 North Colony Road (U.S. Route 15) in Wallingford, Connecticut. Revisions to the traffic analysis and design were provided in response to the comments provided from our previous peer review letter dated January 13, 2021.

The following information was provided to VNE for review:

- Response to Comments letter, prepared by SLR, dated January 25, 2021.
- Response to Comments Saturday Analysis, prepared by SLR, dated February 2, 2021.

The comments from the previous peer review have largely been addressed and the revised study provides a representative analysis of the traffic conditions anticipated with the proposed 7-Eleven Convenience Store with fueling operations. Based on our review of the new information and responses provided, we offer the following comments and clarifications:

Crash History

1. The crash analysis study period was revised to analyze the period between January 1, 2017 and December 31, 2019, prior to the Covid-19 pandemic. This period selected is appropriate for the study.

2. The revised crash analysis identified six more crashes occurring at the intersection of Route 5 with the Route 15 Southbound ramps and the Park & Ride lot. Crashes at the intersection were predominately rear-end and angle collisions, consistent with the findings from the original crash analysis. One of the rear-end crashes that was included in the revised data set resulted in a serious injury. Based on the responses provided, the clearance interval calculations will be recalculated as part of the design of the new signal improvements to ensure that the yellow and all-red clearance times are adequate for the proposed geometry and the revised signal

phasing to address these types of collisions in the future. The clearance intervals will be reviewed by CTDOT as part of encroachment permit process.

3. The revised crash analysis identified a crash between a bicyclist and a vehicle at the southbound off-ramp approach. The traffic study should address if there is any other history of crashes involving bicyclists or pedestrians at this location beyond the period analyzed.

4. The response to comment #5 from the previous review identified that protected-only left-turn phasing was evaluated for the northbound left turns from North Colony Road onto the Route15 southbound on-ramp. Based on the analysis, it was identified that protected-only phasing resulted in northbound left turn average queue lengths that would exceed turn-lane storage capacity. Since the storage capacity cannot be increased without decreasing the storage capacity for the southbound left turns from North Colony Road onto the Route 15 northbound ramp, we agree that the current permitted-protected left-turn phasing for northbound left-turns from North Colony Road onto the Route 15 southbound ramps should be maintained to avoid queue spillback into the northbound through lanes.

Baseline Traffic Volumes

5. In response to comment #8 from the previous review, the baseline traffic volumes for the Yale Avenue intersection were estimated based on spot counts performed on November 18, 2020 and calibrated using CTDOT Automatic Traffic Recorder (ATR) data. It was also noted that these volumes were reviewed and adjusted by CTDOT for use in this study. The process that was followed in estimating the Yale Avenue intersection volumes is appropriate.

6. Additional traffic counts were performed during the Saturday midday peak and adjusted to Pre-Covid conditions using a check count performed at the intersection of North Colony Road and the Route 15 southbound off-ramp during the weekday afternoon peak. The comparison between the check count and the pre-Covid volumes identified that the Saturday counts would need to be increased by a factor of 1.29. The counts at the intersection of North Colony Road with the Route 15 southbound off-ramp were adjusted based on the movement-specific factors identified from comparison between the check counts and the Pre-Covid weekday counts used for the analysis. These factors ranged from between 1.09 and 1.73. The Saturday midday peak-hour counts at the Route 15 southbound off ramp intersection were appropriately adjusted based on these factors and balanced with the adjacent intersections where the 1.29 factor was applied. The methodology used follows that recommended in comment #7.c from the previous peer review.

7. The Saturday analysis letter notes that the adjustment factors that were observed and applied to the Saturday counts may be overstated based on a comparison of ADTs for similar roadways that were obtained from the CTDOT Continuous Count Stations between Pre-Covid and current conditions. The count data presented for similar roadways shows differences between 5 and 16 percent, while the adjustment factors noted from the check counts ranged from 1.09 to 1.73. The study also notes that the impacts to traffic from Covid may have been more pronounced on the Thursday when the check counts were performed than on the Saturday when the midday counts were performed. We do not take exception to these statements and would expect less of an impact from Covid on the Saturday traffic within this study area due to the many nearby essential businesses that are located within the corridor. While we recognize that the baseline data used in this study for the Saturday analysis may be overstated, it does

provide a baseline for comparing the traffic operating conditions between the build and no-build conditions.

8. The Saturday analysis letter provides a comparison between the weekday afternoon and Saturday peak-hour traffic volumes from the 2006 SCRCOG U.S. Route 5 Planning / Preliminary Design Study by URS. The data provided shows that the Saturday peak-hour traffic through the corridor was 70 to 90 percent of the weekday afternoon traffic in the northbound direction and 90 percent to about the same in the southbound direction. The most pronounced differences observed between the Saturday no-build volumes and the weekday afternoon no-build volumes provided in this study are at the intersection of North Colony Road at the Route 15 southbound off-ramp. In the northbound direction, the Saturday peak-hour through volumes are 1,768 vehicles per hour (vph) and the weekday afternoon peak-hour volumes are 1,198 vph; a difference of 571 vph. In the southbound direction, the Saturday peak-hour volumes are 1,435 vph and the weekday afternoon peak-hour through volumes are 1,208 vph; difference of 227 vph. While it is difficult to fully assess how the relationship between the Saturday and weekday peak-hour volumes have changed since 2006, we have noted these differences and recognize that the baseline data may be overstated.

Anticipated Site Traffic and Distribution

9. The Saturday midday peak-hour trip generation is now included and was estimated using Land Use Code 960: Super Convenience Market/ Gas Station per the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, consistent with the land use code and variables presented for the weekday morning and afternoon peak-hours. As noted, the Saturday midday peak-hour trip generation is less than that expected for the weekday morning peak-hour and similar to that for the weekday afternoon peak-hour. The trip generation presented in Table 2 of the response to comments letter was checked and appropriately applies the 60 percent pass-by rate.

10. The revised traffic figures were adjusted to correct the minor differences noted for the site-generated trips, as well as to assign new traffic to Yale Avenue.

11. The site-generated traffic figures and build volumes were checked and found to be appropriately distributed and added to the baseline volumes.

Site Access

12. The required intersection sight distances that were calculated based on the 85th percentile speeds on North Colony Road in the vicinity of the site have been provided on the site plan and discussed in the response to comments. While it appears that adequate sightlines are available, a statement should be made by the engineer that these intersection sight distances can be provided at the site driveway.

13. The site plan has been revised to include "Do Not Enter" signs and pavement markings to encourage one-directional gas pump access from the back of the site to the front for the gas pumps. This revised configuration is expected to enhance the circulation through the site and minimize the potential for queuing into the main driveway at the front of the site.

14. The cross-connections between the Sonic Restaurant and the proposed 7-Eleven have been revised to one-way, 16-foot-wide driveways with the east connection one-way to the north and

the west connection one-way to the south. Signage and pavement markings have also been added to reinforce this circulation pattern. This change is expected to enhance the operations between the two sites and encourage traffic flow in a counter-clockwise pattern to exit the site.

15. Based on the response to comment #22 from the previous peer review, the site driveway is proposed to remain at the three lanes for egress with dual left-turns and an exclusive right turn lane to support acceptable operations between the driveway, site and intersection. Can the analysis for the shared left/right turn lane and exclusive left-turn lane configuration be summarized to demonstrate what would happen to the delay, level of service, and queues with two lanes for egress? The Synchro analysis provided for the weekday afternoon peak-hour and Saturday midday peak suggests that the level of service may degrade from LOS E, however this information would be helpful in demonstrating the need for the third exit lane and justifying the size of this curb cut. As noted in the previous review, there will be periods when access to the right-turn exit lane will be blocked by queues for the left-turn movements.

Offsite Traffic Impact Mitigation

16. The Conceptual Transportation Mitigation Plan (Figure 10) was revised to show the location of the conceptual traffic span layout and signal head locations. We recognize that the signal design is preliminary and will be refined as part of the Encroachment Permit review by CTDOT.

17. The span layout at the intersection of North Colony Road with the site driveway and the Route 15 southbound off-ramp should be adjusted to provide a minimum 40-foot distance from the stop bar to the signal heads for exiting the site driveway per the MUTCD. Relocating the stop bars at the site driveway exit lanes would not be desirable because it would eliminate queuing space for vehicles exiting the site.

18. A yield sign has been added to the southbound North Colony Road channelized right-turn approach to assign the right-of-way between the northbound left-turns and the southbound right turns. This change addresses the potential conflict between the right-turn overlap phase from the site driveway and the northbound left-turn phase from North Colony Road onto the Route 15 southbound on-ramp. Yield pavement markings should also be considered to reinforce the yield condition.

19. The proposed signal design will maintain the current pedestrian push-buttons to allow for pedestrians to cross during the side street green signal phase. No new sidewalk ramps or crosswalk are proposed across North Colony Road because it is noted that pedestrian upgrades are being considered as part of a separate corridor study. The southbound North Colony Road stop bar has been relocated further north to allow for pedestrians using these push-buttons to cross in front of the stop bar, which improves the safety for this existing crossing. Presently there are no crosswalks in place across North Colony Road to promote pedestrian connectivity between the existing sidewalks on the east and west sides of North Colony Road. Based on a review of the existing traffic counts, pedestrian activity is low within the study area. Can additional information be provided regarding the timing of this upcoming corridor study?

Traffic Capacity Analysis

20. The capacity analysis performed for this traffic study follows the standard traffic engineering methodologies outlined in the Highway Capacity Manual and was performed using Synchro

software to provide a comparison between the future 2021 Build and 2021 No-Build Scenarios. The minor differences that were noted in the previous review for the weekday morning and afternoon peak hours, as well as the distribution of additional site-generated traffic to Yale Avenue have all been addressed.

21. The Saturday No-Build traffic capacity analysis was reviewed with respect to the traffic volumes, peak hourly factors, and heavy vehicle percentages obtained from the count data. The geometry and signal phasing and timings identified on the latest CTDOT signal plans and time-space diagrams were also reviewed. The traffic capacity analysis performed for this study accurately models these various inputs.

22. The Saturday Build traffic capacity analysis was reviewed with respect to the traffic volumes, peak hourly factors, and heavy vehicle percentages estimated for the proposed development. The geometry improvements were modeled appropriately according to the latest Conceptual Transportation Mitigation Plan (Figure 10) presented in the study.

23. The Capacity Analysis Summary (Table 3) has been updated to reflect the latest analyses, including the Yale Avenue intersection and the Saturday analyses. A Queue Analysis Summary (Table 4) has also been provided and reflects the latest analyses.

24. The available storage length listed in the Queue Summary Table for the southbound left-turn movement at the intersection of North Colony Road with the Sonic and BJ's driveways is listed as 20 feet. This is a typo and should be listed as 200 feet. The calculated queues are contained within the 200 feet of storage.

25. The summary of impacts that are identified in the response to comment letters are reflective of the latest Synchro capacity analysis that was performed for this study. The key findings from the Saturday analysis include:

    a. Route 15 southbound off-ramp: Queues in the dual-left and right-turn lanes will be reduced while the new shared right-turn/through lane will experience additional queuing of approximately four car lengths. This movement will operate at LOS F. Presently the dual right-turn lanes operate at LOS F.
    b. North Colony Road southbound approach at the proposed site driveway: Queues for the through/right-turn movement will experience longer queues past the upstream intersection with the BJ's and Sonic driveways. The calculated average queues for the Build condition will be 516 feet and the calculated average queues for the no-build condition are calculated to be 115 feet. This approach will operate at LOS C under build conditions. Based on our field observations conducted at this approach, queues were observed to extend past the intersection with the BJ's and Sonic driveways, consistent with findings presented in the response to comments.
    c. Minor timing adjustments are possible at the intersection of the Route 15 Northbound off-ramps to reduce the queuing in the southbound left-turn lane from 486 feet to 283 feet. While the queues will still extend past the available storage, they will be significantly reduced. While this movement will continue to operate at LOS F, the delay for this movement will be significantly reduced from the calculated 512 seconds per vehicle to 103 seconds per vehicle. The overall LOS would improve from LOS F with 81 seconds of delay per vehicle to LOS D with 45 seconds of delay per vehicle. These timing adjustments would have an impact at the adjacent intersection with Yale Avenue, which operates on the same signal controller. The overall LOS at the

intersection of Yale Avenue would degrade from LOS E with 63.6 seconds of delay per vehicle to LOS F with 92.5 seconds of delay per vehicle. Despite the reduction in LOS at the Yale Avenue intersection, these timing adjustments would be expected to improve operations at these clustered intersections.

d. The right-turn lane at the westbound Yale Avenue approach to North Colony Road is presently posted as no-turn-on-red. The study identifies that drivers were observed to disobey this posted sign often. The response letter suggests the possible removal of this sign, with agreement from CTDOT, to improve the overall operations at this intersection from LOS F to LOS E and to improve this movement from LOS F to LOS B. We believe that this minor improvement should be investigated further with CTDOT as part of the encroachment permit process, provided that adequate sightlines are available.

Summary and Conclusions

26. The response to comments letter identifies that the capacity issues at the northbound North Colony Road approach to Yale Avenue and the Route 15 Northbound ramps can only truly be mitigated by a major capital improvement project as was outlined in the 2006 SCRCOG U.S. Route 5 Planning/ Preliminary Design Study by URS. We do not take exception to this statement and believe that the traffic analysis that has been performed for the proposed 7-Eleven has investigated and proposed all feasible and prudent signal and geometric improvements that are possible without the need for a major construction project.

We hope that this letter is useful in your review for the proposed project. If you have any questions, please do not hesitate to call us.

Sincerely,

Christopher T. Van Zanten, P.E., PTOE
Senior Transportation Engineer

412-20 U

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

Alison Kapushinski, P.E.
Town Engineer

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #412-20**
1033 North Colony Road / Special Permit

DATE: March 2, 2021

Dear Commissioners:

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

- Special Permit Site Plan Application for 7-Eleven, Inc. Proposed Convenience Store with Fueling Operations by Stonefield Engineering & Design last revised January 28, 2021.
- Engineering Report by Stonefield Engineering & Design, LLC dated October 5, 2020 and last revised November 13, 2020.
- Traffic Impact Study by Milone & MacBroom dated November 6, 2020.
- Traffic Peer Review by VN Engineers, Inc. dated January 13, 2021.
- Response to Comments by SLR (formerly Milone & MacBroom) dated January 25, 2021.
- Response to Comments by SLR dated February 2, 2021
- Traffic Peer Review – Response to Comments by VN Engineers, Inc. dated February 11, 2021.

Plan Set

The Applicant has satisfactorily addressed nearly all comments provided by this Department in previous memos. We would like to make the following additional comments based on revised materials:

1. The submitted Vehicle Circulation Plans, in particular Sheet 1 of 2 displaying the circulation of a WB-50, uses an intermediate tractor trailer as the design vehicle rather than the more commonly-used WB-62. Applicant to confirm a WB-50 is the largest vehicle that will be accessing the site for delivering of fuel, goods, or otherwise.

2. Please note the exit path for the WB-50 utilizes the right-turn lane, the middle left-turn lane, and a portion of the left-most left-turn lane when exiting the site and taking a right onto North Colony Road. Though the truck does not enter the lane for on-coming traffic, it is not preferred to block all exit lanes with one vehicle. Applicant to confirm whether deliveries will be made outside of market and fuel pump hours of operation.

3. Applicant to update Accessible Parking Sign Detail on C-15 to include the dynamic ADA symbol as required in Connecticut.

4. The Applicant (on sheet C-5) currently shows a dimension of 15-feet from the edge of the road to the node for the sight line triangle, which is the minimum distance required per CT DOT Highway Design Manual. Sight Line Triangles to be revised with a node 4-feet behind the proposed stop bar.

5. Applicant to compile all responses to comments into the original Traffic Impact Analysis and submit to the Department of Engineering for filing.

Traffic Impact Study:

As previously mentioned in the January 27, 2021 memo, the subject property was permitted as an office use with right-in and right-out only by CT DOT during approvals for the BJs and Sonic developments. Motorists would also be able to access the site through the Route 5/Sonic/BJ's intersection. As you are aware, the proposed development consists of a 5,463 square-feet convenience market with 12 gas pump dispensers. The development is anticipated to generate ±220 trips during peak hours. This trip total takes into account a 60% pass-by credit, a special circumstance allowed by the CTDOT for this proposed project.

The Applicant is proposing work within the State ROW to improve motorist safety such as reducing the excessive length of the Route 15 southbound ramps/Route 5 intersection, which encompasses a commuter parking lot on the west side. Unfortunately, existing capacity deficiencies south of the proposed development are made worse by the proposed development. Studies for this area have shown the capacity issues can be addressed by a Route 5 widening project between Yale Avenue and Church Street (Route 68), along with reconfiguration of the Route 15 ramps.

The Traffic Impact Study dated November 6, 2020 and Response to Comments Letters dated January 25, 2021 and February 2, 2021 provide a Capacity Analysis Summary (Table 3) which assigns a Level of Service (LOS) rating A through F to each lane/movement at the studied intersections. The February 2nd letter, page 5, has a comprehensive list of intersections and peak hours. Please note this is the only table that shows all studied intersections during the Morning, Afternoon, and Saturday Midday peak hours.

LOS A through C are considered to be "good", LOS D is "fair", and LOS E is "poor". LOS F is considered to be a state of failure where the capacity of the roadway network is not capable of handling the volume experienced by the roadway (e.g. queuing lengths exceed the lane length). As you can see in the Capacity Analysis Summary Table, many lanes within the subject intersections are proposed at LOS D or below.

The report suggests a "Right Turn on Red" allowance at various intersections, as noted in Table 3, could improve the LOS. Please note the State DOT, not the Town, has jurisdiction over these requests. It's my understanding the State is concurrently reviewing an Encroachment Permit Application for the proposed development.

March 2, 2021
1033 North Colony Road

The report states the proposed development "does not notably worsen already-existing LOS F conditions". The analysis shows the proposed development with a full access driveway, with an additional leg of an existing signalized intersection, negatively impacts intersections within the study area. Approving a development that further deteriorates already deficient intersections could be detrimental to the roadway network.

Alternatively, a right-in and right-out only driveway, which is currently half constructed through the Sonic development, could be studied to determine the affects the additional trips would have on the surrounding network. All other site access would utilize the Sonic driveway and corresponding signalized intersection.

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

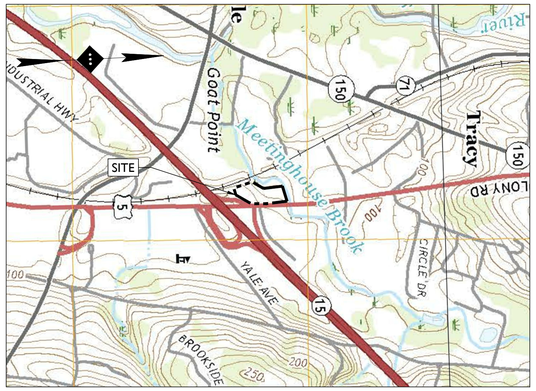
SPECIAL PERMIT SITE PLAN APPLICATION

FOR

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

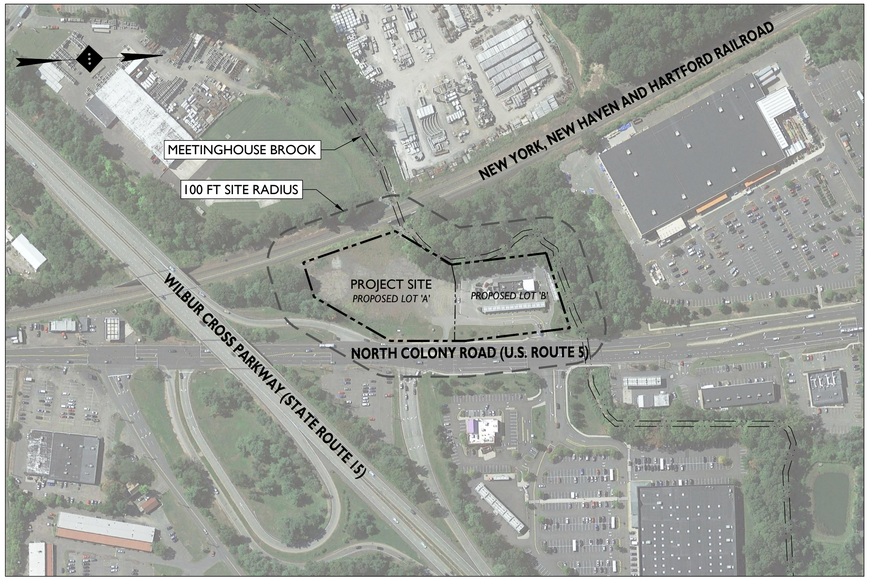
TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 5)
TOWN OF WALLINGFORD, NEW HAVEN COUNTY, CONNECTICUT



SOURCE: USGS QUADRANGLE MAPS 7.5 MINUTE SERIES, WALLINGFORD, CT, DATED 2018

KEY MAP

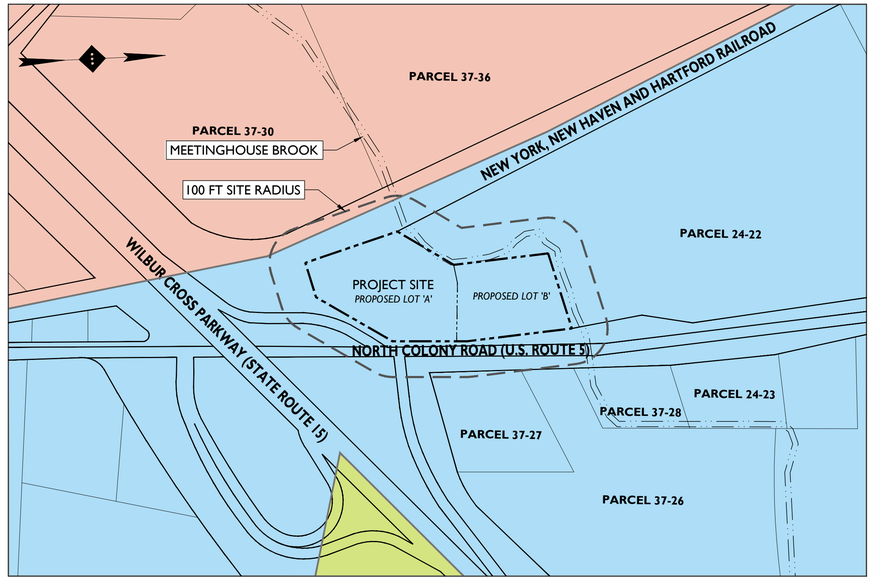
SCALE: 1" = 1,000'±



SOURCE: GOOGLE EARTH PRO, DATED 09/18/2019

AERIAL MAP

SCALE: 1" = 200'±



SOURCE: TAX & ZONING MAPS FROM TOWN OF WALLINGFORD GIS, DATE RETRIEVED 06/24/2020

TAX & ZONING MAP

SCALE: 1" = 200'±

ZONING LEGEND

- I-40 - INDUSTRIAL DISTRICT
- RF-40 - ROUTE 5 DISTRICT
- R-18 - RESIDENTIAL DISTRICT

FOR PERMITTING PURPOSES ONLY. NOT RELEASED FOR CONSTRUCTION. THESE PLANS HAVE BEEN PREPARED AS PART OF THE TOWN OF WALLINGFORD PLANNING AND ZONING APPLICATION PROCESS AND SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL NOTED.

PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - ALTA/NSPS LAND TITLE SURVEY PREPARED BY CONTROL POINT ASSOCIATES, INC., DATED 10/02/2020
   - ARCHITECTURAL PLANS PREPARED BY THE DIMENSION GROUP, DATED 09/01/2020
   - AERIAL MAP FROM GOOGLE EARTH PRO, DATED 09/18/2019
   - LOCATION MAP FROM USGS QUADRANGLE MAPS, WALLINGFORD, CT DATED 2018
   - TAX & ZONING MAPS FROM TOWN OF WALLINGFORD GIS, DATE RETRIEVED 06/24/2020
   - SPECIAL PERMIT / SITE PLAN APPLICATION TO THE TOWN OF WALLINGFORD PLANNING ZONING COMMISSION FOR THE SONIC DEVELOPMENT PREPARED BY BL COMPANIES, DATED 04/27/2010
   - TRAFFIC IMPACT STUDY PREPARED BY MILONE & MACBROOM, INC., DATED NOVEMBER 4, 2020
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

PLANS PREPARED BY:

STONEFIELD engineering & design

Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com

1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

APPLICANT

7-ELEVEN, INC.
C/O STONEFIELD ENGINEERING & DESIGN, LLC
1 BEACON STREET, FLOOR 15
BOSTON, MA 02108

OWNER

MESITE FAMILY LIMITED PARTNERSHIP
354 ALLEN AVENUE
MERIDEN, CT 06451

ATTORNEY

DENNIS A. CENEVIVA, ESQ.
CENEVIVA LAW FIRM, LLC
721 BROAD STREET
MERIDEN, CT 06450
203-237-4240
DENNIS@CENEVIVALAW.COM

811 Know what's **below** **Call** before you dig.

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWVVC RESUBMISSION
3	11/13/2020	BJD	FOR IWVVC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWVVC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D. OLIVO
PEN0022843
CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE NO. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: B-19007

TITLE: COVER SHEET

DRAWING: C-1

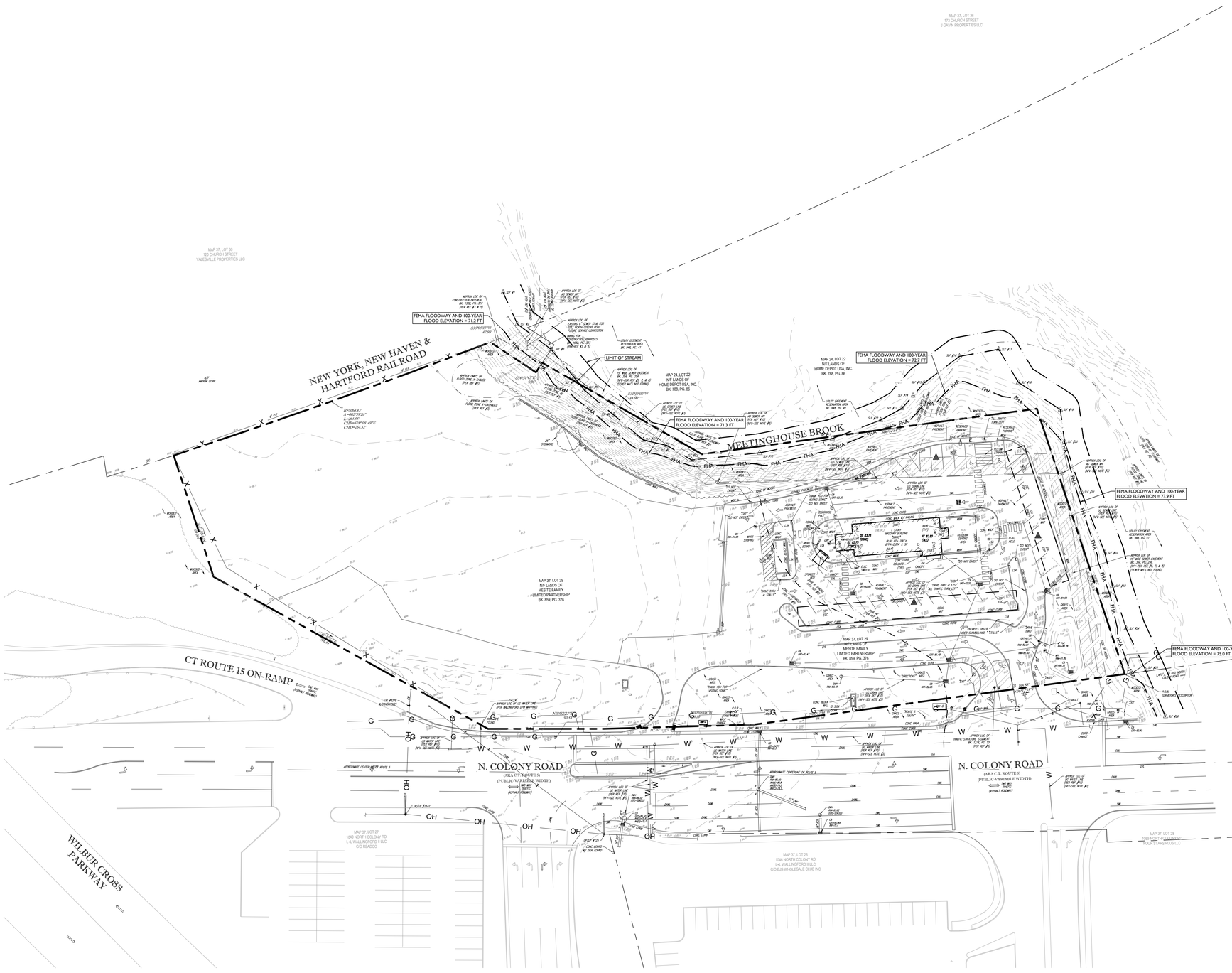
SHEET INDEX

DRAWING TITLE	SHEET #
COVER SHEET	C-1
EXISTING CONDITIONS PLAN	C-2
DEMOLITION PLAN	C-3
OVERALL SITE PLAN	C-4
SITE PLAN	C-5
GRADING PLAN	C-6
STORMWATER MANAGEMENT PLAN	C-7
UTILITY PLAN	C-8
LIGHTING PLAN	C-9
PHASE I SOIL EROSION & SEDIMENT CONTROL PLAN	C-10
PHASE II SOIL EROSION & SEDIMENT CONTROL PLAN	C-11
SOIL EROSION & SEDIMENT CONTROL DETAILS & NOTES	C-12
LANDSCAPING PLAN	C-13
LANDSCAPING DETAILS	C-14
SITE CONSTRUCTION DETAILS	C-15 & C-16
STORMWATER & UTILITY CONSTRUCTION DETAILS	C-17 & C-18
LIGHTING CONSTRUCTION DETAILS	C-19
SIGNAGE CONSTRUCTION DETAILS	C-20 & C-21
CTDOT CONSTRUCTION DETAILS	C-22 & C-23

Z:\BOSTON\19\19007-7 ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOT\XXX-01-COVER.DWG

FLOOD HAZARD AREA NOTES:

1. A PORTION OF THE SITE IS LOCATED WITHIN THE 100-YEAR FEMA FLOODPLAIN (ZONE AE) BASED UPON THE FEMA FLOOD INSURANCE RATE MAP 09009C0306H EFFECTIVE ON 12/17/2010 AND REVALIDATED ON JUNE 6, 2017:
   - 1.1. 100-YEAR FEMA FLOODPLAIN ELEVATION: RANGES FROM 71.2 TO 75.0 FEET.
   - 1.2. THERE IS A FLOODWAY LOCATED ON-SITE WHICH IS CONTAINED WITHIN THE 100-YEAR FEMA FLOODPLAIN DELINEATED WITHIN THE PLANS.
   - 1.3. ALL ELEVATIONS ARE SHOWN BASED ON NAVD 88 DATUM.



SYMBOL — DESCRIPTION

— — 124 — —	EXISTING CONTOUR
— — 125 — —	
× 123.45	EXISTING SPOT ELEVATION
× TC 123.45	EXISTING TOP OF CURB ELEVATION
× G 122.95	EXISTING GUTTER ELEVATION
× TW 123.45	EXISTING TOP OF WALL ELEVATION
× BW 122.95	EXISTING BOTTOM OF WALL ELEVATION
	HYDRANT
WV	WATER VALVE
GV	GAS VALVE
OH	OVERHEAD WIRES
S	APPROX. LOC. UNDERGROUND SANITARY / SEWER LINE
W	APPROX. LOC. UNDERGROUND WATER LINE
UP #	UTILITY POLE
UPLT #	UTILITY POLE/LIGHT POLE
GW	GUY WIRE
	TRAFFIC SIGNAL
	AREA LIGHT
	SIGN
	WOOD GUIDE RAIL
	PAINTED ARROWS
D DMH	DRAINAGE/STORM MANHOLE
S SMH	SANITARY/SEWER MANHOLE
CB	CATCH BASIN OR INLET
DWP	DETECTABLE WARNING PAD
SWL	SOLID WHITE LINE
SYL	SOLID YELLOW LINE
DYL	DOUBLE YELLOW LINE
DAWL	DASHED WHITE LINE
UTO	UNABLE TO OPEN
INV	INVERT ELEVATION
GRT	GRATE ELEVATION
CLF	CHAIN LINK FENCE
DC	DEPRESSED CURB
EOC	EDGE OF CONCRETE
EOP	EDGE OF PAVEMENT
14	TITLE REPORT EXCEPTION
	EDGE OF WATERCOURSE
	APPROXIMATE FLOOD HAZARD AREA DELINEATION PER SURVEY
FHA	APPROXIMATE LOCATION OF 100-YEAR FLOOD ELEVATION AND FLOODWAY PER FEMA FLOOD PROFILE
	APPROXIMATE EASEMENT LOCATION

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWVC RESUBMISSION
3	11/13/2020	BJD	FOR IWVC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWVC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design

Rutherford, NJ • New York, NY • Boston, MA
Princeton, NJ • Tampa, FL • Detroit, MI
www.stonefieldeng.com

1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37.29, LOT 1A'
1031 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT — CHARLES D'OTTAVIO — PEN0026843

CHARLES D'OTTAVIO, P.E.
CONNECTICUT LICENSE NO. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: B-19007

TITLE:

EXISTING CONDITIONS PLAN

DRAWING:

C-2

Z:\BOSTON\2019\B-19007 7-ELEVEN - 1031 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOTS\XXX-03 EXIST.DWG

Know what's **below**
Call before you dig.

ALL SITE FEATURES WITHIN THE LIMIT OF DISTURBANCE INDICATED ON THIS PLAN ARE TO BE REMOVED / DEMOLISHED UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF SIGNIFICANT DISCREPANCIES ARE DISCERNED BETWEEN THIS PLAN AND FIELD CONDITIONS

CONTRACTOR DEMOLITION NOTES:

1. CONTRACTOR SHALL COORDINATE IMPROVEMENTS WITH PROPERTY OWNER PRIOR TO CONSTRUCTION.
2. EXISTING SONIC DEVELOPMENT SHALL REMAIN OPERATIONAL THROUGHOUT CONSTRUCTION.
3. FINAL LIMIT OF DISTURBANCE AND DEMOLITION WITH CTDOT RIGHT-OF-WAY SHALL BE APPROVED BY CTDOT AS PART OF ENCROACHMENT PERMIT. CONTRACTOR SHALL REFER TO ROADWAY IMPROVEMENT PLANS.

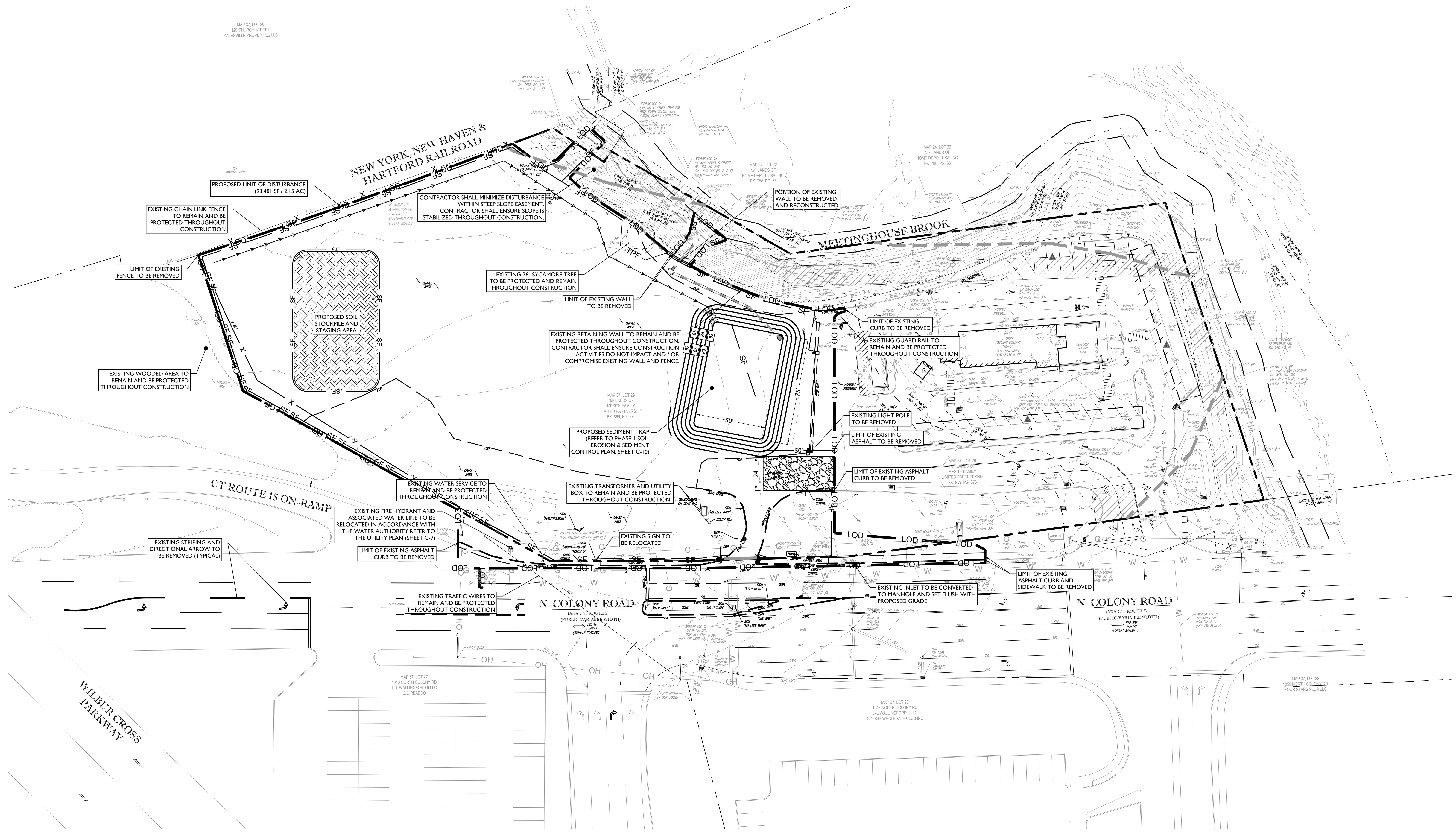
DEMOLITION PHASE SOIL EROSION & SEDIMENT CONTROL NOTES:

1. CONTRACTOR SHALL REFER TO SOIL EROSION AND SEDIMENT CONTROL PLAN, NOTES, AND DETAILS, FOR FACILITIES TO BE INSTALLED AS PART OF DEMOLITION SCOPE OF WORK. CONTRACTOR IS RESPONSIBLE FOR MEETING ALL LOCAL AND STATE REQUIREMENTS THROUGHOUT CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING FACILITIES THROUGHOUT CONSTRUCTION IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.

DEMOLITION NOTES

1. THE WORK REFLECTED ON THE DEMOLITION PLAN IS TO PROVIDE GENERAL INFORMATION TOWARDS THE EXISTING ITEMS TO BE DEMOLISHED AND/OR REMOVED. THE CONTRACTOR IS RESPONSIBLE TO REVIEW THE ENTIRE PLAN SET AND ASSOCIATED REPORTS/REFERENCE DOCUMENTS INCLUDING ALL DEMOLITION ACTIVITIES AND INCIDENTAL TASKS NECESSARY TO COMPLETE THE SITE IMPROVEMENTS.
2. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF DEMOLITION ACTIVITIES.
3. EXPLOSIVES SHALL NOT BE USED UNLESS WRITTEN CONSENT FROM BOTH THE OWNER AND ANY APPLICABLE GOVERNING AGENCY IS OBTAINED. BEFORE THE START OF ANY EXPLOSIVE PROGRAM, THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL LOCAL, STATE, AND FEDERAL PERMITS. ADDITIONALLY, THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL SEISMIC TESTING AS REQUIRED AND ANY DAMAGES AS THE RESULT OF SAID DEMOLITION PRACTICES.
4. ALL DEMOLITION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL UTILITIES ARE DISCONNECTED IN ACCORDANCE WITH THE UTILITY AUTHORITY'S REQUIREMENTS PRIOR TO STARTING THE DEMOLITION OF ANY STRUCTURE. ALL EXCAVATIONS ASSOCIATED WITH DEMOLISHED STRUCTURES OR REMOVED TANKS SHALL BE BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED TO SUPPORT SITE AND BUILDING IMPROVEMENTS. A GEOTECHNICAL ENGINEER SHOULD BE PRESENT DURING BACKFILLING ACTIVITIES TO OBSERVE AND CERTIFY THAT BACKFILL MATERIAL WAS COMPACTED TO A SUITABLE CONDITION.
5. DEMOLISHED DEBRIS SHALL NOT BE BURIED ON SITE. ALL WASTE/DEBRIS GENERATED FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ALL RECORDS OF THE DISPOSAL TO DEMONSTRATE COMPLIANCE WITH THE ABOVE REGULATIONS.

SYMBOL	DESCRIPTION
— — — — —	FEATURE TO BE REMOVED / DEMOLISHED
—— LOD ——	LIMIT OF DISTURBANCE
— · — · —	EDGE OF WATERCOURSE
—— SF ——	PROPOSED SILT FENCE
—— TPF ——	PROPOSED TREE PROTECTION FENCE
[hatch]	PROPOSED STOCKPILE & EQUIPMENT STORAGE
[hatch]	PROPOSED STABILIZED CONSTRUCTION ENTRANCE
—— FHA —— FHA ——	APPROX. LOCATION OF 100-YEAR FLOOD ELEVATION



SEQUENCE OF CONSTRUCTION

1. THE SITE CONTRACTOR SHALL BE FULLY RESPONSIBLE TO CONTROL CONSTRUCTION SUCH THAT SEDIMENTATION SHALL NOT AFFECT ROADS/HIGHWAYS AND THEIR DRAINAGE SYSTEM, NEIGHBORING PROPERTIES, AND REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION IS CAUSED BY WATER, WIND, OR DIRECT DEPOSIT, PRIOR TO CONSTRUCTION, THE APPLICANT SHALL PROVIDE THE MUNICIPALITY WITH THE NAME OF THE CONTACT AND 24-HOUR CONTACT INFORMATION.
2. CONTRACTOR SHALL ADHERE TO 2002 CONNECTICUT GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
3. FLAG THE LIMITS OF CONSTRUCTION NECESSARY TO FACILITATE THE PRE-CONSTRUCTION MEETING.
4. HOLD PRE-CONSTRUCTION MEETING (REMEMBER TO CALL BEFORE YOU DIG 1-800-922-4455)
5. NOTIFY THE LOCAL MUNICIPALITY AGENT, ZONING ENFORCEMENT OFFICER, AND ENGINEERING DEPARTMENT 48 HOURS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.
6. CONSTRUCT STONE ANTI-TRACKING PADS AT CONSTRUCTION ENTRANCES/EXITS AND WRAP FILTER FABRIC AROUND GRATES FO CATCH BASINS OR INSTALL SILT SACKS ON CATCH BASIN INLETS ON/OFF SITE ROADS. INSTALL SILT FENCE AND OTHER EROSION CONTROL DEVICES INDICATED ON THESE PLANS AT THE PERIMETER OF PROPOSED SITE DISTURBANCE AND INSTALL ALL EROSION CONTROL MEASURES AND TREE PROTECTION INDICATED ON THESE PLANS. INSTALL SEDIMENT BASINS AND SEDIMENT TRAPS IF REQUIRED AT LOW AREAS OF SITE OR AS ORDERED BY THE ENGINEER OR AS SHOWN ON THESE PLANS.
7. REMOVE TREES AND STUMPS CALLED OUT ON DEMOLITION PLAN TO BE REMOVED. REMOVE VEGETATION TO LIMIT OF DISTURBANCE LINE. STOCKPILE CHIPS. STOCKPILE TOPSOIL. INSTALL EROSION CONTROL AT STOCKPILES.
8. PAVEMENT REMOVAL.
9. INSTALL SILT FENCE, CONSTRUCT DIVERSION SWALES, AND SEDIMENT TRAPS, COMMENCE INSTALLATION OF STORM DRAINAGE SYSTEM INCLUDING
10. COMMENCE EARTHWORK. INSTALL STORMWATER HEADWALL, ADDITIONAL EROSION CONTROLS, AND CONTINUE STORM DRAINAGE SYSTEM CONSTRUCTION, TOPSOIL AND SEED SLOPES WHICH HAVE ACHIEVED FINAL SITE GRADING. MAINTAIN SOIL EROSION CONTROL MEASURES INCLUDING SILT FENCING AND HAYBALES THROUGHOUT INSTALLATION. EROSION CONTROL MATTING TO BE INSTALLED AFTER SLOPES ARE REPAIRED ARE REPAIRED AND TRENCHES ARE SUITABLY BACKFILLED.
11. INSTALLATION OF SEWER SERVICE CONNECTION AND SOIL EROSION MEASURES ALONG MEETINGHOUSE BROOK. MAINTAIN SOIL EROSION CONTROL MEASURES INCLUDING SILT FENCING AND HAYBALES THROUGHOUT INSTALLATION. EROSION CONTROL MATTING TO BE INSTALLED AFTER SLOPES ARE REPAIRED AND TRENCHES ARE SUITABLY BACKFILLED.
12. CONSTRUCTION STAKING OF ALL BUILDING CORNERS, UTILITIES, ACCESS DRIVES, AND PARKING AREAS.
13. ROUGH GRADING AND FILLING OF SUBGRADES AND SLOPES.
14. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE OPERATOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.
15. BEFORE DISPOSING OF SOIL OR RECEIVING BORROW FOR THE SITE, THE CONTRACTOR MUST PROVIDE EVIDENCE THAT EACH SPOIL OR BORROW HAS AN EROSION AND SEDIMENT CONTROL PLAN APPROVED BY THE TOWN OF WALLINGFORD INLAND WETLAND COMMISSION AND WHICH IS BEING IMPLEMENTED AND MAINTAINED. THE CONTRACTOR SHALL ALSO NOTIFY THE TOWN OF WALLINGFORD INLAND WETLAND COMMISSION IN WRITING OF ALL RECEIVING SPOIL AND BORROW AREAS WHEN THEY HAVE BEEN IDENTIFIED.
16. COMPLETE DEMOLITION AND CLEARING AND GRUBBING.
17. CONSTRUCT BUILDING AND UNDERGROUND UTILITIES. INSTALL INLET FILTERS IN ALL CATCH BASINS.
18. THROUGHOUT CONSTRUCTION SEQUENCE, REMOVE SEDIMENT FROM BEHIND SILT FENCES, HAY BALES AND OTHER EROSION CONTROL DEVICES, AND FROM SEDIMENTATION BASINS AND SEDIMENT TRAPS AS REQUIRED. REMOVAL SHALL BE ON A PERIODIC BASIS (EVERY SIGNIFICANT RAINFALL OF 0.25 INCH OR GREATER). INSPECTION OF EROSION CONTROL MEASURES SHALL BE ON A WEEKLY BASIS AND AFTER EACH RAINFALL OF 0.25 INCHES OR GREATER. SEDIMENT COLLECTED SHALL BE DEPOSITED AND SPREAD EVENLY UPLAND AND ON SLOPES DURING CONSTRUCTION.
19. INSTALL PAVEMENT BASE & FIRST COURSE OF BITUMINOUS CONCRETE.
20. INSTALL LANDSCAPING & LOAM AND SEED ALL DISTURBED AREAS.
21. AFTER SITE IS STABILIZED AND APPROVED BY THE LOCAL MUNICIPALITY, ENGINEER, OR OWNER'S REPRESENTATIVE, REMOVE TEMPORARY SOIL EROSION AND SEDIMENT CONTROLS.
22. WHEN ALL OTHER WORK HAS BEEN COMPLETED, REPAIR AND SWEEP ALL PAVED AREAS FOR THE FINAL COURSE OF PAVING. INSPECT THE DRAINAGE SYSTEM AND CLEAN AS NECESSARY.
23. INSTALL FINAL COURSE OF PAVEMENT.

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 40'	PROJECT ID: B-19007

TITLE:

DEMOLITION PLAN

DRAWING:

C-3

Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-03-DEMO.DWG

LAND USE AND ZONING

TAX PARCEL 37-29

ROUTE 5 DISTRICT (RF-40)

PROPOSED USE					
CONVENIENCE STORE	PERMITTED USE (USE GROUP B)				
GAS STATION	SPECIAL EXCEPTIONS USE (USE GROUP A)				
ZONING REQUIREMENT	**REQUIRED**	**EXISTING**	**PREVIOUSLY APPROVED**	**PROPOSED: LOT A**	**PROPOSED: LOT B**
MINIMUM LOT AREA	40,000 SF	154,622 SF (3.55 AC)	154,809 SF (3.55 AC)	91,764 SF (2.11 AC)	62,858 SF (1.44 AC)
MINIMUM FRONTAGE	150 FT	503.7 FT	500 FT ±	179.5 FT	324.2 FT
MINIMUM FRONT SETBACK (FROM CENTERLINE OF STREET)	50 FT (100 FT) (*)	N/A	100 FT	CONVENIENCE STORE = 230.5 FT GAS CANOPY = 131.2 FT	SONIC = 169.6 FT
MINIMUM SIDE SETBACK (ONE) (**)	20 FT	N/A	49 FT	CONVENIENCE STORE = 119.1 FT GAS CANOPY = 47.1 FT	SONIC = 93.5 FT
MINIMUM REAR SETBACK	50 FT	N/A	56 FT	CONVENIENCE STORE = 50.3 FT GAS CANOPY = 102.5 FT	SONIC = 70.4 FT
MINIMUM GAS DISPENSER SETBACK	25 FT	N/A	N/A	55.2 FT	N/A
MINIMUM OPEN SPACE	25%	72.8% (75,814 FT)	29.85%	34.5% (31,651 SF)	38.2% (23,981 SF)
MAXIMUM COVERAGE	17%	27.2% (28,319 FT)	16.25%	13.2% (12,123 SF)	3.2% (2,034 SF)
BUILDING BUILDING HEIGHT (***) (****)	30 FT	23.3 FT	<30 FT	23.9 FT	26.3 FT
FRONT LANDSCAPED AREA (*****)	50 FT & ONE TREE PER 50 LF OF FRONTAGE (LOT A = 4 TREES / LOT B = 7 TREES)	25 FT (4 TREES)	25 FT (TREE COUNT NOT SPECIFIED)	34.2 FT (4 TREES)	NO CHANGE
BUILDING LANDSCAPE STRIP	5 FT ALONG FRONT OF BUILDING	> 4 FT SIDEWALK AND COMPLIES WITH SECTION 6.14.C.3.d.b.	> 4 FT SIDEWALK AND COMPLIES WITH SECTION 6.14.C.3.d.b.	> 4 FT SIDEWALK AND COMPLIES WITH SECTION 6.14.C.3.d. (******)	NO CHANGE

(N/A) NOT APPLICABLE

(*) BASED ON SECTION 5.2 OF THE WALLINGFORD ZONING REGULATIONS, THE REQUIRED FRONT YARD SETBACK SHALL BE 50 FT FROM THE CENTERLINE OF ROUTE 5 PLUS THE MINIMUM FRONT YARD SETBACK OF 50 FT (100 FT TOTAL).

(**) PER SECTION 5.2D OF THE WALLINGFORD ZONING REGULATIONS, NO SIDE OR REAR YARD IS REQUIRED WHEN ABUTTING A RAILROAD.

(***) MAXIMUM BUILDING HEIGHT MAY BE INCREASED PROVIDED THE SETBACK REQUIREMENTS ARE INCREASED 1 FT FOR EACH ADDITIONAL 1 FT OF BUILDING HEIGHT.

(****) MEASURED FROM THE MEAN FINISHED GRADE TO THE HIGHEST POINT OF FLAT OR MANSARD ROOFS, INCLUDING THE TOP OF A PARAPET, OR TO THE MEAN LEVEL BETWEEN EAVES AND RIDGE OF GABLE, HIP, AND GAMBREL ROOFS.

(*****) ON JANUARY 19, 2010, THE TOWN OF WALLINGFORD ZONING BOARD OF APPEALS GRANTED A VARIANCE PER SECTION 4.16.E.1.a.I. FOR A FRONT YARD LANDSCAPED AREA OF 25 FT WHERE 50 FT IS REQUIRED.

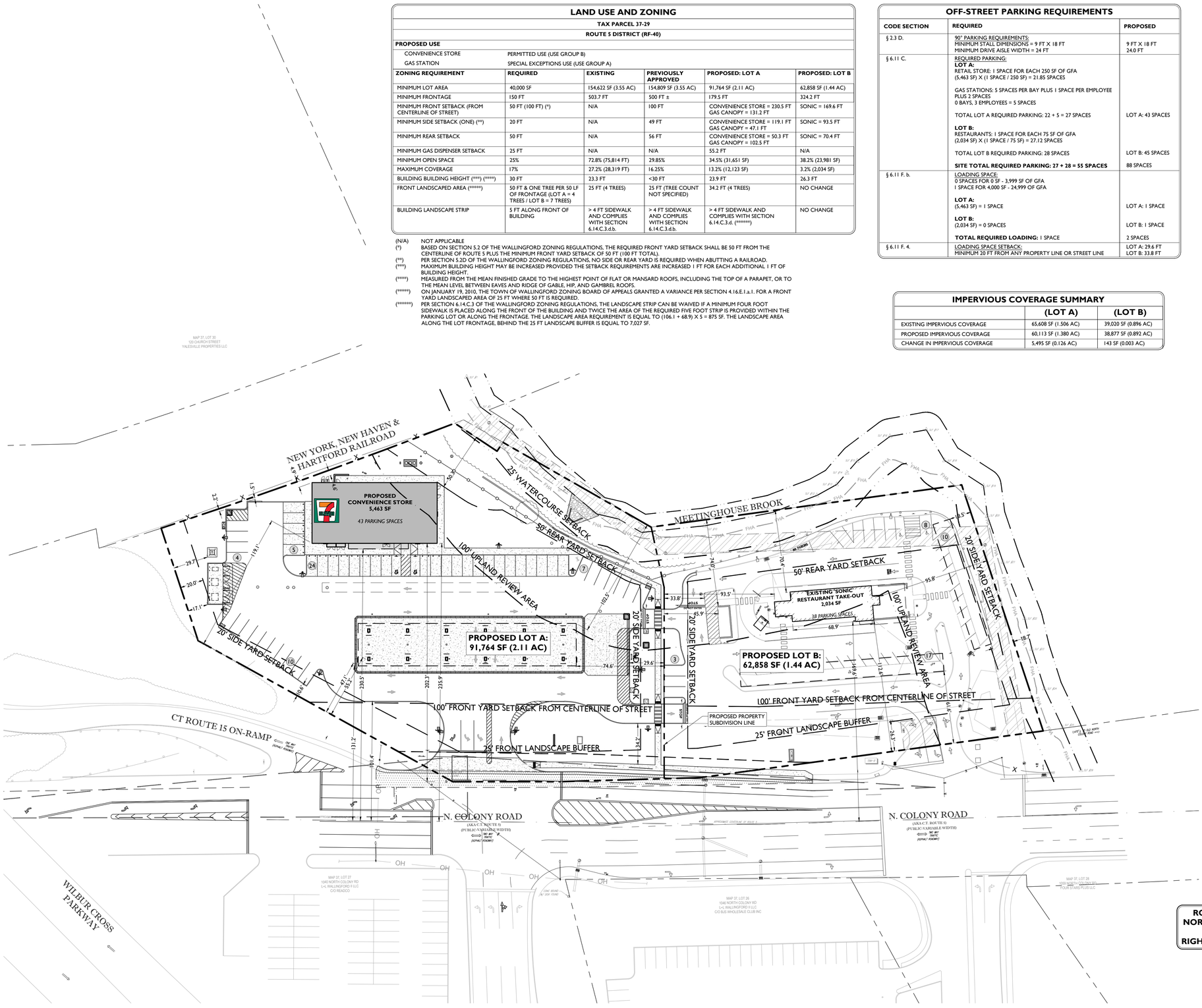
(******) PER SECTION 6.14.C.3 OF THE WALLINGFORD ZONING REGULATIONS, THE LANDSCAPE STRIP CAN BE WAIVED IF A MINIMUM FOUR FOOT SIDEWALK IS PLACED ALONG THE FRONT OF THE BUILDING AND TWICE THE AREA OF THE REQUIRED FIVE FOOT STRIP IS PROVIDED WITHIN THE PARKING LOT OR ALONG THE FRONTAGE. THE LANDSCAPE AREA REQUIREMENT IS EQUAL TO (106.1 + 68.9) X 5 = 875 SF. THE LANDSCAPE AREA ALONG THE LOT FRONTAGE, BEHIND THE 25 FT LANDSCAPE BUFFER IS EQUAL TO 7,027 SF.

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 2.3 D.	90° PARKING REQUIREMENTS: MINIMUM STALL DIMENSIONS = 9 FT X 18 FT MINIMUM DRIVE AISLE WIDTH = 24 FT	9 FT X 18 FT 24.0 FT
§ 6.11 C.	REQUIRED PARKING: **LOT A:** RETAIL STORE: 1 SPACE FOR EACH 250 SF OF GFA (5,463 SF) X (1 SPACE / 250 SF) = 21.85 SPACES GAS STATIONS: 5 SPACES PER BAY PLUS 1 SPACE PER EMPLOYEE PLUS 2 SPACES 0 BAYS, 3 EMPLOYEES = 5 SPACES TOTAL LOT A REQUIRED PARKING: 22 + 5 = 27 SPACES **LOT B:** RESTAURANTS: 1 SPACE FOR EACH 75 SF OF GFA (2,034 SF) X (1 SPACE / 75 SF) = 27.12 SPACES TOTAL LOT B REQUIRED PARKING: 28 SPACES **SITE TOTAL REQUIRED PARKING: 27 + 28 = 55 SPACES**	 LOT A: 43 SPACES LOT B: 45 SPACES 88 SPACES
§ 6.11 F. b.	LOADING SPACE: 0 SPACES FOR 0 SF - 3,999 SF OF GFA 1 SPACE FOR 4,000 SF - 24,999 SF GFA **LOT A:** (5,463 SF) = 1 SPACE **LOT B:** (2,034 SF) = 0 SPACES **TOTAL REQUIRED LOADING:** 1 SPACE	 LOT A: 1 SPACE LOT B: 1 SPACE 2 SPACES
§ 6.11 F. 4.	LOADING SPACE SETBACK: MINIMUM 20 FT FROM ANY PROPERTY LINE OR STREET LINE	LOT A: 29.6 FT LOT B: 33.8 FT

IMPERVIOUS COVERAGE SUMMARY

	(LOT A)	(LOT B)
EXISTING IMPERVIOUS COVERAGE	65,608 SF (1.506 AC)	39,020 SF (0.896 AC)
PROPOSED IMPERVIOUS COVERAGE	60,113 SF (1.380 AC)	38,877 SF (0.892 AC)
CHANGE IN IMPERVIOUS COVERAGE	5,495 SF (0.126 AC)	143 SF (0.003 AC)



ROADWAY AND SIGNAL IMPROVEMENTS WITHIN NORTH COLONY ROAD SUBJECT TO APPROVAL FROM CTDOT. IMPROVEMENTS SHOWN WITHIN RIGHT-OF-WAY ARE FOR REFERENCE PURPOSES ONLY.

40' 0' 40' 80'

GRAPHIC SCALE IN FEET

1" = 40'

SYMBOL	DESCRIPTION
	PROPERTY LINE
	SETBACK LINE
	SAWCUT LINE
	PROPOSED CURB
	PROPOSED DEPRESSED CURB
	PROPOSED SIGNS / BOLLARDS
	PROPOSED BUILDING
	PROPOSED CONCRETE
	PROPOSED AREA LIGHT
	PROPOSED BUILDING DOORS
	EDGE OF WATERCOURSE
	WATERCOURSE SETBACK
	UPLAND REVIEW AREA BOUNDARY
FHA FHA	APPROX. LOCATION OF 100-YEAR FLOOD ELEVATION
	APPROX. LOCATION VARIABLE WIDTH OF PROPERTY DEDICATION TO CTDOT

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND IT'S SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design

Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com

1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 1A
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT · CHARLES D. OLIVO · REGISTERED PROFESSIONAL ENGINEER · PEN0026843

CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE NUMBER: 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: B-19007

TITLE: **OVERALL SITE PLAN**

DRAWING: **C-4**

Z:\BOSTON\B19\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOT\XXX-MASTER.DWG

LAND USE AND ZONING

LAND USE AND ZONING				
TAX PARCEL 37-29				
ROUTE 5 DISTRICT (RF-40)				
PROPOSED USE				
CONVENIENCE STORE	PERMITTED USE (USE GROUP B)			
GAS STATION	SPECIAL EXCEPTIONS USE (USE GROUP A)			
ZONING REQUIREMENT	**REQUIRED**	**EXISTING**	**PREVIOUSLY APPROVED**	**PROPOSED: LOT A**
MINIMUM LOT AREA	40,000 SF	154,622 SF (3.55 AC)	154,809 SF (3.55 AC)	91,764 SF (2.11 AC)
MINIMUM FRONTAGE	150 FT	503.7 FT	500 FT ±	179.5 FT
MINIMUM FRONT SETBACK (FROM CENTERLINE OF STREET)	50 FT (100 FT) (*)	N/A	100 FT	CONVENIENCE STORE = 230.5 FT GAS CANOPY = 131.2 FT
MINIMUM SIDE SETBACK (ONE) (**)	20 FT	N/A	49 FT	CONVENIENCE STORE = 119.1 FT GAS CANOPY = 47.1 FT
MINIMUM REAR SETBACK	50 FT	N/A	56 FT	CONVENIENCE STORE = 50.3 FT GAS CANOPY = 102.5 FT
MINIMUM GAS DISPENSER SETBACK	25 FT	N/A	N/A	55.2 FT
MINIMUM OPEN SPACE	25%	72.8% (75,814 FT)	29.85%	34.5% (31,651 SF)
MAXIMUM COVERAGE	17%	27.2% (28,319 FT)	16.25%	13.2% (12,123 SF)
BUILDING BUILDING HEIGHT (***) (****)	30 FT	23.3 FT	<30 FT	23.9 FT
FRONT LANDSCAPED AREA (*****)	50 FT & ONE TREE PER 50 LF OF FRONTAGE (LOT A = 4 TREES / LOT B = 7 TREES)	25 FT (4 TREES)	25 FT (TREE COUNT NOT SPECIFIED)	34.2 FT (4 TREES)
BUILDING LANDSCAPE STRIP	5 FT ALONG FRONT OF BUILDING	> 4 FT SIDEWALK AND COMPLIES WITH SECTION 6.14.C.3.d.b.	> 4 FT SIDEWALK AND COMPLIES WITH SECTION 6.14.C.3.d.b.	> 4 FT SIDEWALK AND COMPLIES WITH SECTION 6.14.C.3.d. (******)

(N/A) NOT APPLICABLE
(*) BASED ON SECTION 5.2 OF THE WALLINGFORD ZONING REGULATIONS, THE REQUIRED FRONT YARD SETBACK SHALL BE 50 FT FROM THE CENTERLINE OF ROUTE 5 PLUS THE MINIMUM FRONT YARD SETBACK OF 50 FT (100 FT TOTAL).
(**) PER SECTION 5.2D OF THE WALLINGFORD ZONING REGULATIONS, NO SIDE OR REAR YARD IS REQUIRED WHEN ABUTTING A RAILROAD.
(***) MAXIMUM BUILDING HEIGHT MAY BE INCREASED PROVIDED THE SETBACK REQUIREMENTS ARE INCREASED 1 FT FOR EACH ADDITIONAL 1 FT OF BUILDING HEIGHT.
(****) MEASURED FROM THE MEAN FINISHED GRADE TO THE HIGHEST POINT OF FLAT OR MANSARD ROOFS, INCLUDING THE TOP OF A PARAPET, OR TO THE MEAN LEVEL BETWEEN EAVES AND RIDGE OF GABLE, HIP, AND GAMBREL ROOFS.
(*****) ON JANUARY 19, 2010, THE TOWN OF WALLINGFORD ZONING BOARD OF APPEALS GRANTED A VARIANCE PER SECTION 4.16.E.1.a.1. FOR A FRONT YARD LANDSCAPED AREA OF 25 FT WHERE 50 FT IS REQUIRED.
(******) PER SECTION 6.14.C.3 OF THE WALLINGFORD ZONING REGULATIONS, THE LANDSCAPE STRIP CAN BE WAIVED IF A MINIMUM FOUR FOOT SIDEWALK IS PLACED ALONG THE FRONT OF THE BUILDING AND TWICE THE AREA OF THE REQUIRED FIVE FOOT STRIP IS PROVIDED WITHIN THE PARKING LOT OR ALONG THE FRONTAGE. THE LANDSCAPE AREA REQUIREMENT IS EQUAL TO (106.1 + 68.9) X 5 = 875.0 SF. THE LANDSCAPE AREA ALONG THE LOT FRONTAGE, BEHIND THE 25 FT LANDSCAPE BUFFER IS EQUAL TO 7,027 SF.

GENERAL DESIGN REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 6.4 C.	WATERCOURSE BUFFER REQUIREMENT: MINIMUM BUFFER ALONG WATERCOURSES = 25 FT	33.8 FT
§ 6.12 E. 2.	DUMPSTERS, REFUSE AND RECYCLING CONTAINERS: PERMITTED ONLY IN REAR AND SIDE YARDS SUCH CONTAINERS SHALL BE SCREENED FROM ANY STREETLINE OR PROPERTY LINE BY MEANS OF WALLS, FENCES, BUILDINGS, OR EVERGREEN SHRUBS AND TREES.	COMPLIES COMPLIES
§ 6.14 B. 3.	LANDSCAPING: ALL LANDSCAPING, TREES, AND PLANTING MATERIALS ADJACENT TO PARKING AREAS, LOADING AREAS, OR DRIVEWAYS, SHALL BE PROPERLY PROTECTED BY BARRIERS, CURBS, OR OTHER MEANS FROM DAMAGE BY VEHICLES	COMPLIES

CTDOT DISTRICT III NOTES:

1. ALL CONSTRUCTION IN THE STATE OF CONNECTICUT RIGHT OF WAY MUST (ROW) BE IN CONFORMANCE WITH THE CONNECTICUT DEPARTMENT OF TRANSPORTATION (CTDOT) STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION, FORM 817 AND SUPPLEMENTALS.
2. ALL CONSTRUCTION IN THE STATE ROW SHALL BE IN CONFORMANCE WITH CTDOT ENCROACHMENT PERMIT REGULATIONS, A COPY OF WHICH CAN BE FOUND ON WWW.CT.GOV/DOT
3. STRICT ADHERENCE TO ALL OSHA, CITY OF DANBURY AND STATE OF CONNECTICUT REGULATIONS REGARDING CONSTRUCTION IS REQUIRED AT ALL TIMES.
4. CONTRACTOR IS RESPONSIBLE TO CONTACT " CALL BEFORE YOU DIG".
5. DISCREPANCIES IN THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY FOR RESOLUTIONS.
6. THE EROSION CONTROL LINE IS TO BE CONSIDERED AS THE LIMIT OF CONSTRUCTION UNLESS OTHERWISE NOTED.
7. SPARE EROSION CONTROLS SHALL BE STORED ON SITE FOR EMERGENCY USE.
8. CONTRACTOR SHALL ADJUST ALL UTILITY BOXES, MANHOLES, VALVES, ETC. TO THE NEW FINISHED GRADES.
9. ALL DISTURBED AREAS ARE TO BE TOPSOILED & SEEDED.
10. CONTRACTOR TO MATCH INTO EXISTING CONDITIONS AT ALL POINTS WHERE CONSTRUCTION MUST MATCH SUCH EXISTING CONDITIONS.
11. PROPOSED RELOCATED UTILITY POLES ARE SUBJECT TO FINAL APPROVAL BY THE UTILITY COMPANY. DEVELOPER AND CONTRACTOR SHALL MEET IN THE FIELD WITH THE UTILITY COMPANY TO FINALIZE NEW POLE LOCATIONS.

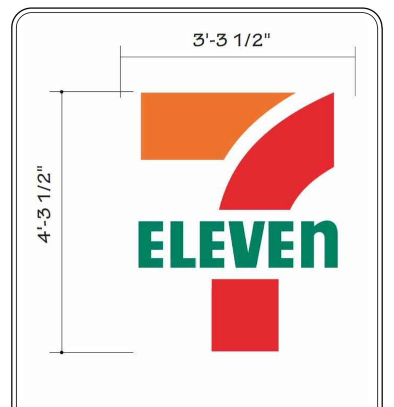
OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 2.3 D.	90° PARKING REQUIREMENTS: MINIMUM STALL DIMENSIONS = 9 FT X 18 FT MINIMUM DRIVE AISLE WIDTH = 24 FT	9 FT X 18 FT 24.0 FT
§ 4.16 E. 3.	DRIVEWAY REQUIREMENT: MAXIMUM DRIVEWAYS TO ROUTE 5 = 1 DRIVEWAY	1 DRIVEWAY
§ 6.11 G. 6.	ALL DRIVEWAYS SHALL BE PPROVIDED WITH PAVED APRONS STARTING AT THE PROPERTY LINE AND ENDING AT THE GUTTER OR STREET FACE OF THE CURB LINES	COMPLIES
§ 6.11 C.	REQUIRED PARKING: RETAIL STORE: 1 SPACE FOR EACH 250 SF OF GFA (5,463 SF) X (1 SPACE / 250 SF) = 21.85 SPACES GAS STATIONS: 5 SPACES PER BAY PLUS 1 SPACE PER EMPLOYEE PLUS 2 SPACES 0 BAYS, 3 EMPLOYEES = 5 SPACES **TOTAL REQUIRED PARKING: 22 + 5 = 27 SPACES**	43 SPACES
§ 6.11 F. b.	LOADING SPACE: 1 SPACE FOR 4,000 SF - 24,999 OF GFA **TOTAL REQUIRED LOADING:** 1 SPACE	1 SPACES
§ 6.11 F. 4.	LOADING SPACE SETBACK: MINIMUM 20 FT FROM ANY PROPERTY LINE OR STREET LINE	29.6 FT
§ 6.11 H.	REQUIRED HANDICAPPED PARKING: 2 SPACES FOR 25 TO 50 PROPOSED PARKING SPACES **TOTAL REQUIRED HANDICAPPED PARKING: 2 SPACES**	2 SPACES

SIGNAGE REQUIREMENTS

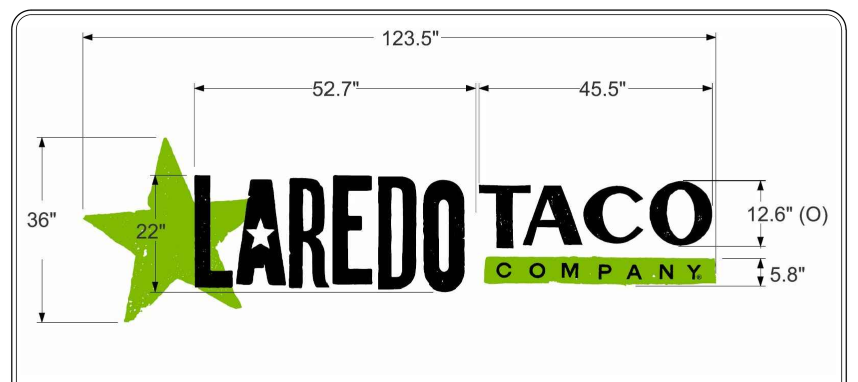
CODE SECTION	REQUIRED	PROPOSED
§ 6.9 D. 4. a. 1.	BUSINESS SIGN REQUIREMENTS: TOTAL AGGREGATE SURFACE AREA OF ALL SIGNS SHALL NOT EXCEED 1 SF FOR EACH LINEAR FOOT OF THE BUILDING WHERE THE PRIMARY ENTRANCE AND/OR DISPLAY WINDOWS ARE LOCATED MAXIMUM AGGREGATE AREA = 106 SF (*)	GROUND = 46.0 SF BUILDING = 101.3 SF CANOPY = 24.2 SF TOTAL = 171.5 SF (V)
§ 6.9 E. 4.	GROUND SIGN REQUIREMENTS: MAXIMUM HEIGHT = 20 FT (**) MAXIMUM AREA = 64 SF MINIMUM SETBACK FROM PROPERTY LINE = 10 FT MAXIMUM PERMITTED = 1 SIGN PER LOT	20 FT 46.0 SF 14.6 FT 1 SIGN
§ 6.9 E. 6.	WALL SIGN REQUIREMENTS: SHALL BE PLACED FLUSH TO BUILDING MAXIMUM PROJECTION = 12" SIGNS SHALL NOT EXTEND HIGHER THAN THE APPROVED BUILDING STRUCTURE. SIGNAGE ON A PARAPET SHALL NOT EXTEND MORE THAN FIVE (5) FEET ABOVE THE ADJACENT ROOF LINE	COMPLIES 7" COMPLIES
§ 6.9 E. 2.	ILLUMINATED SIGN: EXTERIOR ILLUMINATION PERMITTED (***) UP-LIGHTING: PROHIBITED	6 INTERIOR ILLUMINATED SIGNS PROPOSED COMPLIES

(V) VARIANCE
(*) PER SECTIN 6.9 D. 4. a. 5. THE TOTAL ALLOWABLE AREA SHALL BE REDUCED BY THE AREA OF PROPOSED GROUND SIGNAGE ON SITE
(**) MEASURED FROM THE GROUND TO THE TOP OF THE SIGN
(***) WHEN CONFINED OR DIRECTED TO THE SURFACE OF THE SIGN SO THAT NO DIRECT RAYS OR GLARES ARE VISIBLE BEYOND THE PROPERTY LINES OR CREATE A DANGER TO VEHICULAR TRAFFIC

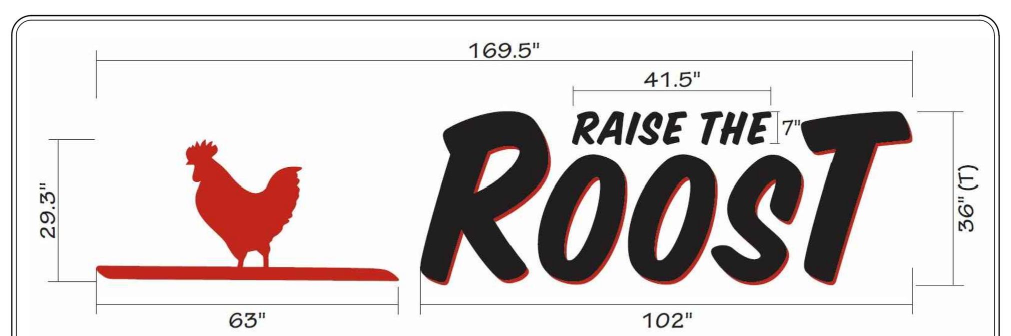


SIGN 'A' - 14.1 SF WALL SIGN

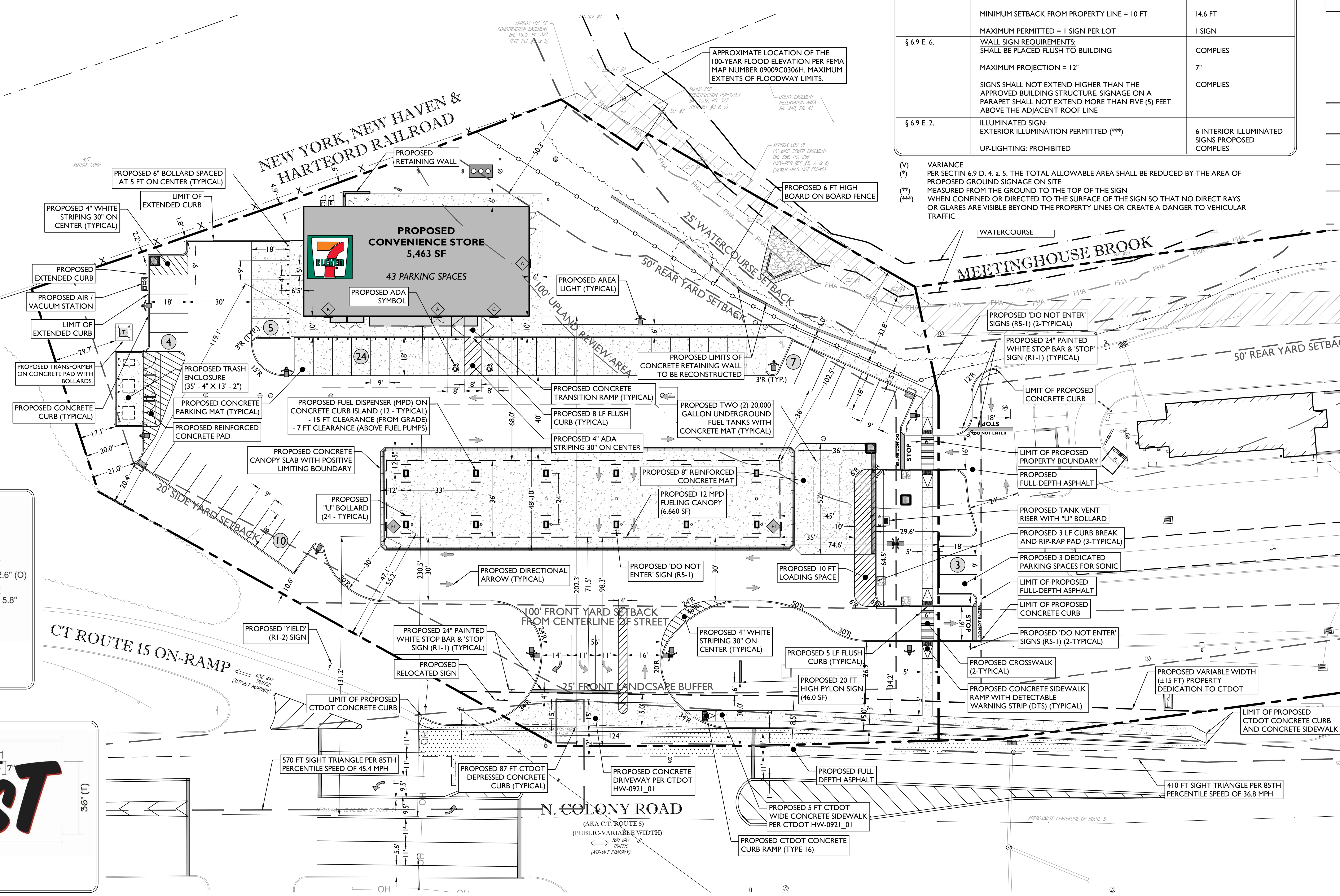
SIGN 'F1' - 12.1 SF WALL SIGN



SIGN 'B' - 30.8 SF WALL SIGN



SIGN 'C' - 42.3 SF WALL SIGN



SYMBOL	DESCRIPTION
	PROPERTY LINE
	SETBACK LINE
	SAWCUT LINE
	PROPOSED CURB
	PROPOSED DEPRESSED CURB
	PROPOSED SIGNS / BOLLARDS
	PROPOSED BUILDING
	PROPOSED BUILDING CANOPY
	PROPOSED CONCRETE
	PROPOSED AREA LIGHT
	PROPOSED BUILDING DOORS
	EDGE OF WATERCOURSE
	WATERCOURSE SETBACK
	UPLAND REVIEW AREA BOUNDARY
FHA — FHA	APPROX. LOCATION OF 100-YEAR FLOOD ELEVATION
	APPROX. LOCATION VARIABLE WIDTH OF PROPERTY DEDICATION TO CTDOT

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND IT'S SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
1	10/06/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT · CHARLES D. OLIVO · PEN0026843 · LICENSED PROFESSIONAL ENGINEER
CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30'	PROJECT ID: B-19007

TITLE: **SITE PLAN**

DRAWING: **C-5**

Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-04-SITE.DWG

ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
2. THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
3. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL (SEE THE SITE PLAN FOR THE LOCATION OF THE ACCESSIBLE PATH). THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
4. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP, AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALK-UP ATM, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL. THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURBS RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
6. ACCESSIBLE RAMPS WITH A RISE GREATER THAN 6 INCHES SHALL CONTAIN COMPLIANT HANDRAILS ON BOTH SIDES OF THE RAMP AND SHALL NOT RISE MORE THAN 30" IN ELEVATION WITHOUT A LANDING AREA IN BETWEEN RAMP RUNS. LANDING AREAS SHALL ALSO BE PROVIDED AT THE TOP AND BOTTOM OF THE RAMP.
7. A SLIP RESISTANT SURFACE SHALL BE CONSTRUCTED ALONG THE ACCESSIBLE PATH AND WITHIN ADA PARKING AREAS.
8. THE CONTRACTOR SHALL ENSURE A MAXIMUM OF ¼ INCHES VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH. WHERE A CHANGE IN LEVEL BETWEEN ¼ INCHES AND ½ INCHES EXISTS, CONTRACTOR SHALL ENSURE THAT THE TOP ¼ INCH CHANGE IN LEVEL IS BEVELED WITH A SLOPE NOT STEEPER THAN 1 UNIT VERTICAL AND 2 UNITS HORIZONTAL (2:1 SLOPE).
9. THE CONTRACTOR SHALL ENSURE THAT ANY OPENINGS (GAPS OR HORIZONTAL SEPARATION) ALONG THE ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A SPHERE GREATER THAN ½ INCH.

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR STORMWATER IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
2. CONTRACTOR SHALL START CONSTRUCTION OF STORM LINES AT THE LOWEST INVERT AND WORK UP-GRADIENT.
3. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IMMEDIATELY IN WRITING.
4. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

EXCAVATION, SOIL PREPARATION, AND DEWATERING NOTES

1. THE CONTRACTOR IS REQUIRED TO REVIEW THE REFERENCED GEOTECHNICAL DOCUMENTS PRIOR TO CONSTRUCTION. THESE DOCUMENTS SHALL BE CONSIDERED A PART OF THE PLAN SET.
2. THE CONTRACTOR IS REQUIRED TO PREPARE SUBGRADE SOILS BENEATH ALL PROPOSED IMPROVEMENTS AND BACKFILL ALL EXCAVATIONS IN ACCORDANCE WITH RECOMMENDATIONS BY THE GEOTECHNICAL ENGINEER OF RECORD.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SHORING FOR ALL EXCAVATIONS AS REQUIRED. CONTRACTOR SHALL HAVE THE SHORING DESIGN PREPARED BY A QUALIFIED PROFESSIONAL. SHORING DESIGNS SHALL BE SUBMITTED TO STONEFIELD ENGINEERING & DESIGN, LLC. AND THE OWNER PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL OPEN EXCAVATIONS ARE PERFORMED AND PROTECTED IN ACCORDANCE WITH THE LATEST OSHA REGULATIONS.
5. THE CONTRACTOR IS RESPONSIBLE FOR ANY DEWATERING DESIGN AND OPERATIONS, AS REQUIRED, TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR DEWATERING OPERATIONS AND GROUNDWATER DISPOSAL.

STORMWATER INFILTRATION BMP CONSTRUCTION NOTES

1. PRIOR TO THE START OF CONSTRUCTION, ANY AREA DESIGNATED TO BE USED FOR AN INFILTRATION BMP (E.G. BASIN, BIORETENTION AREA, ETC.) SHALL BE FENCED OFF AND SHALL NOT BE UTILIZED AS STORAGE FOR CONSTRUCTION EQUIPMENT OR AS A STOCKPILE AREA FOR CONSTRUCTION MATERIALS. NO ACTIVITY SHALL BE PERMITTED WITHIN THE INFILTRATION BASIN AREA UNLESS RELATED TO THE CONSTRUCTION OF THE INFILTRATION BASIN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ALL SUBCONTRACTORS OF BASIN AREA RESTRICTIONS.
2. THE CONTRACTOR SHALL MAKE EVERY EFFORT, WHERE PRACTICAL, TO AVOID SUBGRADE SOIL COMPACTION IN THE AREAS DESIGNATED TO BE USED FOR AN INFILTRATION BMP.
3. ALL EXCAVATION WITHIN THE LIMITS OF ANY INFILTRATION BMP SHALL BE PERFORMED WITH THE LIGHTEST PRACTICAL EXCAVATION EQUIPMENT. ALL EXCAVATION EQUIPMENT SHALL BE PLACED OUTSIDE THE LIMITS OF THE BASIN WHERE FEASIBLE. THE USE OF LIGHT-WEIGHT, RUBBER-TIRED EQUIPMENT (LESS THAN 8 PSI APPLIED TO THE GROUND SURFACE) IS RECOMMENDED WITHIN THE BASIN LIMITS.
4. THE SEQUENCE OF SITE CONSTRUCTION SHALL BE COORDINATED WITH BASIN CONSTRUCTION TO ADHERE TO SEQUENCING LIMITATIONS.
5. DURING THE FINAL GRADING OF AN INFILTRATION BASIN, THE BOTTOM OF THE BASIN SHALL BE DEEPLY TILLED WITH A ROTARY TILLER OR DISC HARROW AND THEN SMOOTHED OUT WITH A LEVELING DRAW OR EQUIVALENT GRADING EQUIPMENT. ALL GRADING EQUIPMENT SHALL BE LOCATED OUTSIDE OF THE BASIN BOTTOM WHERE FEASIBLE.
6. FOLLOWING CONSTRUCTION OF AN INFILTRATION BASIN, SOIL INFILTRATION TESTING BY A LICENSED GEOTECHNICAL ENGINEER IS REQUIRED TO CERTIFY COMPLIANCE WITH THE DESIGN INFILTRATION RATES IN ACCORDANCE WITH APPENDIX E OF THE NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES MANUAL, LATEST EDITION. IF THE FIELD INFILTRATION RATES ARE LOWER THAN THE RATE USED DURING DESIGN, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING IMMEDIATELY TO DETERMINE THE APPROPRIATE COURSE OF ACTION.
7. THE CONTRACTOR SHALL NOTIFY THE MUNICIPALITY TO DETERMINE IF WITNESS TESTING IS REQUIRED DURING INFILTRATION BASIN EXCAVATION AND/OR SOIL INFILTRATION TESTING.

STORMWATER UNDERGROUND BMP CONSTRUCTION NOTES

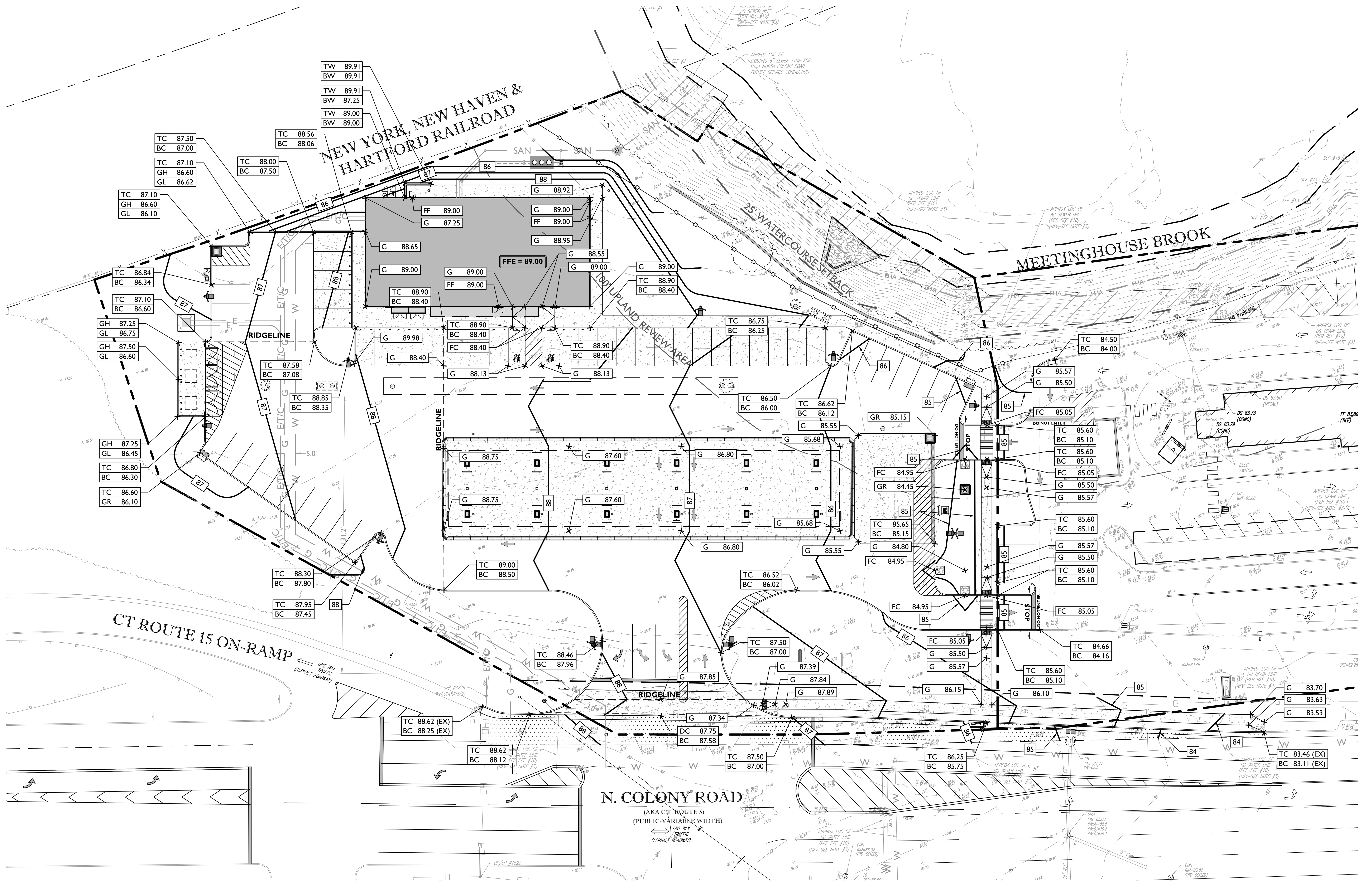
1. THE CONTRACTOR SHALL INSTALL AND BACKFILL THE UNDERGROUND BMP IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
2. UNDERGROUND BASINS SHALL UTILIZE A STONE BACKFILL WITH A MINIMUM VOID RATIO OF 40%.
3. NO CONSTRUCTION LOADING OVER UNDERGROUND BASINS IS PERMITTED UNTIL BACKFILL IS COMPLETE PER THE MANUFACTURER'S SPECIFICATIONS. NO VEHICLES SHALL BE STAGED OR OPERATE FROM A FIXED POSITION OVER THE BASIN.

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO STONEFIELD ENGINEERING & DESIGN, LLC. FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
4. THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
5. MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
   - CURB GUTTER: 0.50%
   - CONCRETE SURFACES: 1.00%
   - ASPHALT SURFACES: 1.00%
5. A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF THIS CONDITION CANNOT BE MET.
6. FOR PROJECTS WHERE BASEMENTS ARE PROPOSED, THE DEVELOPER IS RESPONSIBLE TO DETERMINE THE DEPTH TO GROUNDWATER AT THE LOCATION OF THE PROPOSED STRUCTURE. IF GROUNDWATER IS ENCOUNTERED WITHIN THE BASEMENT AREA, SPECIAL CONSTRUCTION METHODS SHALL BE UTILIZED AND REVIEWED/APPROVED BY THE CONSTRUCTION CODE OFFICIAL. IF SUMP PUMPS ARE UTILIZED, ALL DISCHARGES SHALL BE CONNECTED DIRECTLY TO THE PUBLIC STORM SEWER SYSTEM WITH APPROVAL FROM THE GOVERNING STORM SEWER SYSTEM AUTHORITY.

FLOOD VOLUME NOTE:

CONTRACTOR SHALL ENSURE ANY PROPOSED DISTURBANCE WITHIN THE 100-YEAR FLOOD ELEVATION AREA OR THE FLOODWAY SHALL BE AT OR BELOW EXISTING GRADE AND SHALL NOT DECREASE THE FLOOD COMPENSATION VOLUME.



SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
RIDGELINE	PROPOSED GRADING RIDGELINE
G 100.00	PROPOSED GRADE SPOT SHOT
TC 100.50 / BC 100.00	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
FC 100.00	PROPOSED FLUSH CURB SPOT SHOT
DC 100.12 / BC 100.00	PROPOSED DEPRESSED CURB / BOTTOM OF CURB SPOT SHOT
TB 100.00	PROPOSED TOP OF BERM SPOT SHOT
TC 87.25 / GH 86.75 / GL 85.75	PROPOSED TOP OF CURB / GRADE HIGH / GRADE LOW SPOT SHOT
FHA — FHA	APPROX. LOCATION OF 100-YEAR FLOOD ELEVATION

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT CHARLES D. OLIVO PEN0026843 LICENSED PROFESSIONAL ENGINEER
CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

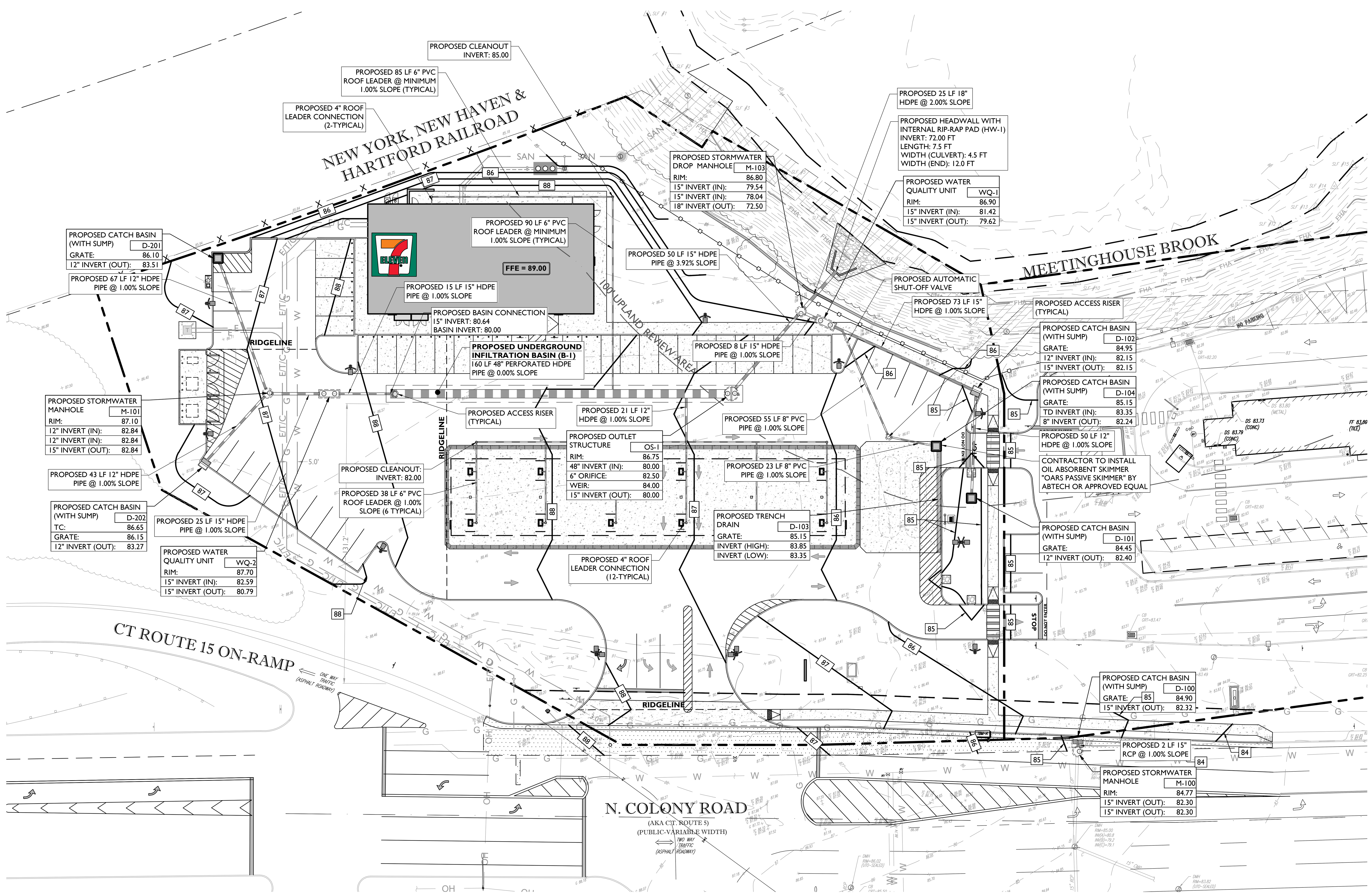
STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: B-19007

TITLE: **GRADING PLAN**

DRAWING: **C-6**

Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-06-GRAD.DWG



SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
RIDGELINE	PROPOSED GRADING RIDGELINE
	PROPOSED STORMWATER STRUCTURES
	PROPOSED STORMWATER PIPING
FHA — FHA	APPROX. LOCATION OF 100-YEAR FLOOD ELEVATION

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR STORMWATER IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
2. CONTRACTOR SHALL START CONSTRUCTION OF STORM LINES AT THE LOWEST INVERT AND WORK UP-GRADIENT.
3. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IMMEDIATELY IN WRITING.
4. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

EXCAVATION, SOIL PREPARATION, AND DEWATERING NOTES

1. THE CONTRACTOR IS REQUIRED TO REVIEW THE REFERENCED GEOTECHNICAL DOCUMENTS PRIOR TO CONSTRUCTION, THESE DOCUMENTS SHALL BE CONSIDERED A PART OF THE PLAN SET.
2. THE CONTRACTOR IS REQUIRED TO PREPARE SUBGRADE SOILS BENEATH ALL PROPOSED IMPROVEMENTS AND BACKFILL ALL EXCAVATIONS IN ACCORDANCE WITH RECOMMENDATIONS BY THE GEOTECHNICAL ENGINEER OF RECORD.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SHORING FOR ALL EXCAVATIONS AS REQUIRED. CONTRACTOR SHALL HAVE THE SHORING DESIGN PREPARED BY A QUALIFIED PROFESSIONAL. SHORING DESIGNS SHALL BE SUBMITTED TO STONEFIELD ENGINEERING & DESIGN, LLC. AND THE OWNER PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL OPEN EXCAVATIONS ARE PERFORMED AND PROTECTED IN ACCORDANCE WITH THE LATEST OSHA REGULATIONS.
5. THE CONTRACTOR IS RESPONSIBLE FOR ANY DEWATERING DESIGN AND OPERATIONS, AS REQUIRED, TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR DEWATERING OPERATIONS AND GROUNDWATER DISPOSAL.

STORMWATER INFILTRATION BMP CONSTRUCTION NOTES

1. PRIOR TO THE START OF CONSTRUCTION, ANY AREA DESIGNATED TO BE USED FOR AN INFILTRATION BMP (E.G. BASIN, BIORETENTION AREA, ETC.) SHALL BE FENCED OFF AND SHALL NOT BE UTILIZED AS STORAGE FOR CONSTRUCTION EQUIPMENT OR AS A STOCKPILE AREA FOR CONSTRUCTION MATERIALS. NO ACTIVITY SHALL BE PERMITTED WITHIN THE INFILTRATION BASIN AREA UNLESS RELATED TO THE CONSTRUCTION OF THE INFILTRATION BASIN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ALL SUBCONTRACTORS OF BASIN AREA RESTRICTIONS.
2. THE CONTRACTOR SHALL MAKE EVERY EFFORT, WHERE PRACTICAL, TO AVOID SUBGRADE SOIL COMPACTION IN THE AREAS DESIGNATED TO BE USED FOR AN INFILTRATION BMP.
3. ALL EXCAVATION WITHIN THE LIMITS OF ANY INFILTRATION BMP SHALL BE PERFORMED WITH THE LIGHTEST PRACTICAL EXCAVATION EQUIPMENT. ALL EXCAVATION EQUIPMENT SHALL BE PLACED OUTSIDE THE LIMITS OF THE BASIN WHERE FEASIBLE. THE USE OF LIGHT-WEIGHT, RUBBER-TIRED EQUIPMENT (LESS THAN 8 PSI APPLIED TO THE GROUND SURFACE) IS RECOMMENDED WITHIN THE BASIN LIMITS.
4. THE SEQUENCE OF SITE CONSTRUCTION SHALL BE COORDINATED WITH BASIN CONSTRUCTION TO ADHERE TO SEQUENCING LIMITATIONS.
5. DURING THE FINAL GRADING OF AN INFILTRATION BASIN, THE BOTTOM OF THE BASIN SHALL BE DEEPLY TILLED WITH A ROTARY TILLER OR DISC HARROW AND THEN SMOOTHED OUT WITH A LEVELING DRAW OR EQUIVALENT GRADING EQUIPMENT. ALL GRADING EQUIPMENT SHALL BE LOCATED OUTSIDE OF THE BASIN BOTTOM WHERE FEASIBLE.
6. FOLLOWING CONSTRUCTION OF AN INFILTRATION BASIN, SOIL INFILTRATION TESTING BY A LICENSED GEOTECHNICAL ENGINEER IS REQUIRED TO CERTIFY COMPLIANCE WITH THE DESIGN INFILTRATION RATES IN ACCORDANCE WITH APPENDIX E OF THE NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES MANUAL, LATEST EDITION. IF THE FIELD INFILTRATION RATES ARE LOWER THAN THE RATE USED DURING DESIGN, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING IMMEDIATELY TO DETERMINE THE APPROPRIATE COURSE OF ACTION.
7. THE CONTRACTOR SHALL NOTIFY THE MUNICIPALITY TO DETERMINE IF WITNESS TESTING IS REQUIRED DURING INFILTRATION BASIN EXCAVATION AND/OR SOIL INFILTRATION TESTING.

STORMWATER UNDERGROUND BMP CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL INSTALL AND BACKFILL THE UNDERGROUND BMP IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
2. UNDERGROUND BASINS SHALL UTILIZE A STONE BACKFILL WITH A MINIMUM VOID RATIO OF 40%.
3. NO CONSTRUCTION LOADING OVER UNDERGROUND BASINS IS PERMITTED UNTIL BACKFILL IS COMPLETE PER THE MANUFACTURER'S SPECIFICATIONS. NO VEHICLES SHALL BE STAGED OR OPERATE FROM A FIXED POSITION OVER THE BASIN.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT · CHARLES D. OLIVO · PEN0026843 · LICENSED PROFESSIONAL ENGINEER

CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

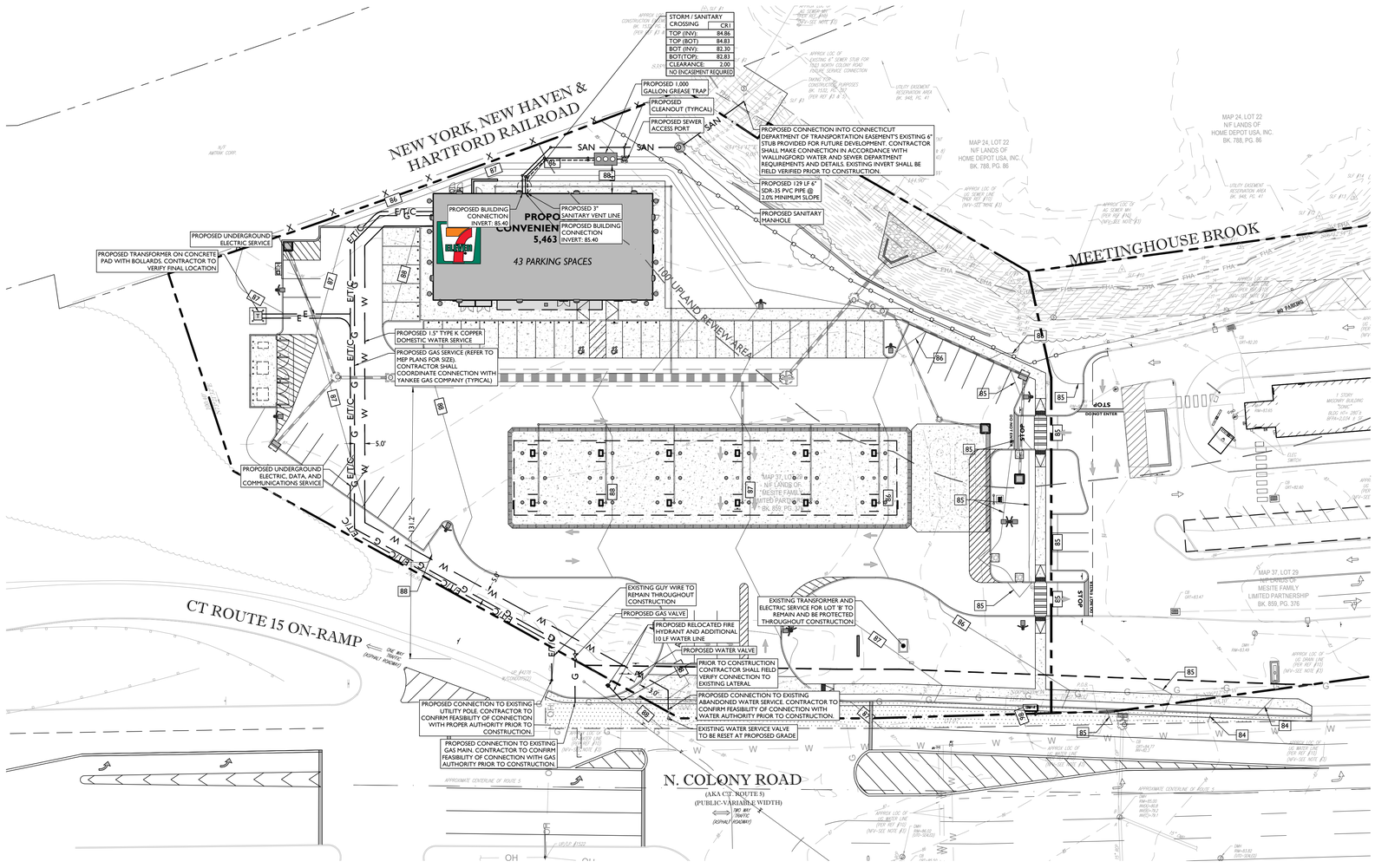
STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: B-19007

TITLE:
STORMWATER MANAGEMENT PLAN

DRAWING:
C-7

Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-07-STRM.DWG



SYMBOL / DESCRIPTION

SYMBOL	DESCRIPTION
	PROPERTY LINE
SAN	PROPOSED SANITARY LATERAL
W	PROPOSED DOMESTIC WATER SERVICE
E/T/C	PROPOSED ELECTRICAL/DATA CONDUITS
T/C	PROPOSED DATA CONDUITS
E	PROPOSED ELECTRIC CONDUITS
OH	PROPOSED OVERHEAD WIRES
G	PROPOSED GAS LINE
	PROPOSED VALVE
	PROPOSED SANITARY CLEANOUT
	PROPOSED UTILITY POLE
T	PROPOSED TRANSFORMER ON CONCRETE PAD WITH BOLLARDS

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC IMMEDIATELY IN WRITING.
2. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN IN OPERATION ALL UTILITIES NOT DESIGNATED TO BE REMOVED.
3. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO ANY EXISTING UTILITY IDENTIFIED TO REMAIN WITHIN THE LIMITS OF THE PROPOSED WORK DURING CONSTRUCTION.
4. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET IS REQUIRED BETWEEN ANY SANITARY SEWER SERVICE AND ANY WATER LINES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. ALL WATER LINES SHALL BE VERTICALLY SEPARATED ABOVE SANITARY SEWER LINES BY A MINIMUM DISTANCE OF 18 INCHES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
6. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR WATER AND SANITARY SEWER CONNECTION IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
7. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRIC AND TELECOMMUNICATION CONNECTIONS WITH THE APPROPRIATE GOVERNING AUTHORITY.
8. CONTRACTOR SHALL START CONSTRUCTION OF ANY GRAVITY SEWER AT THE LOWEST INVERT AND WORK UP-GRADIENT.
9. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD SET OF PLANS REFLECTING THE LOCATION OF EXISTING UTILITIES THAT HAVE BEEN CAPPED, ABANDONED, OR RELOCATED BASED ON THE DEMOLITION/REMOVAL ACTIVITIES REQUIRED IN THIS PLAN SET. THIS DOCUMENT SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.
10. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-28 LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D'OLIVO
PEN0026043
REGISTERED PROFESSIONAL ENGINEER
CHARLES D'OLIVO, P.E.
CONNECTICUT PE LICENSE NO. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE:	1" = 40'	PROJECT ID:	B-19007

TITLE: UTILITY PLAN

DRAWING: C-8

Z:\BOTO\B2B\19B - 19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOTS\C8-BUTIL.DWG

LIGHTING DESIGN REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 6.11(G)3.	MOUNTING HEIGHT REQUIREMENT: ANY LIGHTING USED TO ILLUMINATE OFF-STREET PARKING OR LOADING SHALL BE MAXIMUM 25 FT HIGH	25 FT
§ 6.26 C. 1.	PARKING AREA LIGHT FIXTURE REQUIREMENT: FULL CUT-OFF REQUIRED	COMPLIES
§ 6.26 C. 2.	UPLIGHTING REQUIREMENTS: UPLIGHTING IS PROHIBITED DOWNLIGHTING PERMITTED WITH SHIELDING AND LIGHTING CONTAINED TO TARGET	COMPLIES N/A
§ 6.26 C. 3.	BUILDING LIGHT FIXTURE REQUIREMENTS: SHALL BE FULL CUT-OFF OR A SHIELDED TYPE	COMPLIES
§ 6.26 C. 4.	ALL EXTERIOR LIGHTS SHALL BE DESIGNED, LOCATED, INSTALLED, AND DIRECTED IN SUCH A MANNER AS TO PREVENT OBJECTIONABLE LIGHT AT, (AND GLARE ACROSS), THE PROPERTY LINES AND DISABILITY GLARE AT ANY LOCATION ON, OR OFF, THE PROPERTY.	COMPLIES

PROPOSED LUMINAIRE SCHEDULE

SYMBOL	LABEL	QUANTITY	SECURITY LIGHTING	DISTRIBUTION	LLF	MANUFACTURER	IES FILE
	A	8	GE EVOLVE SERIES LED SHIELDED AREA LIGHT (SERIES 3) - 4000K - 116 WATTS	TYPE IV	0.90	GE CURRENT	EALS03_F4AF740_____-ELS-EAL-RBL-BLCK
	B	2	GE EVOLVE SERIES LED SHIELDED AREA LIGHT (SERIES 3) - 4000K - 116 WATTS	TYPE IV	0.90	GE CURRENT	EALS03_F4AF740_____-ELS-EAL-RBL-BLCK
	C	1	GE EVOLVE SERIES LED SHIELDED AREA LIGHT (SERIES 3) - 4000K - 116 WATTS	TYPE IV	0.90	GE CURRENT	EALS03_F4AF740_____-ELS-EAL-RBL-BLCK
	D	36	GE EVOLVE SERIES SCALABLE RECESSED CANOPY LIGHT - 4000K - 101 WATTS	-	0.90	GE CURRENT	ECLP01_D5SM740_____.IES
	E	1	CREE CPY SERIES - VERSION B LED CANOPY / SOFFIT LIGHT - 4000K - 31 WATTS	-	0.90	CREE LIGHTING	CPY250-B-XX-F-C-UL-XX-40K_CONFIGURED.IES
	F	12	CREE XSPW LED WALL MOUNT LIGHT - 4000K - 34 WATTS	-	0.90	CREE LIGHTING	XPWS3-FT-LED-28-350-NW-UE.IES
	G	10	DOMUS SERIES LED PENDANT (SMALL) LIGHT - 4000K - 24 WATTS	TYPE IV	0.90	SIGNIFY	DOS-24W16LED4K-T-LE4F.IES

AREA LIGHTING FIXTURE (TYPE 'A', 'B', & 'C')

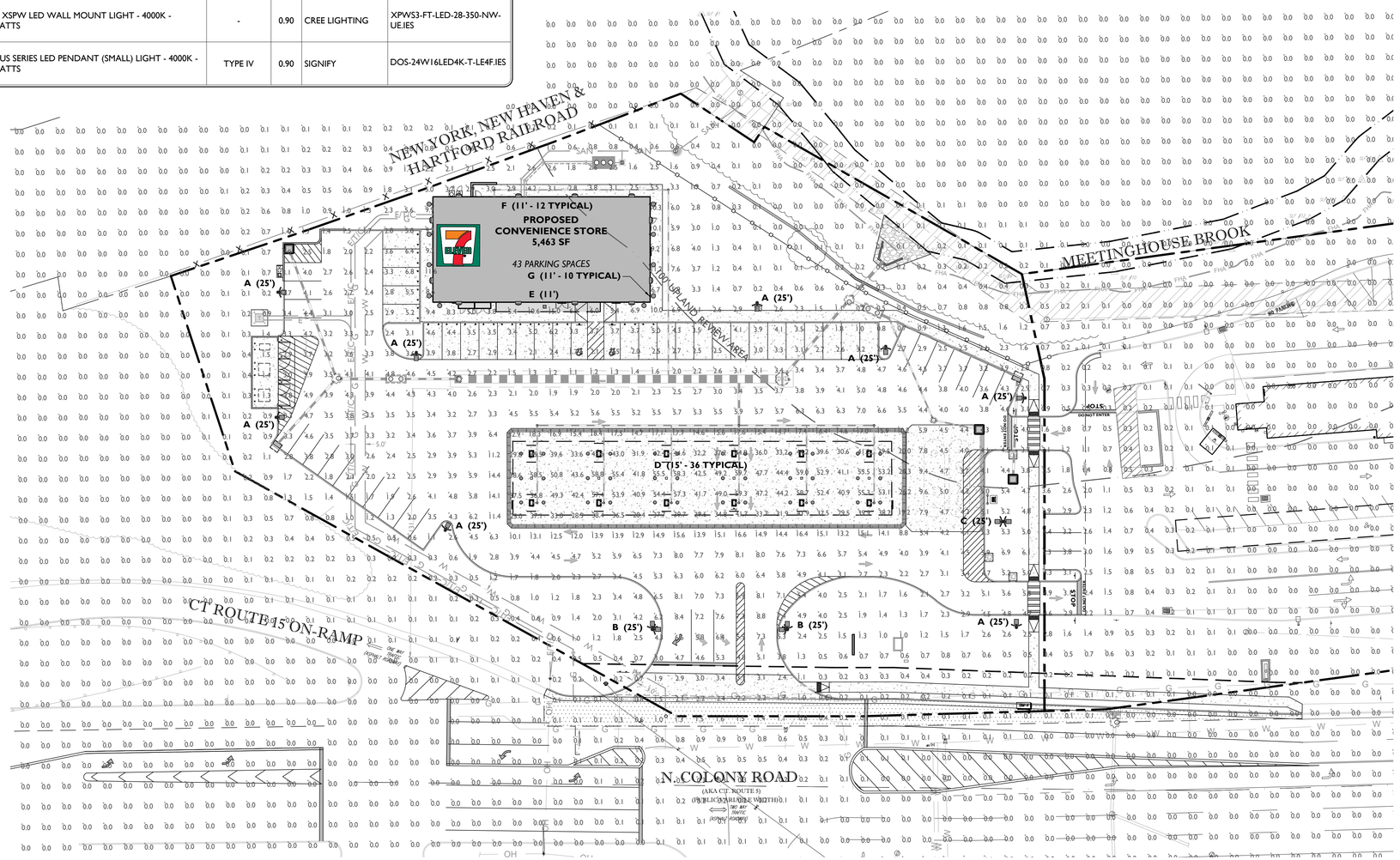
CANOPY LIGHTING FIXTURE (TYPE 'E')

GOOSENECK WALL MOUNTED LIGHTING FIXTURE (TYPE 'G')

RECESSED CANOPY LIGHTING FIXTURE (TYPE 'D')

WALLPACK LIGHTING FIXTURE (TYPE 'F')

SYMBOL	DESCRIPTION
A (XX')	PROPOSED LIGHTING FIXTURE (MOUNTING HEIGHT)
XX	PROPOSED LIGHTING INTENSITY (FOOTCANDLES)
	PROPOSED AREA LIGHT
	PROPOSED BUILDING MOUNTED LIGHT



GENERAL LIGHTING NOTES

1. THE LIGHTING LEVELS DEPICTED WITHIN THE PLAN SET ARE CALCULATED UTILIZING DATA OBTAINED FROM THE LISTED MANUFACTURER. ACTUAL ILLUMINATION LEVELS AND PERFORMANCE OF ANY PROPOSED LIGHTING FIXTURE MAY VARY DUE TO UNCONTROLLABLE VARIABLES SUCH ARE WEATHER, VOLTAGE SUPPLY, LAMP TOLERANCE, EQUIPMENT SERVICE LIFE AND OTHER VARIABLE FIELD CONDITIONS.
2. WHERE APPLICABLE, THE EXISTING LIGHT LEVELS DEPICTED WITHIN THE PLAN SET SHALL BE CONSIDERED APPROXIMATE. THE EXISTING LIGHT LEVELS ARE BASED ON FIELD OBSERVATIONS AND THE MANUFACTURER'S DATA OF THE ASSUMED OR MOST SIMILAR LIGHTING FIXTURE MODEL.
3. UNLESS NOTED ELSEWHERE WITHIN THIS PLAN SET, THE LIGHT LOSS FACTORS USED IN THE LIGHTING ANALYSIS ARE AS FOLLOWS:
   - LIGHT EMITTING DIODES (LED): 0.90
   - HIGH PRESSURE SODIUM: 0.72
   - METAL HALIDE: 0.72
4. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING, PRIOR TO THE START OF CONSTRUCTION, OF ANY PROPOSED LIGHTING LOCATIONS THAT CONFLICT WITH EXISTING/ PROPOSED DRAINAGE, UTILITY, OR OTHER IMPROVEMENTS.
5. THE CONTRACTOR IS RESPONSIBLE TO PREPARE A WIRING PLAN AND PROVIDE ELECTRIC SERVICE TO ALL PROPOSED LIGHTING FIXTURES. THE CONTRACTOR IS REQUIRED TO PREPARE AN AS-BUILT PLAN OF WIRING AND PROVIDE COPIES TO THE OWNER AND STONEFIELD ENGINEERING & DESIGN, LLC.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWVWC RESUBMISSION
3	11/13/2020	BJD	FOR IWVWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWVWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37.29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D. OLIVO
PEN0026843
REGISTERED PROFESSIONAL ENGINEER
CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE NO. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: B-19007

TITLE: LIGHTING PLAN

DRAWING: C-9

Z:\B2019\B19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOT\1000-PLOT-LIGHT.DWG

SEDIMENT & EROSION CONTROL NARRATIVE:

THE PROPOSED PROJECT CONSISTS OF CONSTRUCTING AN APPROXIMATELY 5,463 SF PROPOSED CONVENIENCE STORE BUILDING WITH ASSOCIATED GAS PUMPS, UNDERGROUND FUEL STORAGE TANKS, PARKING, DRIVEWAYS, AND UNDERGROUND UTILITIES. THE PROPOSED SUBDIVISION AREA OF THE SITE IS APPROXIMATELY 2.10 AC AND WILL BE DEVELOPED IN A SINGLE PHASE PROJECT. APPROXIMATELY 2.08-ACRES WILL BE DISTURBED DURING CONSTRUCTION.
TO CONTROL SEDIMENT EROSION DURING CONSTRUCTION, THE CONTRACTOR SHALL EMPLOY TECHNIQUES OUTLINED IN CONSTRUCTION SEQUENCE AND EROSION CONTROL NOTES TO ENSURE THAT EROSION DOES NOT OCCUR AND THAT SEDIMENT IS NOT TRANSPORTED OFFSITE. PARTICULAR ATTENTION SHALL BE PROVIDED TO ENSURING EROSION CONTROL MEASURES ARE MAINTAINED IN THE PORTIONS OF DISTURBANCE IN THE REAR OF THE SITE ADJACENT TO THE WATERCOURSE.
THE EARTHWORK IS PLANNED TO START WINTER 2021 AND BE COMPLETED SPRING 2023.
THE EROSION AND SEDIMENTATION CONTROLS SHALL BE EMPLOYED BY THE CONTRACTOR DURING THE EARTHWORK AND CONSTRUCTION PHASES OF THE PROJECT IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.
REFER TO THE DRAINAGE / STORMWATER MANAGEMENT REPORT FOR MORE INFORMATION.

POST CONSTRUCTION STORM WATER MANAGEMENT:

THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR ENSURING THAT STORMWATER MANAGEMENT SYSTEMS BE INSPECTED AND MAINTAINED. THE FOLLOWING PLAN COMPONENTS SHALL BE ADHERED TO:

SOURCE CONTROL: A COMPREHENSIVE SOURCE CONTROL PROGRAM WILL BE IMPLEMENTED AT THE SITE, WHICH INCLUDES REGULAR PAVEMENT SWEEPING AT A MINIMUM OF 2 TIMES PER YEAR, CATCH BASIN CLEANING, AND MAINTENANCE AND CLEARING OF LITTER FROM PARKING AREAS AND PERIMETER LANDSCAPED AREAS. CLEAN ALL CATCH BASINS AND STRUCTURES TWICE ANNUALLY TO REMOVE ACCUMULATED SAND, SEDIMENT, AND FLOATABLE PRODUCTS OR AS NEEDED BASED ON USE.

DEEP SUMP CATCH BASINS: CATCH BASINS AT THE SITE ARE TO BE CONSTRUCTED WITH SUMPS (MINIMUM 4-FEET) TO TRAP DEBRIS AND SEDIMENTS. CATCH BASINS WILL BE CLEANED TWICE PER YEAR.

SNOW SHELF: INSPECT SNOW SHELVES ONCE ANNUALLY, IN THE SPRING, FOR ACCUMULATED SEDIMENT. NECESSARY SEDIMENT REMOVAL, EARTH REPAIR, AND/OR RE-SEEDING WILL BE PERFORMED IMMEDIATELY UPON IDENTIFICATION.

HYDRODYNAMIC SEPARATOR WATER QUALITY UNIT: A HYDRODYNAMIC SEPARATOR WATER QUALITY UNIT WILL BE USED TO TREAT STORMWATER BEFORE IT REACHES THE DISCHARGE POINT. THIS ALLOWS SUSPENDED SEDIMENTS TO BE REMOVED AND REDUCES SEDIMENTATION ACCUMULATION. INSPECT THE WATER QUALITY UNIT FOR ACCUMULATED SEDIMENT AND DEBRIS. NECESSARY SEDIMENT AND/OR DEBRIS REMOVAL WILL BE PERFORMED IMMEDIATELY UPON IDENTIFICATION.

ALL E&S CONTROL MEASURES WILL BE INSPECTED WEEKLY AND AFTER RAINFALL OF 0.5 INCHES IN 24 HOURS.

EROSION AND SEDIMENTATION CONTROL TECHNIQUES:

THE FOLLOWING EROSION AND SEDIMENTATION CONTROLS SHALL BE EMPLOYED BY THE CONTRACTOR DURING THE EARTHWORK AND CONSTRUCTION PHASES OF THE PROJECT IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.

SILT FENCING: IN AREAS WHERE HIGH RUNOFF VOLUMES OR HIGH SEDIMENT LOADS ARE EXPECTED, STRAW BALE BARRIERS WILL BE BACKED UP WITH SILT FENCING. THIS SEMI-PERMEABLE BARRIER MADE OF A SYNTHETIC POROUS FABRIC WILL PROVIDE ADDITIONAL PROTECTION. THE SILT FENCES AND STRAW BALE BARRIER WILL BE REPLACED AS DETERMINED BY PERIODIC FIELD INSPECTIONS.

STRAW BALE BARRIERS: STRAW BALE BARRIERS WILL BE PLACED TO TRAP SEDIMENT TRANSPORTED BY RUNOFF BEFORE IT REACHES THE DRAINAGE SYSTEM OR LEAVES THE CONSTRUCTION SITE. BAL WILL BE SET AT LEAST FOUR INCHES INTO THE EXISTING GROUND TO MINIMIZE UNDERCUTTING THE RUNOFF.

CATCH BASIN PROTECTION: NEWLY CONSTRUCTED AND EXISTING CATCH BASINS WILL BE PROTECTED WITH INLET FILTERS THROUGHOUT CONSTRUCTION.

GRAVEL AND CONSTRUCTION ENTRANCE/EXIT: A TEMPORARY CRUSHED-STONE CONSTRUCTION ENTRANCE/EXIT WILL BE CONSTRUCTED. A CROSS SLOPE WILL BE PLACED IN THE ENTRANCE TO DIRECT RUNOFF TO THE SEDIMENT TRAP.

VEGETATIVE SLOPE STABILIZATION: STABILIZATION OF OPEN SOIL SURFACES WILL BE IMPLEMENTED WITHIN 14 DAYS AFTER GRADING OR CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, UNLESS THERE IS SUFFICIENT SNOW COVER TO PROHIBIT IMPLEMENTATION. VEGETATIVE SLOPE STABILIZATION WILL BE USED TO MINIMIZE EROSION ON SLOPES OF 3:1 OR FLATTER. ANNUAL GRASSES, SUCH AS ANNUAL RYE, WILL BE USED TO ENSURE RAPID GERMINATION AND PRODUCTION OF ROOTMASS. PERMANENT STABILIZATION WILL BE COMPLETED WITH THE PLANTING OF PERENNIAL GRASSES OR LEGUMES. ESTABLISHMENT OF TEMPORARY AND PERMANENT VEGETATIVE COVER MAY BE ESTABLISHED BY HYDRO-SEEDING OR SODDING. A SUITABLE TOPSOIL, GOOD SEEDBED PREPARATION, AND ADEQUATE LIME, FERTILIZER, AND WATER WILL BE PROVIDED FOR EFFECTIVE ESTABLISHMENT OF THESE VEGETATIVE STABILIZATION METHODS. MULCH WILL ALSO BE USED AFTER PERMANENT SEEDING TO PROTECT SOIL FROM THE IMPACT OF FALLING RAIN AND TO INCREASE THE CAPACITY OF THE SOIL TO ABSORB WATER.

SLOPE STABILIZATION BLANKET: TEMPORARY STABILIZATION OF OPEN SOIL SURFACES ON SLOPES OF 3:1 OR GREATER SHALL BE STABILIZED USING ENKAMAT OR APPROVED EQUIVALENT.

STOCKPILE MANAGEMENT: SIDESLOPES OF STOCKPILED MATERIAL SHALL BE NO STEEPER THAN 2:1. STOCKPILES NOT USED WITHIN 30 DAYS NEED TO BE SEEDED AND MULCHED IMMEDIATELY AFTER FORMATION OF THE STOCKPILE. STRAWBALES AND SILT FENCE ARE TO BE PLACED AROUND THE STOCKPILE AREA APPROXIMATELY 10 FEET FROM THE TOW OF SLOPE.

DUST CONTROL: PERIODICALLY MOISTEN EXPOSED SURFACES ON UNPAVED TRAVELWAYS TO KEEP THE TRAVELWAY DAMP AND REDUCE DUST.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. THE SITE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING EACH CONTROL SHOWN ON THE SEDIMENTATION AND EROSION CONTROL PLAN.
2. THE SITE CONTRACTOR WILL INSPECT ALL SEDIMENT AND EROSION CONTROL STRUCTURES PERIODICALLY AND AFTER EACH RAINFALL EVENT. RECORDS FOR THE INSPECTIONS WILL BE PREPARED AND MAINTAINED ON-SITE BY THE CONTRACTOR.
3. SILT SHALL BE REMOVED FROM BEHIND BARRIERS IF GREATER THAN 6-INCHES DEEP OR AS NEEDED.
4. DAMAGED OR DETERIORATED ITEMS WILL BE REPAIRED IMMEDIATELY AFTER IDENTIFICATION.
5. THE UNDERSIDE OF STRAW BALES SHOULD BE KEPT IN CLOSE CONTACT WITH THE EARTH AND RESET AS NECESSARY.
6. SEDIMENT IS COLLECTED IN STRUCTURES SHALL BE DISPOSED OF PROPERLY AND COVERED IF STORED ON-SITE.
7. INSPECT THE TEMPORARY SEDIMENT TRAP AT LEAST ONCE A WEEK AND WITHIN 24 HOURS OF A RAINFALL EVENT TO DETERMINE THE CONDITIONS OF THE BASINS DURING CONSTRUCTION. CLEAN OUT SEDIMENT BASINS WHEN ACCUMULATION REACHES 12". SEDIMENT LEVELS SHALL BE MARKED WITHIN THE SEDIMENT STORAGE AREA BY STAKES. DO NOT ALLOW ACCUMULATED SEDIMENTS TO FLUSH INTO WETLANDS AREAS.
8. EROSION CONTROL STRUCTURES SHALL REMAIN IN PLACE UNTIL ALL DISTURBED EARTH HAS BEEN SECURELY STABILIZED. AFTER REMOVAL OF STRUCTURES, DISTURBED AREAS SHALL BE RE-GRADED AND STABILIZED AS SOON AS PRACTICAL.
9. MAINTAIN THE CONSTRUCTION ENTRANCE IN A CONDITION WHICH WILL PREVENT TRACKING AND WASHING OF SEDIMENTS ONTO PAVED SURFACES.

CONSTRUCTION SCHEDULE:

THE ANTICIPATED STARTING DATE FOR CONSTRUCTION OF THE 7-ELEVEN CONVENIENCE STORE WITH FUEL SALES IS WINTER 2021 WITH COMPLETION ANTICIPATED SPRING 2023. ANTICIPATED EROSION CONTROL MEASURES AS DESCRIBED HEREIN, SHALL BE INSTALLED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF ALL DEMOLITION OR CONSTRUCTION ACTIVITY. SCHEDULE WORK TO MINIMIZE THE LENGTH OF THE TIME THAT THE BARE SOIL WILL BE EXPOSED.

CONTINGENCY EROSION PLAN:

THE CONTRACTOR SHALL INSTALL ALL SPECIFIED EROSION CONTROL MEASURERS AND WILL BE REQUIRED TO MAINTAIN THEM IN THEIR INTENDED FUNCTIONING CONDITION. THE AGENTS OF THE TOWN OF WALLINGFORD AND/OR CIVIL ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUPPLEMENTAL MAINTENANCE OR ADDITIONAL MEASURES IF FIELD CONDITIONS ARE ENCOUNTERED BEYOND WHAT WOULD NORMALLY BE ANTICIPATED.

CLEARING AND GRUBBING OPERATIONS:

1. ALL SEDIMENTATION AND EROSION CONTROL MEASURES, INCLUDING THE CONSTRUCTION OF TEMPORARY SEDIMENTATION BASINS AND STONE CONSTRUCTION ENTRANCE ANTI-TRACKING PADS, WILL BE INSTALLED PRIOR TO THE START OF CLEARING AND GRUBBING AND DEMOLITION OPERATIONS.
2. FOLLOWING INSTALLATION OF ALL SEDIMENTATION AND EROSION CONTROL MEASURES, THE CONTRACTOR SHALL NOT PROCEED WITH GRADING, FILLING OR OTHER CONSTRUCTION OPERATIONS UNTIL THE ENGINEER HAS INSPECTED AND APPROVED ALL INSTALLATIONS.
3. THE CONTRACTOR SHALL TAKE EXTREME CARE DURING CLEARING AND GRUBBING OPERATIONS SO AS NOT TO DISTURB UNPROTECTED WETLAND AREAS OR SEDIMENTATION AND EROSION CONTROL DEVICES.
4. FOLLOWING THE COMPLETION OF CLEARING AND GRUBBING OPERATIONS ALL AREAS SHALL BE STABILIZED WITH TOPSOIL AND SEEDING OR PROCESSED AGGREGATE STONE AS SOON AS PRACTICAL.

EROSION AND SEDIMENT CONTROL PLAN:

1. HAY BALE FILTERS OR SILTATION FENCE WILL BE INSTALLED AT ALL CULVERT OUTLETS IF CULVERT OUTLETS ARE APPLICABLE TO THIS PROJECT AND ALONG THE TOE OF ALL CRITICAL CUT AND FILL SLOPES.
2. CULVERT DISCHARGE AREAS WILL BE PROTECTED WITH RIP RAP CHANNELS; ENERGY DISSIPATERS WILL BE INSTALLED AS SHOWN ON THESE PLANS AS NECESSARY.
3. CATCH BASINS WILL BE PROTECTED WITH HAY BALE FILTERS, SILT STACKS, SILTATION FENCE, OR OTHER INLET PROTECTION DEVICES PER DETAILS, THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL ALL DISTURBED AREAS ARE THOROUGHLY STABILIZED.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF CONNECTICUT DEP 2004 CONNECTICUT STORMWATER QUALITY MANUAL.
5. EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED PRIOR TO DEMOLITION AND/OR CONSTRUCTION WHENEVER POSSIBLE.
6. ALL CONTROL MEASURES WILL BE MAINTAINED IN EFFECTIVE CONDITION THROUGHOUT THE DEMOLITION AND CONSTRUCTION PERIOD.
7. ADDITIONAL CONTROL MEASURES WILL BE INSTALLED DURING THE CONSTRUCTION PERIOD. IF NECESSARY OR REQUIRED OR AS DIRECTED BY THE CIVIL ENGINEER OR BY THE LOCAL GOVERNING OFFICIAL.S.
8. SEDIMENT REMOVED FROM EROSION CONTROL STRUCTURES WILL BE DISPOSED IN A MANNER WHICH IS CONSISTENT WITH THE INTENT AND REQUIREMENTS OF THE EROSION CONTROL PLANS, NOTES, AND DETAILS.
9. CONTRACTOR IS ASSIGNED THE RESPONSIBILITY FOR IMPLEMENTING THIS EROSION AND SEDIMENT CONTROL PLAN. THIS RESPONSIBILITY INCLUDES THE INSTALLATION AND MAINTENANCE OF CONTROL MEASURES, INFORMING ALL PARTIES ENGAGED ON THE CONSTRUCTION SITE OF THE REQUIREMENTS AND OBJECTIVES OF THE PLAN, OF ANY TRANSFER OF THIS RESPONSIBILITY AND FOR CONVEYING A COPY OF THE EROSION AND SEDIMENT CONTROL PLAN IF THE TITLE TO THE LAND IS TRANSFERRED.

LAND DISTURBANCE CHART

	LOT A:	LOT B:	TOTAL:
AREA OF WATERCOURSE ON SITE	873 SF (0.020 AC)	392 SF (0.009 AC)	1,265 SF (0.029 AC)
AREA OF PROPOSED DISTURBANCE WITHIN WATERCOURSE	27.6 LF (0.0 SF / 0.000 AC)	0.0 LF (0.0 SF / 0.000 AC)	27.6 LF (0.0 SF / 0.000 AC)
AREA OF 100 FT UPLAND REVIEW AREA ON SITE	4,811 SF (0.110 AC)	37,405 SF (0.859 AC)	42,216 SF (0.969 AC)
AREA OF PROPOSED DISTURBANCE WITHIN 100 FT UPLAND REVIEW AREA	19,762 SF (0.454 AC)	1,290 SF (0.030 AC)	21,052 SF (0.483 AC)
AREA OF EXISTING IMPROVEMENTS WITHIN UPLAND REVIEW AREA	15,828 SF (0.363 AC)	21,575 SF (0.495 AC)	37,403 SF (0.859 AC)
AREA OF PROPOSED IMPROVEMENTS WITHIN UPLAND REVIEW AREA	10,787 SF (0.248 AC)	808 SF (0.019 AC)	11,595 SF (0.266 AC)

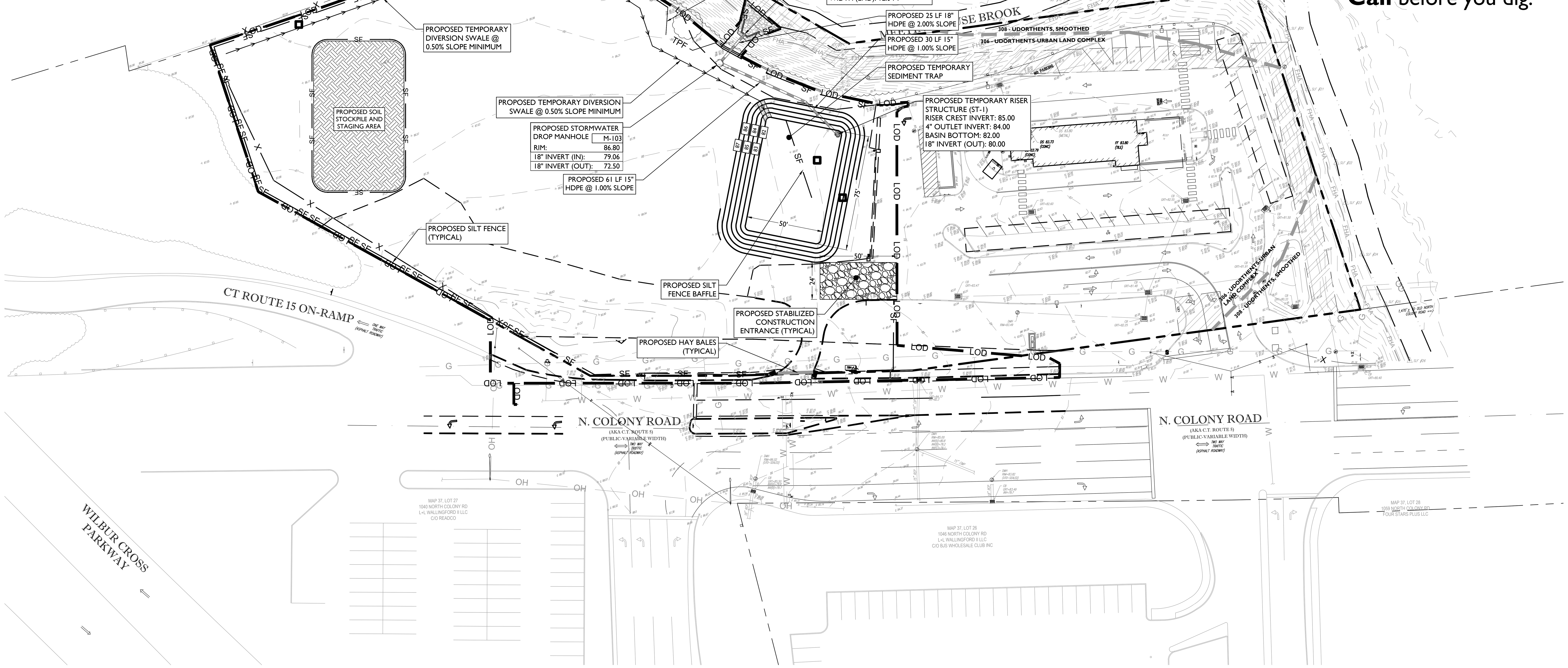
SOIL CHARACTERISTICS CHART

TYPE OF SOIL	UDORTHENTS-URBAN LAND COMPLEX	UDORTHENTS, SMOOTHED
PERCENT OF SITE COVERAGE	92.4%	7.6%
HYDROLOGIC SOIL GROUP	B	C
DEPTH TO RESTRICTIVE LAYER	> 80 INCHES	> 80 INCHES
SOIL PERMEABILITY	0.00 TO 1.98 IN / HR	0.00 TO 1.98 IN / HR
DEPTH TO WATER TABLE	ABOUT 54 TO 72 INCHES	ABOUT 24 TO 54 INCHES

THIS PLAN PROVIDES GENERAL GUIDANCE FOR THE CONSTRUCTION ACTIVITIES THAT MAY OCCUR. THE CONTRACTOR IS FULLY RESPONSIBLE TO PROVIDE AND MAINTAIN PROPER EROSION AND SEDIMENT CONTROL MEASURES THROUGHOUT CONSTRUCTION, PER THE 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL. THE TOWN MUNICIPAL REPRESENTATIVE RESERVES THE RIGHT TO MODIFY OR REQUIRE ADDITIONAL EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION. DO NOT ALLOW SILT/SEDIMENT TO ENTER THE WETLANDS OR WATERCOURSE.

SYMBOL	DESCRIPTION
	PROPERTY BOUNDARY
	ADJACENT PROPERTY BOUNDARY
LOD	PROPOSED LIMIT OF DISTURBANCE
SF	PROPOSED SILT FENCE
TPF	PROPOSED TREE PROTECTION FENCE
	PROPOSED STOCKPILE & EQUIPMENT STORAGE
	PROPOSED STABILIZED CONSTRUCTION ENTRANCE
	PROPOSED INLET PROTECTION FILTER
	PROPOSED HAY BALES

Know what's **below**
Call before you dig.



SEQUENCE OF CONSTRUCTION

1. THE SITE CONTRACTOR SHALL BE FULLY RESPONSIBLE TO CONTROL CONSTRUCTION SUCH THAT SEDIMENTATION SHALL NOT AFFECT ROADS/HIGHWAYS AND THEIR DRAINAGE SYSTEM, NEIGHBORING PROPERTIES, AND REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION IS CAUSED BY WATER, WIND, OR DIRECT DEPOSIT, PRIOR TO CONSTRUCTION, THE APPLICANT SHALL PROVIDE THE MUNICIPALITY WITH THE NAME OF THE CONTACT AND 24-HOUR CONTACT INFORMATION.
2. CONTRACTOR SHALL ADHERE TO 2002 CONNECTICUT GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
3. FLAG THE LIMITS OF CONSTRUCTION NECESSARY TO FACILITATE THE PRE-CONSTRUCTION MEETING.
4. HOLD PRE-CONSTRUCTION MEETING (REMEMBER TO CALL BEFORE YOU DIG 1-800-922-4455)
5. NOTIFY THE LOCAL MUNICIPALITY AGENT, ZONING ENFORCEMENT OFFICER, AND ENGINEERING DEPARTMENT 48 HOURS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.
6. CONSTRUCT STONE ANTI-TRACKING PADS AT CONSTRUCTION ENTRANCES/EXITS AND WRAP FILTER FABRIC AROUND GRATES FO CATCH BASINS OR INSTALL SILT SACKS ON CATCH BASIN INLETS ON/OFF SITE ROADS. INSTALL SILT FENCE AND OTHER EROSION CONTROL DEVICES INDICATED ON THESE PLANS AT THE PERIMETER OF PROPOSED SITE DISTURBANCE AND INSTALL ALL EROSION CONTROL MEASURES AND TREE PROTECTION INDICATED ON THESE PLANS. INSTALL SEDIMENT BASINS AND SEDIMENT TRAPS IF REQUIRED AT LOW AREAS OF SITE OR AS ORDERED BY THE ENGINEER OR AS SHOWN ON THESE PLANS.
7. REMOVE TREES AND STUMPS CALLED OUT ON DEMOLITION PLAN TO BE REMOVED. REMOVE VEGETATION TO LIMIT OF DISTURBANCE LINE. STOCKPILE CHIPS. STOCKPILE TOPSOIL. INSTALL EROSION CONTROL AT STOCKPILES.
8. PAVEMENT REMOVAL.
9. INSTALL SILT FENCE, CONSTRUCT DIVERSION SWALES, AND SEDIMENT TRAPS, COMMENCE INSTALLATION OF STORM DRAINAGE SYSTEM INCLUDING
10. COMMENCE EARTHWORK. INSTALL STORMWATER HEADWALL, ADDITIONAL EROSION CONTROLS, AND CONTINUE STORM DRAINAGE SYSTEM CONSTRUCTION, TOPSOIL AND SEED SLOPES WHICH HAVE ACHIEVED FINAL SITE GRADING. MAINTAIN SOIL EROSION CONTROL MEASURES INCLUDING SILT FENCING AND HAYBALES THROUGHOUT INSTALLATION. EROSION CONTROL MATTING TO BE INSTALLED AFTER SLOPES ARE REPAIRED ARE REPAIRED AND TRENCHES ARE SUITABLY BACKFILLED.
11. INSTALLATION OF SEWER SERVICE CONNECTION AND SOIL EROSION MEASURES ALONG MEETINGHOUSE BROOK. MAINTAIN SOIL EROSION CONTROL MEASURES INCLUDING SILT FENCING AND HAYBALES THROUGHOUT INSTALLATION. EROSION CONTROL MATTING TO BE INSTALLED AFTER SLOPES ARE REPAIRED AND TRENCHES ARE SUITABLY BACKFILLED.
12. CONSTRUCTION STAKING OF ALL BUILDING CORNERS, UTILITIES, ACCESS DRIVES, AND PARKING AREAS.
13. ROUGH GRADING AND FILLING OF SUBGRADES AND SLOPES.
14. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE OPERATOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.
15. BEFORE DISPOSING OF SOIL OR RECEIVING BORROW FOR THE SITE, THE CONTRACTOR MUST PROVIDE EVIDENCE THAT EACH SPOIL OR BORROW HAS AN EROSION AND SEDIMENT CONTROL PLAN APPROVED BY THE TOWN OF WALLINGFORD INLAND WETLAND COMMISSION AND WHICH IS BEING IMPLEMENTED AND MAINTAINED. THE CONTRACTOR SHALL ALSO NOTIFY THE TOWN OF WALLINGFORD INLAND WETLAND COMMISSION IN WRITING OF ALL RECEIVING SPOIL AND BORROW AREAS WHEN THEY HAVE BEEN IDENTIFIED.
16. COMPLETE DEMOLITION AND CLEARING AND GRUBBING.
17. CONSTRUCT BUILDING AND UNDERGROUND UTILITIES. INSTALL INLET FILTERS IN ALL CATCH BASINS.
18. THROUGHOUT CONSTRUCTION SEQUENCE, REMOVE SEDIMENT FROM BEHIND SILT FENCES, HAY BALES AND OTHER EROSION CONTROL DEVICES, AND FROM SEDIMENTATION BASINS AND SEDIMENT TRAPS AS REQUIRED. REMOVAL SHALL BE ON A PERIODIC BASIS (EVERY SIGNIFICANT RAINFALL OF 0.25 INCH OR GREATER). INSPECTION OF EROSION CONTROL MEASURES SHALL BE ON A WEEKLY BASIS AND AFTER EACH RAINFALL OF 0.25 INCHES OR GREATER. SEDIMENT COLLECTED SHALL BE DEPOSITED AND SPREAD EVENLY UPLAND AND ON SLOPES DURING CONSTRUCTION.
19. INSTALL PAVEMENT BASE & FIRST COURSE OF BITUMINOUS CONCRETE.
20. INSTALL LANDSCAPING & LOAM AND SEED ALL DISTURBED AREAS.
21. AFTER SITE IS STABILIZED AND APPROVED BY THE LOCAL MUNICIPALITY, ENGINEER, OR OWNER'S REPRESENTATIVE, REMOVE TEMPORARY SOIL EROSION AND SEDIMENT CONTROLS.
22. WHEN ALL OTHER WORK HAS BEEN COMPLETED, REPAIR AND SWEEP ALL PAVED AREAS FOR THE FINAL COURSE OF PAVING. INSPECT THE DRAINAGE SYSTEM AND CLEAN AS NECESSARY.
23. INSTALL FINAL COURSE OF PAVEMENT.

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT CHARLES D. OLIVO PEN0026843 LICENSED PROFESSIONAL ENGINEER
CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER
STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: B-19007

TITLE: **PHASE 1 SOIL EROSION & SEDIMENT CONTROL PLAN**

DRAWING: **C-10**

SEDIMENT & EROSION CONTROL NARRATIVE:

THE PROPOSED PROJECT CONSISTS OF CONSTRUCTING AN APPROXIMATELY 5,463 SF PROPOSED CONVENIENCE STORE BUILDING WITH ASSOCIATED GAS PUMPS, UNDERGROUND FUEL STORAGE TANKS, PARKING, DRIVEWAYS, AND UNDERGROUND UTILITIES. THE PROPOSED SUBDIVISION AREA OF THE SITE IS APPROXIMATELY 2.10 AC AND WILL BE DEVELOPED IN A SINGLE PHASE PROJECT. APPROXIMATELY 2.08-ACRES WILL BE DISTURBED DURING CONSTRUCTION.
TO CONTROL SEDIMENT EROSION DURING CONSTRUCTION, THE CONTRACTOR SHALL EMPLOY TECHNIQUES OUTLINED IN CONSTRUCTION SEQUENCE AND EROSION CONTROL NOTES TO ENSURE THAT EROSION DOES NOT OCCUR AND THAT SEDIMENT IS NOT TRANSPORTED OFFSITE. PARTICULAR ATTENTION SHALL BE PROVIDED TO ENSURING EROSION CONTROL MEASURES ARE MAINTAINED IN THE PORTIONS OF DISTURBANCE IN THE REAR OF THE SITE ADJACENT TO THE WATERCOURSE.
THE EARTHWORK IS PLANNED TO START WINTER 2021 AND BE COMPLETED SPRING 2023.
THE EROSION AND SEDIMENTATION CONTROLS SHALL BE EMPLOYED BY THE CONTRACTOR DURING THE EARTHWORK AND CONSTRUCTION PHASES OF THE PROJECT IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.
REFER TO THE DRAINAGE / STORMWATER MANAGEMENT REPORT FOR MORE INFORMATION.

POST CONSTRUCTION STORM WATER MANAGEMENT:

THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR ENSURING THAT STORMWATER MANAGEMENT SYSTEMS BE INSPECTED AND MAINTAINED. THE FOLLOWING PLAN COMPONENTS SHALL BE ADHERED TO:

SOURCE CONTROL: A COMPREHENSIVE SOURCE CONTROL PROGRAM WILL BE IMPLEMENTED AT THE SITE, WHICH INCLUDES REGULAR PAVEMENT SWEEPING AT A MINIMUM OF 2 TIMES PER YEAR, CATCH BASIN CLEANING, AND MAINTENANCE AND CLEARING OF LITTER FROM PARKING AREAS AND PERIMETER LANDSCAPED AREAS. CLEAN ALL CATCH BASINS AND STRUCTURES TWICE ANNUALLY TO REMOVE ACCUMULATED SAND, SEDIMENT, AND FLOATABLE PRODUCTS OR AS NEEDED BASED ON USE.

DEEP SUMP CATCH BASINS: CATCH BASINS AT THE SITE ARE TO BE CONSTRUCTED WITH SUMPS (MINIMUM 4-FEET) TO TRAP DEBRIS AND SEDIMENTS. CATCH BASINS WILL BE CLEANED TWICE PER YEAR.

SNOW SHELF: INSPECT SNOW SHELVES ONCE ANNUALLY, IN THE SPRING, FOR ACCUMULATED SEDIMENT. NECESSARY SEDIMENT REMOVAL, EARTH REPAIR, AND/OR RE-SEEDING WILL BE PERFORMED IMMEDIATELY UPON IDENTIFICATION.

HYDRODYNAMIC SEPARATOR WATER QUALITY UNIT: A HYDRODYNAMIC SEPARATOR WATER QUALITY UNIT WILL BE USED TO TREAT STORMWATER BEFORE IT REACHES THE DISCHARGE POINT. THIS ALLOWS SUSPENDED SEDIMENTS TO BE REMOVED AND REDUCES SEDIMENTATION ACCUMULATION. INSPECT THE WATER QUALITY UNIT FOR ACCUMULATED SEDIMENT AND DEBRIS. NECESSARY SEDIMENT AND/OR DEBRIS REMOVAL WILL BE PERFORMED IMMEDIATELY UPON IDENTIFICATION.

ALL E&S CONTROL MEASURES WILL BE INSPECTED WEEKLY AND AFTER RAINFALL OF 0.5 INCHES IN 24 HOURS.

EROSION AND SEDIMENTATION CONTROL TECHNIQUES:

THE FOLLOWING EROSION AND SEDIMENTATION CONTROLS SHALL BE EMPLOYED BY THE CONTRACTOR DURING THE EARTHWORK AND CONSTRUCTION PHASES OF THE PROJECT IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.

SILT FENCING: IN AREAS WHERE HIGH RUNOFF VOLUMES OR HIGH SEDIMENT LOADS ARE EXPECTED, STRAW BALE BARRIERS WILL BE BACKED UP WITH SILT FENCING. THIS SEMI-PERMEABLE BARRIER MADE OF A SYNTHETIC POROUS FABRIC WILL PROVIDE ADDITIONAL PROTECTION. THE SILT FENCES AND STRAW BALE BARRIER WILL BE REPLACED AS DETERMINED BY PERIODIC FIELD INSPECTIONS.

STRAW BALE BARRIERS: STRAW BALE BARRIERS WILL BE PLACED TO TRAP SEDIMENT TRANSPORTED BY RUNOFF BEFORE IT REACHES THE DRAINAGE SYSTEM OR LEAVES THE CONSTRUCTION SITE. BAL WILL BE SET AT LEAST FOUR INCHES INTO THE EXISTING GROUND TO MINIMIZE UNDERCUTTING THE RUNOFF.

CATCH BASIN PROTECTION: NEWLY CONSTRUCTED AND EXISTING CATCH BASINS WILL BE PROTECTED WITH INLET FILTERS THROUGHOUT CONSTRUCTION.

GRAVEL AND CONSTRUCTION ENTRANCE/EXIT: A TEMPORARY CRUSHED-STONE CONSTRUCTION ENTRANCE/EXIT WILL BE CONSTRUCTED. A CROSS SLOPE WILL BE PLACED IN THE ENTRANCE TO DIRECT RUNOFF TO THE SEDIMENT TRAP.

VEGETATIVE SLOPE STABILIZATION: STABILIZATION OF OPEN SOIL SURFACES WILL BE IMPLEMENTED WITHIN 14 DAYS AFTER GRADING OR CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, UNLESS THERE IS SUFFICIENT SNOW COVER TO PROHIBIT IMPLEMENTATION. VEGETATIVE SLOPE STABILIZATION WILL BE USED TO MINIMIZE EROSION ON SLOPES OF 3:1 OR FLATTER. ANNUAL GRASSES, SUCH AS ANNUAL RYE, WILL BE USED TO ENSURE RAPID GERMINATION AND PRODUCTION OF ROOTMASS. PERMANENT STABILIZATION WILL BE COMPLETED WITH THE PLANTING OF PERENNIAL GRASSES OR LEGUMES. ESTABLISHMENT OF TEMPORARY AND PERMANENT VEGETATIVE COVER MAY BE ESTABLISHED BY HYDRO-SEEDING OR SODDING. A SUITABLE TOPSOIL, GOOD SEEDBED PREPARATION, AND ADEQUATE LIME, FERTILIZER, AND WATER WILL BE PROVIDED FOR EFFECTIVE ESTABLISHMENT OF THESE VEGETATIVE STABILIZATION METHODS. MULCH WILL ALSO BE USED AFTER PERMANENT SEEDING TO PROTECT SOIL FROM THE IMPACT OF FALLING RAIN AND TO INCREASE THE CAPACITY OF THE SOIL TO ABSORB WATER.

SLOPE STABILIZATION BLANKET: TEMPORARY STABILIZATION OF OPEN SOIL SURFACES ON SLOPES OF 3:1 OR GREATER SHALL BE STABILIZED USING ENKAMAT OR APPROVED EQUIVALENT.

STOCKPILE MANAGEMENT: SIDESLOPES OF STOCKPILED MATERIAL SHALL BE NO STEEPER THAN 2:1. STOCKPILES NOT USED WITHIN 30 DAYS NEED TO BE SEEDED AND MULCHED IMMEDIATELY AFTER FORMATION OF THE STOCKPILE. STRAWBALES AND SILT FENCE ARE TO BE PLACED AROUND THE STOCKPILE AREA APPROXIMATELY 10 FEET FROM THE TOW OF SLOPE.

DUST CONTROL: PERIODICALLY MOISTEN EXPOSED SURFACES ON UNPAVED TRAVELWAYS TO KEEP THE TRAVELWAY DAMP AND REDUCE DUST.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. THE SITE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING EACH CONTROL SHOWN ON THE SEDIMENTATION AND EROSION CONTROL PLAN.
2. THE SITE CONTRACTOR WILL INSPECT ALL SEDIMENT AND EROSION CONTROL STRUCTURES PERIODICALLY AND AFTER EACH RAINFALL EVENT. RECORDS FOR THE INSPECTIONS WILL BE PREPARED AND MAINTAINED ON-SITE BY THE CONTRACTOR.
3. SILT SHALL BE REMOVED FROM BEHIND BARRIERS IF GREATER THAN 6-INCHES DEEP OR AS NEEDED.
4. DAMAGED OR DETERIORATED ITEMS WILL BE REPAIRED IMMEDIATELY AFTER IDENTIFICATION.
5. THE UNDERSIDE OF STRAW BALES SHOULD BE KEPT IN CLOSE CONTACT WITH THE EARTH AND RESET AS NECESSARY.
6. SEDIMENT IS COLLECTED IN STRUCTURES SHALL BE DISPOSED OF PROPERLY AND COVERED IF STORED ON-SITE.
7. INSPECT THE TEMPORARY SEDIMENT TRAP AT LEAST ONCE A WEEK AND WITHIN 24 HOURS OF A RAINFALL EVENT TO DETERMINE THE CONDITIONS OF THE BASINS DURING CONSTRUCTION. CLEAN OUT SEDIMENT BASINS WHEN ACCUMULATION REACHES 12". SEDIMENT LEVELS SHALL BE MARKED WITHIN THE SEDIMENT STORAGE AREA BY STAKES. DO NOT ALLOW ACCUMULATED SEDIMENTS TO FLUSH INTO WETLANDS AREAS.
8. EROSION CONTROL STRUCTURES SHALL REMAIN IN PLACE UNTIL ALL DISTURBED EARTH HAS BEEN SECURELY STABILIZED. AFTER REMOVAL OF STRUCTURES, DISTURBED AREAS SHALL BE RE-GRADED AND STABILIZED AS SOON AS PRACTICAL.
9. MAINTAIN THE CONSTRUCTION ENTRANCE IN A CONDITION WHICH WILL PREVENT TRACKING AND WASHING OF SEDIMENTS ONTO PAVED SURFACES.

CONSTRUCTION SCHEDULE:

THE ANTICIPATED STARTING DATE FOR CONSTRUCTION OF THE 7-ELEVEN CONVENIENCE STORE WITH FUEL SALES IS WINTER 2021 WITH COMPLETION ANTICIPATED SPRING 2023. ANTICIPATED EROSION CONTROL MEASURES AS DESCRIBED HEREIN, SHALL BE INSTALLED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF ALL DEMOLITION OR CONSTRUCTION ACTIVITY. SCHEDULE WORK TO MINIMIZE THE LENGTH OF THE TIME THAT THE BARE SOIL WILL BE EXPOSED.

CONTINGENCY EROSION PLAN:

THE CONTRACTOR SHALL INSTALL ALL SPECIFIED EROSION CONTROL MEASURERS AND WILL BE REQUIRED TO MAINTAIN THEM IN THEIR INTENDED FUNCTIONING CONDITION. THE AGENTS OF THE TOWN OF WALLINGFORD AND/OR CIVIL ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUPPLEMENTAL MAINTENANCE OR ADDITIONAL MEASURES IF FIELD CONDITIONS ARE ENCOUNTERED BEYOND WHAT WOULD NORMALLY BE ANTICIPATED.

CLEARING AND GRUBBING OPERATIONS:

1. ALL SEDIMENTATION AND EROSION CONTROL MEASURES, INCLUDING THE CONSTRUCTION OF TEMPORARY SEDIMENTATION BASINS AND STONE CONSTRUCTION ENTRANCE ANTI-TRACKING PADS, WILL BE INSTALLED PRIOR TO THE START OF CLEARING AND GRUBBING AND DEMOLITION OPERATIONS.
2. FOLLOWING INSTALLATION OF ALL SEDIMENTATION AND EROSION CONTROL MEASURES, THE CONTRACTOR SHALL NOT PROCEED WITH GRADING, FILLING OR OTHER CONSTRUCTION OPERATIONS UNTIL THE ENGINEER HAS INSPECTED AND APPROVED ALL INSTALLATIONS.
3. THE CONTRACTOR SHALL TAKE EXTREME CARE DURING CLEARING AND GRUBBING OPERATIONS SO AS NOT TO DISTURB UNPROTECTED WETLAND AREAS OR SEDIMENTATION AND EROSION CONTROL DEVICES.
4. FOLLOWING THE COMPLETION OF CLEARING AND GRUBBING OPERATIONS ALL AREAS SHALL BE STABILIZED WITH TOPSOIL AND SEEDING OR PROCESSED AGGREGATE STONE AS SOON AS PRACTICAL.

EROSION AND SEDIMENT CONTROL PLAN:

1. HAY BALE FILTERS OR SILTATION FENCE WILL BE INSTALLED AT ALL CULVERT OUTLETS IF CULVERT OUTLETS ARE APPLICABLE TO THIS PROJECT AND ALONG THE TOE OF ALL CRITICAL CUT AND FILL SLOPES.
2. CULVERT DISCHARGE AREAS WILL BE PROTECTED WITH RIP RAP CHANNELS; ENERGY DISSIPATERS WILL BE INSTALLED AS SHOWN ON THESE PLANS AS NECESSARY.
3. CATCH BASINS WILL BE PROTECTED WITH HAY BALE FILTERS, SILT STACKS, SILTATION FENCE, OR OTHER INLET PROTECTION DEVICES PER DETAILS, THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL ALL DISTURBED AREAS ARE THOROUGHLY STABILIZED.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF CONNECTICUT DEP 2004 CONNECTICUT STORMWATER QUALITY MANUAL.
5. EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED PRIOR TO DEMOLITION AND/OR CONSTRUCTION WHENEVER POSSIBLE.
6. ALL CONTROL MEASURES WILL BE MAINTAINED IN EFFECTIVE CONDITION THROUGHOUT THE DEMOLITION AND CONSTRUCTION PERIOD.
7. ADDITIONAL CONTROL MEASURES WILL BE INSTALLED DURING THE CONSTRUCTION PERIOD. IF NECESSARY OR REQUIRED OR AS DIRECTED BY THE CIVIL ENGINEER OR BY THE LOCAL GOVERNING OFFICIAL.S.
8. SEDIMENT REMOVED FROM EROSION CONTROL STRUCTURES WILL BE DISPOSED IN A MANNER WHICH IS CONSISTENT WITH THE INTENT AND REQUIREMENTS OF THE EROSION CONTROL PLANS, NOTES, AND DETAILS.
9. CONTRACTOR IS ASSIGNED THE RESPONSIBILITY FOR IMPLEMENTING THIS EROSION AND SEDIMENT CONTROL PLAN. THIS RESPONSIBILITY INCLUDES THE INSTALLATION AND MAINTENANCE OF CONTROL MEASURES, INFORMING ALL PARTIES ENGAGED ON THE CONSTRUCTION SITE OF THE REQUIREMENTS AND OBJECTIVES OF THE PLAN, OF ANY TRANSFER OF THIS RESPONSIBILITY AND FOR CONVEYING A COPY OF THE EROSION AND SEDIMENT CONTROL PLAN IF THE TITLE TO THE LAND IS TRANSFERRED.

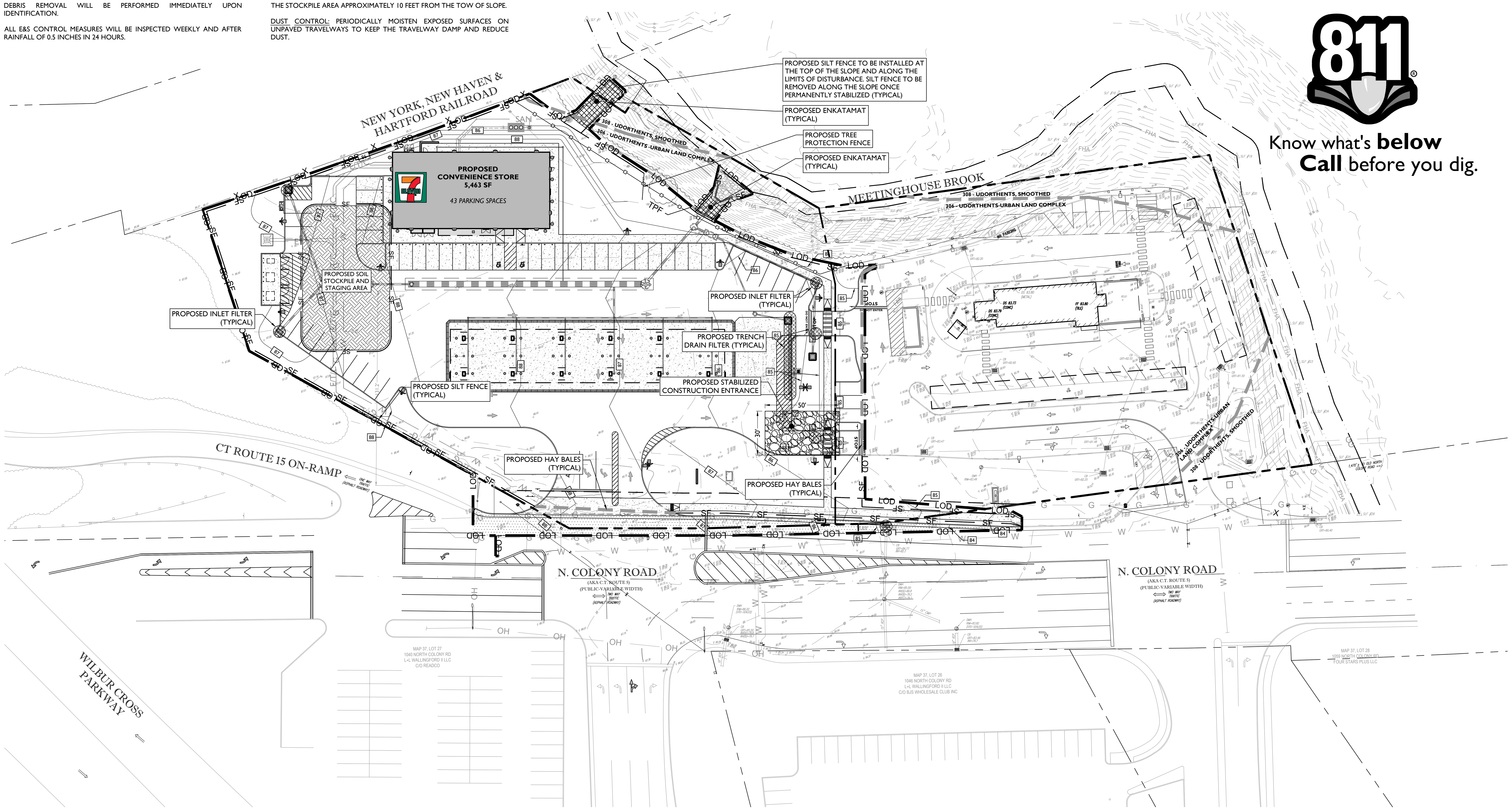
LAND DISTURBANCE CHART

	LOT A:	LOT B:	TOTAL:
AREA OF WATERCOURSE ON SITE	873 SF (0.020 AC)	392 SF (0.009 AC)	1,265 SF (0.029 AC)
AREA OF PROPOSED DISTURBANCE WITHIN WATERCOURSE	27.6 LF (0.0 SF / 0.000 AC)	0.0 LF (0.0 SF / 0.000 AC)	27.6 LF (0.0 SF / 0.000 AC)
AREA OF 100 FT UPLAND REVIEW AREA ON SITE	4,811 SF (0.110 AC)	37,405 SF (0.859 AC)	42,216 SF (0.969 AC)
AREA OF PROPOSED DISTURBANCE WITHIN 100 FT UPLAND REVIEW AREA	19,762 SF (0.454 AC)	1,290 SF (0.030 AC)	21,052 SF (0.483 AC)
AREA OF EXISTING IMPROVEMENTS WITHIN UPLAND REVIEW AREA	15,828 SF (0.363 AC)	21,575 SF (0.495 AC)	37,403 SF (0.859 AC)
AREA OF PROPOSED IMPROVEMENTS WITHIN UPLAND REVIEW AREA	10,787 SF (0.248 AC)	808 SF (0.019 AC)	11,595 SF (0.266 AC)

SOIL CHARACTERISTICS CHART

TYPE OF SOIL	UDORTHENTS-URBAN LAND COMPLEX	UDORTHENTS, SMOOTHED
PERCENT OF SITE COVERAGE	92.4%	7.6%
HYDROLOGIC SOIL GROUP	B	C
DEPTH TO RESTRICTIVE LAYER	> 80 INCHES	> 80 INCHES
SOIL PERMEABILITY	0.00 TO 1.98 IN / HR	0.00 TO 1.98 IN / HR
DEPTH TO WATER TABLE	ABOUT 54 TO 72 INCHES	ABOUT 24 TO 54 INCHES

THIS PLAN PROVIDES GENERAL GUIDANCE FOR THE CONSTRUCTION ACTIVITIES THAT MAY OCCUR. THE CONTRACTOR IS FULLY RESPONSIBLE TO PROVIDE AND MAINTAIN PROPER EROSION AND SEDIMENT CONTROL MEASURES THROUGHOUT CONSTRUCTION, PER THE 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL. THE TOWN MUNICIPAL REPRESENTATIVE RESERVES THE RIGHT TO MODIFY OR REQUIRE ADDITIONAL EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION. DO NOT ALLOW SILT/SEDIMENT TO ENTER THE WETLANDS OR WATERCOURSE.



Know what's below
Call before you dig.

SYMBOL	DESCRIPTION
— — —	PROPERTY BOUNDARY
— — —	ADJACENT PROPERTY BOUNDARY
— LOD —	PROPOSED LIMIT OF DISTURBANCE
— SF —	PROPOSED SILT FENCE
— TPF —	PROPOSED TREE PROTECTION FENCE
	PROPOSED STOCKPILE & EQUIPMENT STORAGE
	PROPOSED STABILIZED CONSTRUCTION ENTRANCE
	PROPOSED EROSION CONTROL BLANKET
	PROPOSED INLET PROTECTION FILTER
	PROPOSED HAY BALES

SEQUENCE OF CONSTRUCTION

1. THE SITE CONTRACTOR SHALL BE FULLY RESPONSIBLE TO CONTROL CONSTRUCTION SUCH THAT SEDIMENTATION SHALL NOT AFFECT ROADS/HIGHWAYS AND THEIR DRAINAGE SYSTEM, NEIGHBORING PROPERTIES, AND REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION IS CAUSED BY WATER, WIND, OR DIRECT DEPOSIT, PRIOR TO CONSTRUCTION, THE APPLICANT SHALL PROVIDE THE MUNICIPALITY WITH THE NAME OF THE CONTACT AND 24-HOUR CONTACT INFORMATION.
2. CONTRACTOR SHALL ADHERE TO 2002 CONNECTICUT GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
3. FLAG THE LIMITS OF CONSTRUCTION NECESSARY TO FACILITATE THE PRE-CONSTRUCTION MEETING.
4. HOLD PRE-CONSTRUCTION MEETING (REMEMBER TO CALL BEFORE YOU DIG 1-800-922-4455)
5. NOTIFY THE LOCAL MUNICIPALITY AGENT, ZONING ENFORCEMENT OFFICER, AND ENGINEERING DEPARTMENT 48 HOURS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.
6. CONSTRUCT STONE ANTI-TRACKING PADS AT CONSTRUCTION ENTRANCES/EXITS AND WRAP FILTER FABRIC AROUND GRATES FO CATCH BASINS OR INSTALL SILT SACKS ON CATCH BASIN INLETS ON/OFF SITE ROADS. INSTALL SILT FENCE AND OTHER EROSION CONTROL DEVICES INDICATED ON THESE PLANS AT THE PERIMETER OF PROPOSED SITE DISTURBANCE AND INSTALL ALL EROSION CONTROL MEASURES AND TREE PROTECTION INDICATED ON THESE PLANS. INSTALL SEDIMENT BASINS AND SEDIMENT TRAPS IF REQUIRED AT LOW AREAS OF SITE OR AS ORDERED BY THE ENGINEER OR AS SHOWN ON THESE PLANS.
7. REMOVE TREES AND STUMPS CALLED OUT ON DEMOLITION PLAN TO BE REMOVED. REMOVE VEGETATION TO LIMIT OF DISTURBANCE LINE. STOCKPILE CHIPS. STOCKPILE TOPSOIL. INSTALL EROSION CONTROL AT STOCKPILES.
8. PAVEMENT REMOVAL.
9. INSTALL SILT FENCE, CONSTRUCT DIVERSION SWALES, AND SEDIMENT TRAPS, COMMENCE INSTALLATION OF STORM DRAINAGE SYSTEM INCLUDING
10. COMMENCE EARTHWORK. INSTALL STORMWATER HEADWALL, ADDITIONAL EROSION CONTROLS, AND CONTINUE STORM DRAINAGE SYSTEM CONSTRUCTION, TOPSOIL AND SEED SLOPES WHICH HAVE ACHIEVED FINAL SITE GRADING. MAINTAIN SOIL EROSION CONTROL MEASURES INCLUDING SILT FENCING AND HAYBALES THROUGHOUT INSTALLATION. EROSION CONTROL MATTING TO BE INSTALLED AFTER SLOPES ARE REPAIRED ARE REPAIRED AND TRENCHES ARE SUITABLY BACKFILLED.
11. INSTALLATION OF SEWER SERVICE CONNECTION AND SOIL EROSION MEASURES ALONG MEETINGHOUSE BROOK. MAINTAIN SOIL EROSION CONTROL MEASURES INCLUDING SILT FENCING AND HAYBALES THROUGHOUT INSTALLATION. EROSION CONTROL MATTING TO BE INSTALLED AFTER SLOPES ARE REPAIRED AND TRENCHES ARE SUITABLY BACKFILLED.
12. CONSTRUCTION STAKING OF ALL BUILDING CORNERS, UTILITIES, ACCESS DRIVES, AND PARKING AREAS.
13. ROUGH GRADING AND FILLING OF SUBGRADES AND SLOPES.
14. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE OPERATOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.
15. BEFORE DISPOSING OF SOIL OR RECEIVING BORROW FOR THE SITE, THE CONTRACTOR MUST PROVIDE EVIDENCE THAT EACH SPOIL OR BORROW HAS AN EROSION AND SEDIMENT CONTROL PLAN APPROVED BY THE TOWN OF WALLINGFORD INLAND WETLAND COMMISSION AND WHICH IS BEING IMPLEMENTED AND MAINTAINED. THE CONTRACTOR SHALL ALSO NOTIFY THE TOWN OF WALLINGFORD INLAND WETLAND COMMISSION IN WRITING OF ALL RECEIVING SPOIL AND BORROW AREAS WHEN THEY HAVE BEEN IDENTIFIED.
16. COMPLETE DEMOLITION AND CLEARING AND GRUBBING.
17. CONSTRUCT BUILDING AND UNDERGROUND UTILITIES. INSTALL INLET FILTERS IN ALL CATCH BASINS.
18. THROUGHOUT CONSTRUCTION SEQUENCE, REMOVE SEDIMENT FROM BEHIND SILT FENCES, HAY BALES AND OTHER EROSION CONTROL DEVICES, AND FROM SEDIMENTATION BASINS AND SEDIMENT TRAPS AS REQUIRED. REMOVAL SHALL BE ON A PERIODIC BASIS (EVERY SIGNIFICANT RAINFALL OF 0.25 INCH OR GREATER). INSPECTION OF EROSION CONTROL MEASURES SHALL BE ON A WEEKLY BASIS AND AFTER EACH RAINFALL OF 0.25 INCHES OR GREATER. SEDIMENT COLLECTED SHALL BE DEPOSITED AND SPREAD EVENLY UPLAND AND ON SLOPES DURING CONSTRUCTION.
19. INSTALL PAVEMENT BASE & FIRST COURSE OF BITUMINOUS CONCRETE.
20. INSTALL LANDSCAPING & LOAM AND SEED ALL DISTURBED AREAS.
21. AFTER SITE IS STABILIZED AND APPROVED BY THE LOCAL MUNICIPALITY, ENGINEER, OR OWNER'S REPRESENTATIVE, REMOVE TEMPORARY SOIL EROSION AND SEDIMENT CONTROLS.
22. WHEN ALL OTHER WORK HAS BEEN COMPLETED, REPAIR AND SWEEP ALL PAVED AREAS FOR THE FINAL COURSE OF PAVING. INSPECT THE DRAINAGE SYSTEM AND CLEAN AS NECESSARY.
23. INSTALL FINAL COURSE OF PAVEMENT.

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

CHARLES D. OLIVO P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

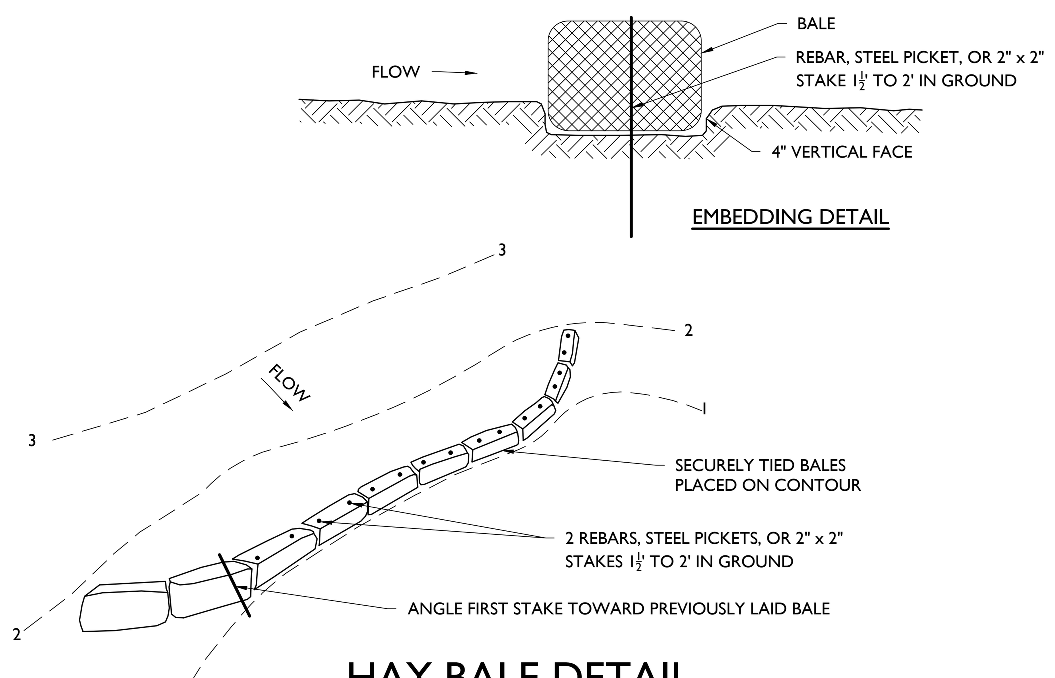
STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: B-19007

TITLE: **PHASE II SOIL EROSION & SEDIMENT CONTROL PLAN**

DRAWING: **C-11**

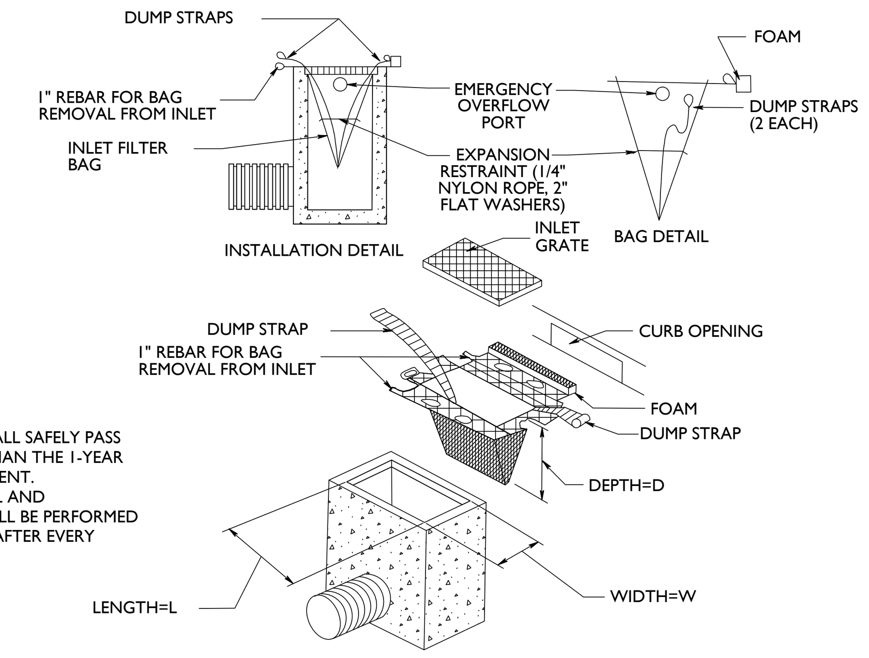
Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-10-SESC.DWG



HAY BALE DETAIL

NOT TO SCALE

1

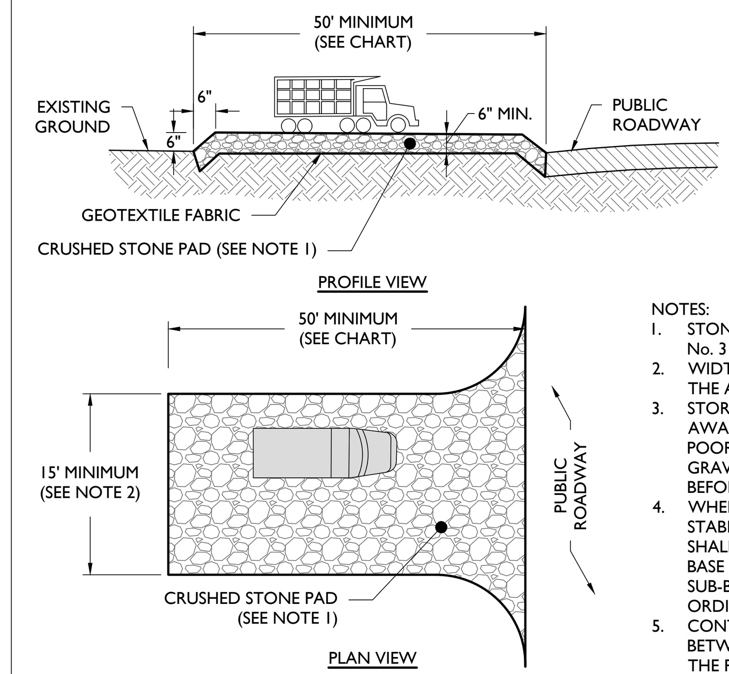


NOTES:
1. THE FILTER BAG SHALL SAFELY PASS FLOWS GREATER THAN THE 1-YEAR 24-HOUR STORM EVENT.
2. SEDIMENT REMOVAL AND MAINTENANCE SHALL BE PERFORMED FREQUENTLY AND AFTER EVERY STORM EVENT.

INLET FILTER BAG DETAIL

NOT TO SCALE

2



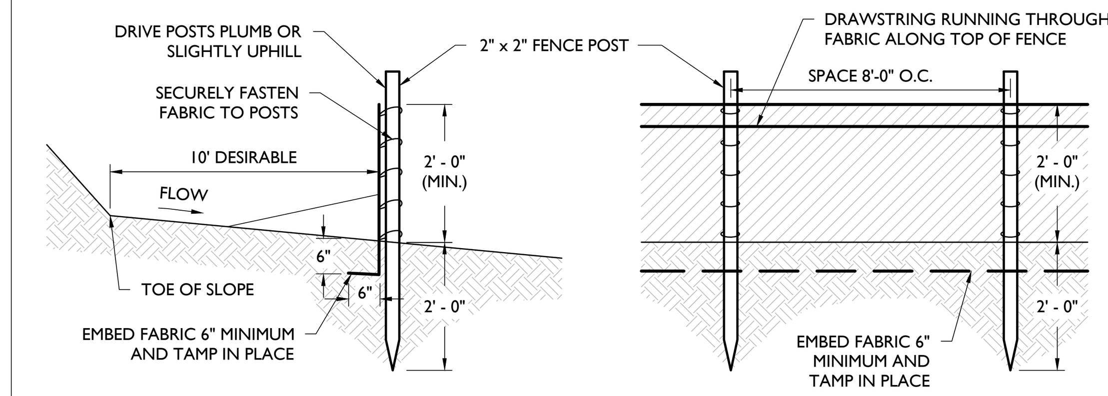
SLOPE OF PUBLIC ROADWAY	LENGTH OF STONE REQ'D	
	COARSE GRAINED SOILS	FINE GRAINED SOILS
0% TO 2%	50 FEET	100 FEET
2% TO 5%	100 FEET	200 FEET
> 5%	SEE NOTE 4	

NOTES:
1. STONE SHALL BE ASTM C-33, SIZE No. 2 (2.5" TO 1.5") OR No. 3 (2" TO 1") CLEAN CRUSHED ANGULAR STONE.
2. WIDTH SHALL BE 15' MINIMUM OR THE FULL WIDTH OF THE ACCESS POINT, WHICHEVER IS GREATER.
3. STORMWATER FROM UP-SLOPE AREAS SHALL BE DIVERTED AWAY FROM THE STABILIZED PAD, WHERE POSSIBLE. AT POORLY DRAINED LOCATIONS, SUBSURFACE DRAINAGE GRAVEL FILTER OR GEOTEXTILE SHALL BE INSTALLED BEFORE THE STABILIZED CONSTRUCTION ENTRANCE.
4. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 5%, A STABILIZED BASE OF HOT MIX ASPHALT BASE COURSE SHALL BE INSTALLED. THE TYPE AND THICKNESS OF THE BASE COURSE AND USE OF DENSE GRADED AGGREGATE SUB-BASE SHALL BE AS PRESCRIBED BY LOCAL MUNICIPAL ORDINANCE OR GOVERNING AUTHORITY.
5. CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION BETWEEN THE STABILIZED CONSTRUCTION ACCESS AND THE PUBLIC ROADWAY.

STABILIZED CONSTRUCTION ACCESS DETAIL

NOT TO SCALE

3

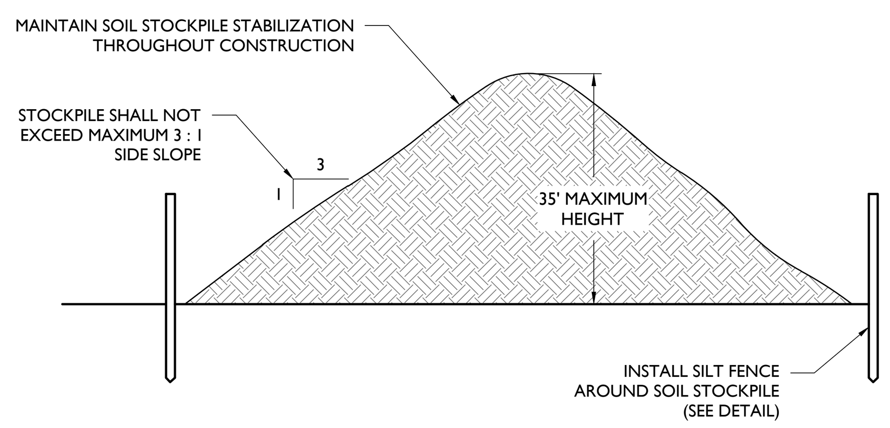


NOTES:
1. SECURELY FASTEN GEOTEXTILE TO FENCE POST BY USE OF WIRE TIES, HOG RINGS, STAPLES OR POCKETS. FOUR TO SIX FASTENERS PER POST.
2. GEOTEXTILE FABRIC TO BE EMBEDDED 6" (MIN.) AND TAMP IN PLACE.
3. SECURELY FASTEN ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE TO A POST BY WRAPPING EACH END OF THE GEOTEXTILE AROUND THE POST TWICE AND ATTACHING AS SPECIFIED IN NOTE 1 ABOVE. SPLICING OF INDIVIDUAL ROLLS SHALL NOT OCCUR AT LOW POINTS.
4. SET SILT FENCE WITHIN PROJECT LIMITS. 10'-0" IS DESIRABLE.

SILT FENCE DETAIL

NOT TO SCALE

4



NOTES:
1. STOCKPILES SHALL BE SITUATED SO AS NOT TO OBSTRUCT NATURAL DRAINAGE OR CAUSE OFF-SITE ENVIRONMENTAL DAMAGE.
2. STOCKPILES SHALL BE STABILIZED IN ACCORDANCE WITH THE STANDARDS FOR PERMANENT OR TEMPORARY VEGETATIVE COVER FOR SOIL STABILIZATION, AS APPROPRIATE (SEE SOIL EROSION NOTES).

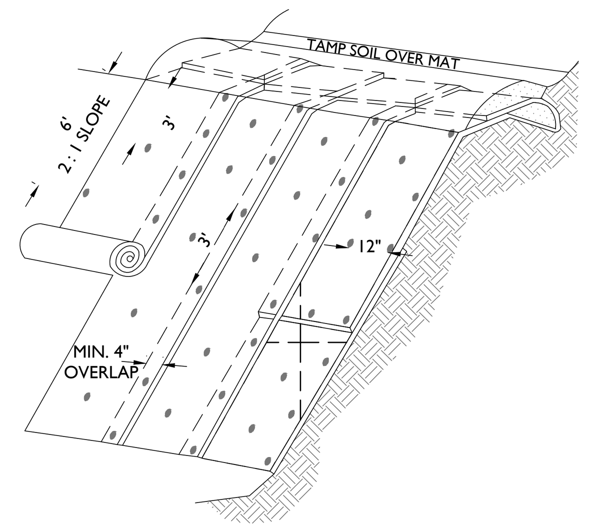
SOIL STOCKPILE DETAIL

NOT TO SCALE

5

NOTES:
1. **SITE PREPARATION:** THE SITE MUST BE GRADED TO THE DESIGN SPECIFICATIONS (GRADE, GEOMETRY, DENSITY OF SOIL, ETC.) AND THEN DRESSED TO BE FREE OF SOIL CLODS, CLUMPS, ROCKS, OR VEHICLE IMPRINTS OF ANY SIGNIFICANT SIZE THAT WOULD PREVENT ENKAMAT FROM LYING FLUSH TO SURFACE CONTOURS.
2. **ANCHOR TRENCH:** ANCHOR TRENCHES ARE REQUIRED TO SECURELY FASTEN THE ENKAMAT TO THE GROUND SURFACE. THE ENKAMAT IS INSTALLED IN TO THE BOTTOM OF THE TRENCH AND FASTENED WITH PINS SPACED 3 FEET APART. THE ANCHOR TRENCH / INTERMEDIATE CHECK SLOTS ARE THEN BACKFILLED AND COMPACTED IN A MANNER AS TO NOT DAMAGE THE ENKAMAT.
3. **ENKAMAT INSTALLATION:** ROLL THE ENKAMAT DOWN THE SLOPE OR CHANNEL. THE OVERLAP BETWEEN ROLLS IS 3 TO 4 INCHES. THE SPLICE BETWEEN ROLLS IS BETWEEN 2 AND 3 FEET. SHINGLE THE ROLL IN THE DIRECTION OF WATER FLOW. INSTALL PINS DOWN THE CENTER OF EACH MAT (MAT IS 3.25 FEET WIDE) STAGGERING THEM BETWEEN THE OUTSIDE PINS WITH A SPACING INTERVAL OF 3 TO 5 FEET. PINS PATTERNS WILL VARY DEPENDING UPON APPLICATION, SOIL TYPE, SLOPE OR CHANNEL SLOPE, GEOMETRY, ETC. A RULE OF THUMB FOR ESTIMATING THE AMOUNT OF PINS REQUIRED FOR A PROJECT IS:
1:1 TO 2:1 SLOPES: 3-4 PINS PER SQ. YD.
3:1 AND LESSER SLOPES: 2-3 PINS PER SQ. YD.

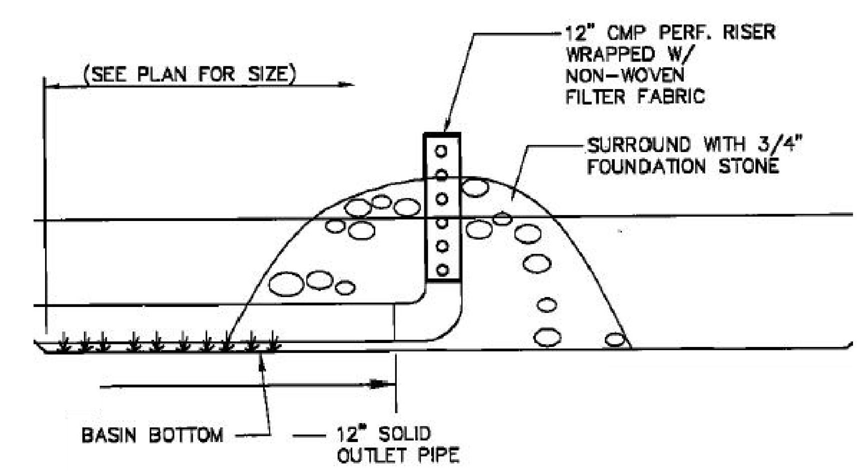
   ALWAYS INSTALL TWO ROWS OF PINS SPACED 1.5 X 1.5 FEET APART AT ALL ROLL SPLICE LOCATIONS.
4. **ANCHORING DEVICES:** TYPICALLY 11-8 GAUGE OF A 6" X 1" X 6" METAL PINS ARE USED. WHEN SURFACE SOIL CONDITIONS ARE LOOSE, USE 8" X 1" X 8" OR 12" X 1.5" X 12" METAL PINS, 8"-18" PINS WITH 1.5" DIAMETER WASHER, OR 12-30" J-SHAPE PINS (BENT REBAR) HAVING A ¼" DIAMETER. DRIVE PINS OR PINS FLUSH WITH THE GROUND SURFACE.
5. **SEEDING:** FOR NON-SOIL FILLING APPLICATIONS, BROADCAST SEED OR HYDROSEED OVER THE INSTALLED ENKAMAT. MAKE SURE HYDROMULCH OCCURS AFTER SEEDING TO ENSURE THE SEED REACHES THE TOPSOIL. IF SOIL FILLING, SEED AFTER FILLING IS COMPLETED. YOU MAY ALSO SEED BEFORE AND AFTER SOIL FILLING TO CREATE A BETTER ESTABLISHED ROOT STRUCTURE AND INCREASE VEGETATION STRENGTH.



ENKAMAT DETAIL

NOT TO SCALE

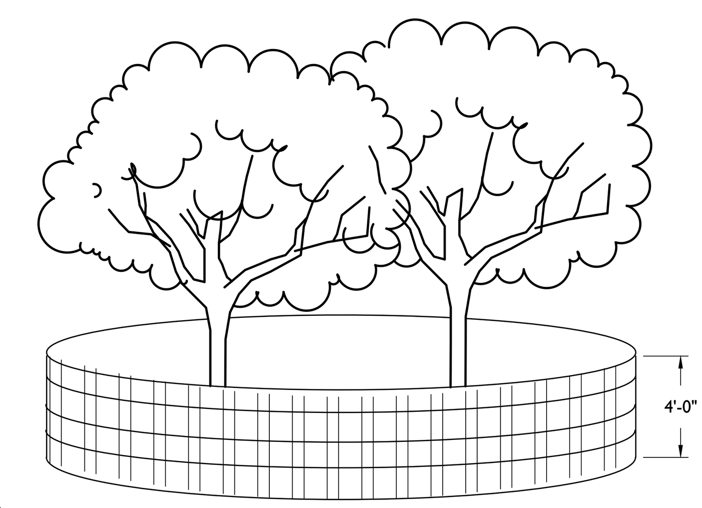
6



SEDIMENT TRAP TEMPORARY RISER (ST-1)

NOT TO SCALE

7



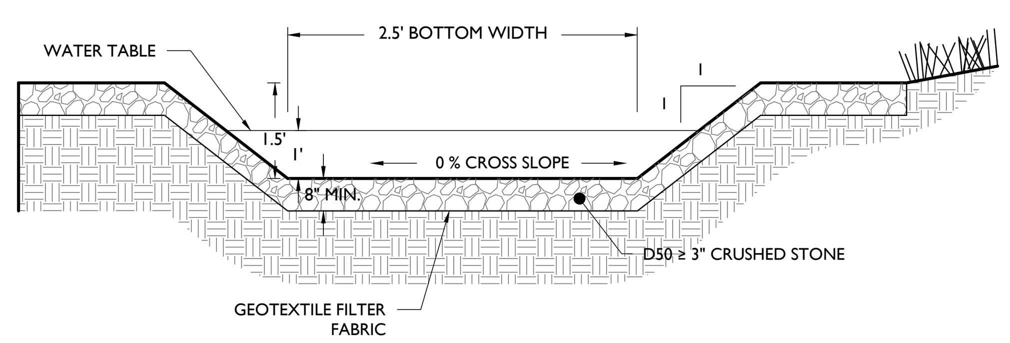
NOTES:

1. SNOW FENCING IS TO BE 4'-0" HIGH AND SELF SUPPORTED.
2. DO NOT STOCKPILE MATERIALS OR STORE EQUIPMENT WITHIN THE TREE PROTECTION FENCING.
3. SNOW FENCE TO BE INSTALLED AT DRIP LINE OF EXISTING TREE OR TREE CLUSTER TO BE PROTECTED OR NO CLOSER THAN 6' FROM TREE TRUNK IF NECESSARY.
4. IF THE PROJECT AREA ENCOMPASSES A PORTION OF THE DRIP LINE OF THE TREE, NO MORE THAN ONE THIRD OF THE OF THE TOTAL AREA OF WITHIN THE DRIP LINE SHOULD BE DISTURBED BY CONSTRUCTION OR REGRADING AND A 3" THICK LAYER OF MULCH SHALL BE INSTALLED OVER THE AREA OF THE DRIP LINE WHICH IS NOT PROTECTED BY FENCING TO PROVIDE A CUSHION.

TREE PROTECTION DETAIL

NOT TO SCALE

8



TEMPORARY DIVERSION SWALE

NOT TO SCALE

NOTES:
1. CHANNELS TO DISCHARGE TO A SEDIMENT TRAP, BASIN OR OTHER APPROVED DEVICE, NOT TO A WATERCOURSE.
2. SIZES ARE MINIMUM, CONTRACTOR CAN INSTALL LARGER CHANNELS IF APPROVED.
3. REMOVE SEDIMENT FROM CHANNEL WHEN ACCUMULATION REACHES 6" DEEP.

9

SEDIMENT TRAP CALCULATIONS

PROJECT:	Proposed Convenience Store with Fueling	**LAST REVISED:**	12/30/2020
LOCATION:	1033 North Colony Road, Wallingford, CT		

PERFORMED BY:	MEM	**CHECKED BY:**	JHK	**JOB REFERENCE:**	B-19007

Required Trap Storage =	6,534.000	ft^3
Proposed Trap Storage =	11,121	ft^3

Required Trap Storage (V) =	6,534.00	ft^3
	0.150	ac-ft
*Formaula = V = 1.34 yd3 * DA*		
DA, Drainage Area (AC) =	1.750	ac

Proposed Wet Storage (Vw) =	*6,375.00*	ft^3
	0.15	ac-ft
Formula = Vw = 0.85 x Aw x Dw		
Aw =	3,750	ft^2
Dw =	2	ft

Required Wet Storage (V) =	3,267.00	ft^3
	0.075	ac-ft
Required Dry Storage (V) =	3,267.00	ft^3
	0.075	ac-ft

Proposed Dry Storage (Vd) =	*4,746.00*	ft^3
	0.109	ac-ft
*Formula = Vd = (Aw + Ad)/ 2 * Dd*		
Aw =	*4536*	*ft^2*
Ad =	*4956*	*ft^2*
Dd =	*1*	*ft*

10

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD
engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D. OLIVO
PEN0026843
LICENSED PROFESSIONAL ENGINEER

CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design

SCALE: AS SHOWN | PROJECT ID: B-19007

TITLE: SOIL EROSION & SEDIMENT CONTROL DETAILS & NOTES

DRAWING: C-12

Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-10-SESC.DWG

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
	ACE RUB	9	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	3.5" - 4" CAL	B&B
	HAM VIR	1	HAMAMELIS VIRGINIANA	COMMON WITCH HAZEL	6' HT	B&B
	QUE STE	4	QUERCUS STELLATA	POST OAK	2" CAL	B&B
	TIL GRE	2	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LITTLELEAF LINDEN	2" CAL	B&B
EVERGREEN TREES	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**REMARKS**
	THU OCC	12	THUJA OCCIDENTALIS	AMERICAN ARBORVITAE	6' HT	B&B
SHRUBS	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**REMARKS**
	FOR LYN	4	FORSYTHIA X INTERMEDIA 'LYNWOOD GOLD'	LYNWOOD GOLD FORSYTHIA	3 GAL	POT
	HYD NIK	29	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	NIKKO BLUE HYDRANGEA	3 GAL	POT
	ILE WI3	16	ILEX VERTICILLATA	WINTERBERRY	3 GAL	POT
	VIB DEN	3	VIBURNUM DENTATUM 'ARROWWOOD'	ARROWWOOD VIBURNUM	3 GAL	POT
EVERGREEN SHRUBS	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**REMARKS**
	ILE ECR	5	ILEX CRENATA 'FASTIGIATA'	COLUMNAR JAPANESE HOLLY	5 GAL	POT
	ILE GLA	31	ILEX GLABRA	INKBERRY HOLLY	3 GAL	POT
SHRUB AREAS	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**REMARKS**
	CAR IC3	94	CAREX X 'ICE DANCE'	ICE DANCE SEDGE	1 GAL	24" o.c.
	PAN VIR	32	PANICUM VIRGATUM	SWITCH GRASS	1 GAL	48" o.c.
	PEN HAM	155	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GAL	30" o.c.
	SCH LIT	115	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM GRASS	1 GAL	30" o.c.

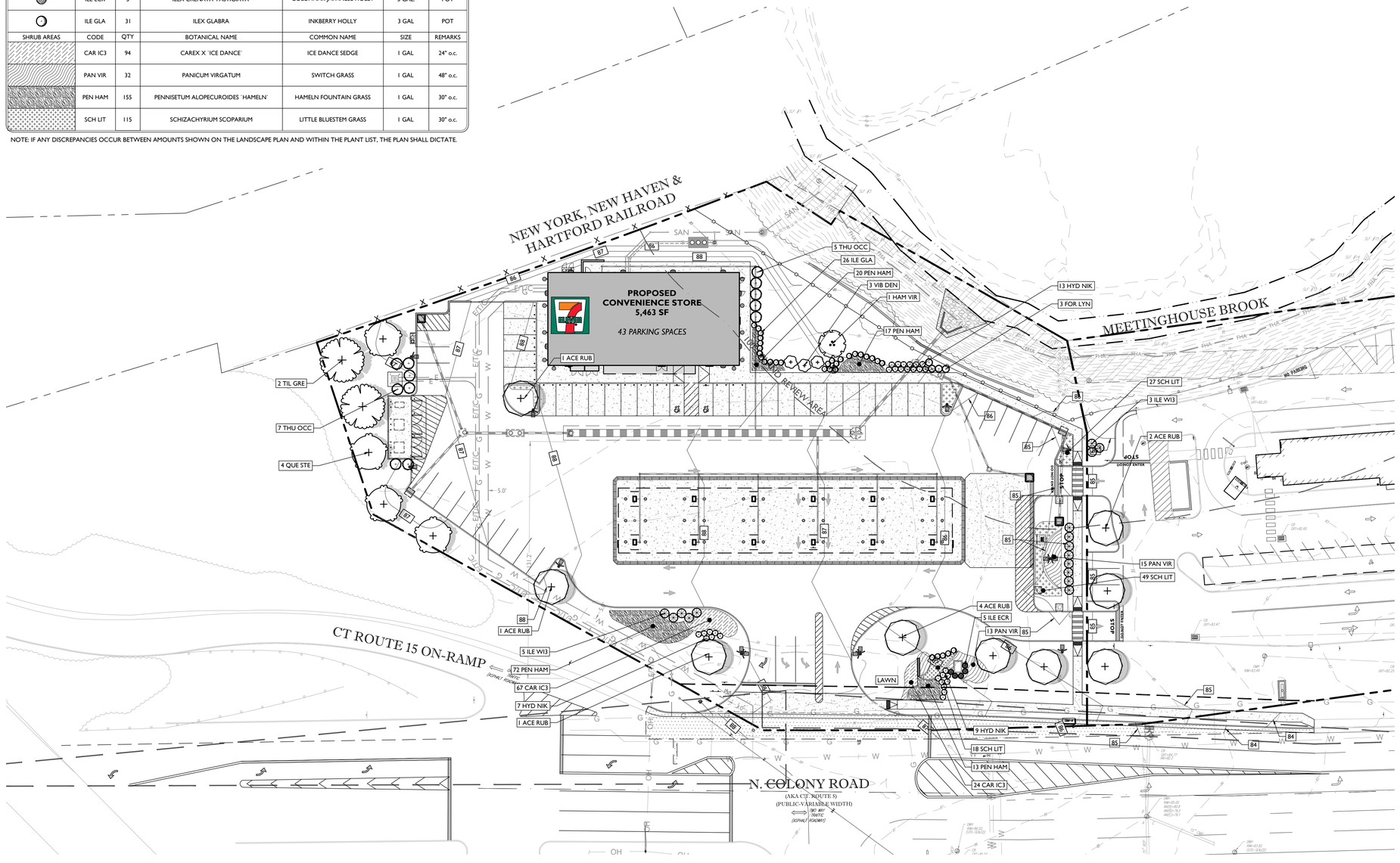
NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN ON THE LANDSCAPE PLAN AND WITHIN THE PLAN LIST, THE PLAN SHALL DICTATE.

LANDSCAPING AND BUFFER REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 4.16 E. 1. a.	FRONT YARD SHADE TREE REQUIREMENTS: MINIMUM 6" OF SHADE TREE DIAMETER PER 50 FT OF LOT FRONTAGE 179.6 FT OF FRONTAGE = **4 TREES REQUIRED**	4 TREES PROVIDED
§ 4.16 E. 1. c. 1.	TREE HEIGHT REQUIREMENT: ALL TREES USED TO MEET THE REQUIREMENTS OF § 6.14 AND THIS SECTION MUST BE ABLE TO REACH A MATURE HEIGHT OF 35 FT	COMPLIES
§ 6.14 C.	STREET TREE REQUIREMENT: AT A MINIMUM, ONE SHADE TREE HAVING A CALIPER OF TWO INCHES SHALL BE PLANTED WITHIN THE FRONT LANDSCAPED AREA FOR EACH 50 FT OR FRACTION THEREOF OF LOT FRONTAGE (179.5 FT) / (50 FT) = 4 TREES	4 TREES PROVIDED
§ 6.14 C. 2.	LANDSCAPE AREA REQUIREMENTS: IN ALL MULTI-FAMILY DEVELOPMENTS AND NON-RESIDENTIAL DISTRICTS, THERE SHALL BE A LANDSCAPED STRIP EQUAL TO AT LEAST 50 PERCENT OF THE REQUIRED FRONT YARD BUT NOT LESS THAN 10 FT WIDE, ALONG AND CONTIGUOUS TO THE FRONT LOT LINE OF THE PROPERTY. THERE SHALL ALSO BE A LANDSCAPED AREA FIVE FEET WIDE ABUTTING THE FRONT OF THE BUILDING. (*)	33.6 FT (4 TREES) > 4 FT SIDEWALK AND COMPLIES WITH SECTION 6.14.C.3.d. (***)

(*) ON JANUARY 19, 2010, THE TOWN OF WALLINGFORD ZONING BOARD OF APPEALS GRANTED A VARIANCE PER SECTION 4.16.E.1.a.1. FOR A FRONT YARD LANDSCAPED AREA OF 25 FT WHERE 50 FT IS REQUIRED.

(***) PER SECTION 6.14.C.3 OF THE WALLINGFORD ZONING REGULATIONS, THE LANDSCAPE STRIP CAN BE WAIVED IF A MINIMUM FOUR FOOT SIDEWALK IS PLACED ALONG THE FRONT OF THE BUILDING AND TWICE THE AREA OF THE REQUIRED FIVE FOOT STRIP IS PROVIDED WITHIN THE PARKING LOT OR ALONG THE FRONTAGE. THE LANDSCAPE AREA REQUIREMENT IS EQUAL TO (106.1 + 68.9) X 5 = 875.0 SF. THE LANDSCAPE AREA ALONG THE LOT FRONTAGE, BEHIND THE 25 FT LANDSCAPE BUFFER IS EQUAL TO 3,289 SF.



IRRIGATION NOTE:

IRRIGATION CONTRACTOR TO PROVIDE A DESIGN FOR AN IRRIGATION SYSTEM SEPARATING PLANTING BEDS FROM LAWN AREA. PRIOR TO CONSTRUCTION, DESIGN IS TO BE SUBMITTED TO THE PROJECT LANDSCAPE DESIGNER FOR REVIEW AND APPROVAL. WHERE POSSIBLE, DRIP IRRIGATION AND OTHER WATER CONSERVATION TECHNIQUES SUCH AS RAIN SENSORS SHALL BE IMPLEMENTED. CONTRACTOR TO VERIFY MAXIMUM ON SITE DYNAMIC WATER PRESSURE AVAILABLE MEASURED IN PSI. PRESSURE REDUCING DEVICES OR BOOSTER PUMPS SHALL BE PROVIDED TO MEET SYSTEM PRESSURE REQUIREMENTS. DESIGN TO SHOW ALL VALVES, PIPING, HEADS, BACKFLOW PREVENTION, METERS, CONTROLLERS, AND SLEEVES WITHIN HARDSCAPE AREAS.

LANDSCAPING NOTES

1. THE CONTRACTOR SHALL RESTORE ALL DISTURBED GRASS AND LANDSCAPED AREAS TO MATCH EXISTING CONDITIONS UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
2. THE CONTRACTOR SHALL RESTORE ALL DISTURBED LAWN AREAS WITH A MINIMUM 4 INCH LAYER OF TOPSOIL AND SEED.
3. THE CONTRACTOR SHALL RESTORE MULCH AREAS WITH A MINIMUM 3 INCH LAYER OF MULCH .
4. THE MAXIMUM SLOPE ALLOWABLE IN LANDSCAPE RESTORATION AREAS SHALL BE 3 FEET HORIZONTAL TO 1 FOOT VERTICAL (3:1 SLOPE) UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR IS REQUIRED TO LOCATE ALL SPRINKLER HEADS IN AREA OF LANDSCAPING DISTURBANCE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL RELOCATE SPRINKLER HEADS AND LINES IN ACCORDANCE WITH OWNER'S DIRECTION WITHIN AREAS OF DISTURBANCE.
6. THE CONTRACTOR SHALL ENSURE THAT ALL DISTURBED LANDSCAPED AREAS ARE GRADED TO MEET FLUSH AT THE ELEVATION OF WALKWAYS AND TOP OF CURB ELEVATIONS EXCEPT UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET. NO ABRUPT CHANGES IN GRADE ARE PERMITTED IN DISTURBED LANDSCAPING AREAS.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D. OLIVO
PEN.0028243
REGISTERED
PROFESSIONAL ENGINEER

CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE NO. 28843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: B-19007

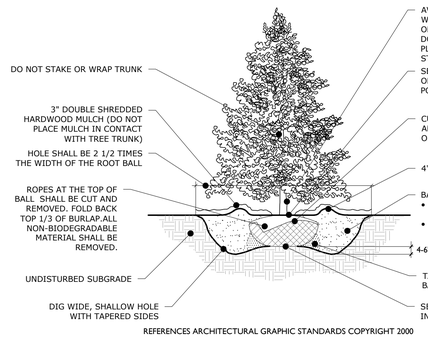
TITLE: LANDSCAPING PLAN

DRAWING: C-13

Z:\BOTON\B\B19\B-19007-7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOT\XXX-13-LANDSHG

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX



REFERENCES ARCHITECTURAL GRAPHIC STANDARDS COPYRIGHT 2000

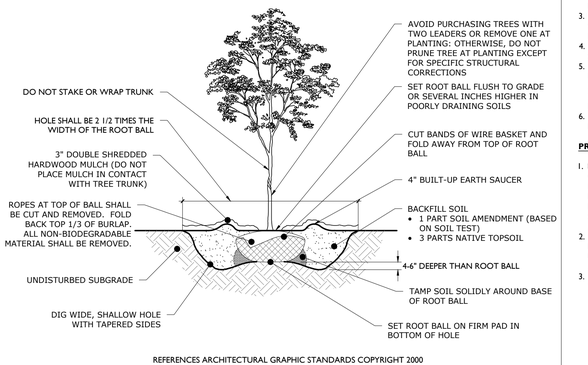
EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE

1

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX



REFERENCES ARCHITECTURAL GRAPHIC STANDARDS COPYRIGHT 2000

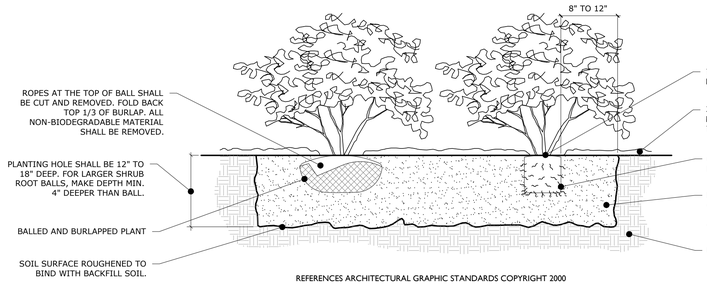
DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

2

NOTES:

1. FOR THE CONTAINER-GROWN SHRUBS, USE FINGERS OR SMALL HAND TOOL TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE SHRUB ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL



REFERENCES ARCHITECTURAL GRAPHIC STANDARDS COPYRIGHT 2000

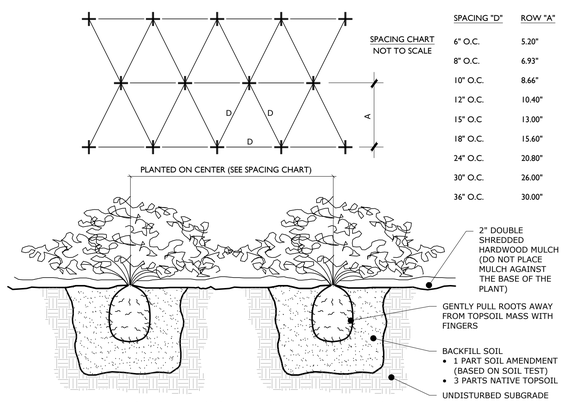
DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

3

NOTES:

1. THOROUGHLY SOAK THE GROUND COVER ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
2. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILDS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX
3. ALL GROUND COVER AREAS SHALL BE TREATED WITH A PRE-EMERGENT PER MANUFACTURER'S SPECIFICATIONS



SPACING CHART
NOT TO SCALE

SPACING "D"	ROW "A"
6" O.C.	5.20"
8" O.C.	6.93"
10" O.C.	8.66"
12" O.C.	10.40"
15" O.C	13.00"
18" O.C.	15.60"
24" O.C.	20.80"
30" O.C.	26.00"
36" O.C.	30.00"

GROUND COVER/PERENNIAL/ANNUAL PLANTING DETAIL

NOT TO SCALE

4

Z:\BOSTON\B2018\B19007.7-ELEVEN - 1053 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\LOT2000\2-3 LANDSCAPING

GENERAL LANDSCAPING NOTES:

1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL MATERIALS AND PERFORM ALL WORK IN ACCORDANCE WITH THESE SPECIFICATIONS, APPROVED OR FINAL DRAWINGS, AND INSTRUCTIONS PROVIDED BY THE PROJECT LANDSCAPE DESIGNER, MUNICIPAL OFFICIALS, OR OWNER/OWNER'S REPRESENTATIVE. ALL WORK COMPLETED AND MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH THE INTENTION OF THE SPECIFICATIONS, DRAWINGS, AND INSTRUCTIONS AND EXECUTED WITH THE STANDARD LEVEL OF CARE FOR THE LANDSCAPE INDUSTRY.
2. WORK MUST BE CARRIED OUT ONLY DURING WEATHER CONDITIONS FAVORABLE TO LANDSCAPE CONSTRUCTION AND TO THE HEALTH AND WELFARE OF PLANTS. THE SUITABILITY OF SUCH WEATHER CONDITIONS SHALL BE DETERMINED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL.
3. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR, BEFORE ORDERING OR PURCHASING MATERIALS, TO PROVIDE SAMPLES OF THOSE MATERIALS TO THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL FOR APPROVAL, IF SO REQUESTED.
4. IF SAMPLES ARE REQUESTED, THE LANDSCAPE CONTRACTOR IS TO SUBMIT CERTIFICATION TAGS FROM TREES, SHRUBS AND SEED VERIFYING TYPE AND PURITY.
5. UNLESS OTHERWISE AUTHORIZED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL, THE LANDSCAPE CONTRACTOR SHALL PROVIDE NOTICE AT LEAST FORTY-EIGHT HOURS (48 HRS.) IN ADVANCE OF THE ANTICIPATED DELIVERY DATE OF ANY PLANT MATERIALS TO THE PROJECT SITE. A LEGIBLE COPY OF THE INVOICE, SHOWING VARIETIES AND SIZES OF MATERIALS INCLUDED FOR EACH SHIPMENT SHALL BE FURNISHED TO THE PROJECT LANDSCAPE DESIGNER, OR GOVERNING MUNICIPAL OFFICIAL.
6. THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL RESERVES THE RIGHT TO INSPECT AND REJECT PLANTS AT ANY TIME AND AT ANY PLACE.

PROTECTION OF EXISTING VEGETATION NOTES:

1. BEFORE COMMENCING WORK, ALL EXISTING VEGETATION WHICH COULD BE IMPACTED AS A RESULT OF THE PROPOSED CONSTRUCTION ACTIVITIES MUST BE PROTECTED FROM DAMAGE BY THE INSTALLATION OF TREE PROTECTION FENCING. FENCING SHALL BE LOCATED AT THE DRIP-LINE OR LIMIT OF DISTURBANCE AS DEPICTED WITHIN THE APPROVED OR FINAL PLAN SET, ESTABLISHING THE TREE PROTECTION ZONE. INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE PROTECTION FENCE DETAIL." NO WORK MAY BEGIN UNTIL THIS REQUIREMENT IS FULFILLED. THE FENCING SHALL BE INSPECTED REGULARLY BY THE LANDSCAPE CONTRACTOR AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED.
2. IN ORDER TO AVOID DAMAGE TO ROOTS, BARK OR LOWER BRANCHES, NO VEHICLE, EQUIPMENT, DEBRIS, OR OTHER MATERIALS SHALL BE DRIVEN, PARKED OR PLACED WITHIN THE TREE PROTECTION ZONE. ALL ON-SITE CONTRACTORS SHALL USE ANY AND ALL PRECAUTIONARY MEASURES WHEN PERFORMING WORK AROUND TREES, WALKS, PAVEMENTS, UTILITIES, AND ANY OTHER FEATURES EITHER EXISTING OR PREVIOUSLY INSTALLED UNDER THIS CONTRACT.
3. IN RARE INSTANCES WHERE EXCAVATING, FILL, OR GRADING IS REQUIRED WITHIN THE DRIP-LINE OF TREES TO REMAIN, THE WORK SHALL BE PERFORMED AS FOLLOWS:
   - TRENCHING: WHEN TRENCHING OCCURS AROUND TREES TO REMAIN, THE TREE ROOTS SHALL NOT BE CUT, BUT THE TRENCH SHALL BE TUNNELED UNDER OR AROUND THE ROOTS BY CAREFUL HAND DIGGING AND WITHOUT INJURY TO THE ROOTS. NO ROOTS, LIMBS, OR WOODS ARE TO HAVE ANY PAINT OR MATERIAL APPLIED TO ANY SURFACE.
   - RAISING GRADES: WHEN THE GRADE AT AN EXISTING TREE IS BELOW THE NEW FINISHED GRADE, AND FILL NOT EXCEEDING 6 INCHES (6") IS REQUIRED, CLEAN, WASHED GRAVEL FROM ONE TO TWO INCHES (1" - 2") IN SIZE SHALL BE PLACED DIRECTLY AROUND THE TREE TRUNK. THE GRAVEL SHALL EXTEND OUT FROM THE TRUNK ON ALL SIDES A MINIMUM OF 18 INCHES (18") AND FINISH APPROXIMATELY TWO INCHES (2") ABOVE THE FINISH GRADE AT TREE. INSTALL GRAVEL BEFORE ANY EARTH FILL IS PLACED. NEW EARTH FILL SHALL NOT BE LEFT IN CONTACT WITH THE TRUNK OF ANY TREE REQUIRING FILL. WHERE FILL EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID TREE WELL SHALL BE CONSTRUCTED. IF APPLICABLE, TREE WELL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE WELL DETAIL."
   - LOWERING GRADES: EXISTING TREES LOCATED IN AREAS WHERE THE NEW FINISHED GRADE IS TO BE LOWERED, SHALL HAVE RE-GRADING WORK DONE BY HAND TO THE INDICATED ELEVATION, NO GREATER THAN SIX INCHES (6"). ROOTS SHALL BE CUT CLEANLY THREE INCHES (3") BELOW FINISHED GRADE UNDER THE DIRECTION OF A LICENSED ARBORIST. WHERE CUT EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID RETAINING WALL SHALL BE CONSTRUCTED. IF APPLICABLE, THE RETAINING WALL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE RETAINING WALL DETAIL."

SOIL PREPARATION AND MULCH NOTES:

1. LANDSCAPE CONTRACTOR SHALL OBTAIN A SOIL TEST OF THE IN-SITU TOPSOIL BY A CERTIFIED SOIL LABORATORY PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL ALLOW FOR A TWO WEEK TURNAROUND TIME FROM SUBMITTAL OF SAMPLE TO NOTIFICATION OF RESULTS.
2. BASED ON SOIL TEST RESULTS, ADJUST THE RATES OF LIME AND FERTILIZER THAT SHALL BE MIXED INTO THE TOP SIX INCHES (6") OF TOPSOIL. THE LIME AND FERTILIZER RATES PROVIDED WITHIN THE "SEED SPECIFICATION" OR "SOD SPECIFICATION" IS APPROXIMATE AND FOR BIDDING PURPOSES ONLY. IF ADDITIONAL AMENDMENTS ARE NECESSARY, ADJUST THE TOPSOIL AS FOLLOWS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM.
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.
3. TOPSOIL SHALL BE FERTILE, FRIABLE, NATURAL TOPSOIL OF LOAMING CHARACTER, WITHOUT ADMIXTURE OF SUBSOIL MATERIAL OBTAINED FROM A WELL-DRAINED ARABLE SITE, FREE FROM ALL CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIAL GREATER THAN ONE INCH (1").
4. TOPSOIL SHALL HAVE A PH RANGE OF 5.0-7.0 AND SHALL NOT CONTAIN LESS THAN 6% ORGANIC MATTER BY WEIGHT.
5. OBTAIN TOPSOIL ONLY FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT THE PROJECT SITE.
6. CONTRACTOR SHALL PROVIDE A SIX INCH (6") DEEP LAYER OF TOPSOIL IN ALL PLANTING AREAS. TOPSOIL SHALL BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS. THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN SOIL CONDITIONS.
7. UNLESS OTHERWISE NOTED IN THE CONTRACT, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE-GRADING WITHIN THE DISTURBED AREA OF THE SITE.
8. LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE SUB-GRADE ELEVATION MEETS THE FINISHED GRADE ELEVATION (LESS THE REQUIRED TOPSOIL) IN ACCORDANCE WITH THE APPROVED OR FINAL GRADING PLAN.
9. ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THE APPROVED OR FINAL CONSTRUCTION SET UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE DESIGNER OR MUNICIPAL OFFICIAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER SURFACE AND SUBSURFACE PLANT BED DRAINAGE PRIOR TO THE INSTALLATION OF PLANTINGS. IF POOR DRAINAGE CONDITIONS EXIST, CORRECTIVE ACTION SHALL BE TAKEN PRIOR TO INSTALLATION. ALL PLANTING AND LAWN AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW A FREE FLOW OF SURFACE WATER.
11. DOUBLE SHREDDED HARDWOOD MULCH OR APPROVED EQUAL SHALL BE USED AS A THREE INCH (3") TOP DRESSING IN ALL SHRUB PLANTING BEDS AND AROUND ALL TREES PLANTED BY LANDSCAPE CONTRACTOR. GROUND COVER, PERENNIAL, AND ANNUAL PLANTING BEDS SHALL BE MULCHED WITH A TWO INCH (2") TOP DRESSING. SINGLE TREES OR SHRUBS SHALL BE MULCHED TO AVOID CONTACT WITH TRUNK OR PLANT STEM. MULCH SHALL BE OF SUFFICIENT CHARACTER AS NOT TO BE EASILY DISPLACED BY WIND OR WATER RUNOFF.
12. WHENEVER POSSIBLE, THE SOIL PREPARATION AREA SHALL BE CONNECTED FROM PLANTING TO PLANTING.
13. SOIL SHALL BE LOOSENED WITH A BACKHOE OR OTHER LARGE COARSE-TILING EQUIPMENT UNLESS THE SOIL IS FROZEN OR EXCESSIVELY WET. TILING THAT PRODUCES LARGE, COARSE CHUNKS OF SOIL IS PREFERABLE TO TILING THAT RESULTS IN FINE GRAINS UNIFORM IN TEXTURE. AFTER THE AREA IS LOOSENED IT SHALL NOT BE DRIVEN OVER BY ANY VEHICLE.
14. APPLY PRE-EMERGENT WEED CONTROL TO ALL PLANT BEDS PRIOR TO MULCHING. ENSURE COMPATIBILITY BETWEEN PRODUCT AND PLANT MATERIAL.
15. ALL PLANTING SOIL SHALL BE AMENDED WITH THE FOLLOWING:

MYCRO® TREE SAVER - A DRY GRANULAR MYCORRHIZAL FUNGI INOCULANT THAT IS MIXED IN THE BACKFILL WHEN PLANTING TREES AND SHRUBS. IT CONTAINS SPORES OF BOTH ECTOMYCORRHIZAL AND VA MYCORRHIZAL FUNGI (VAM), BENEFICIAL RHIZOSPHERE BACTERIA, TERRA-SORB SUPERABSORBENT HYDROGEL TO REDUCE WATER LEACHING, AND SELECTED ORGANIC MICROBIAL NUTRIENTS.

- DIRECTIONS FOR USE: USE 3-OZ PER EACH FOOT DIAMETER OF THE ROOT BALL, OR 3-OZ PER INCH CALIPER. MIX INTO THE BACKFILL WHEN TRANSPLANTING TREES AND SHRUBS. MIX PRODUCT IN A RING-SHAPED VOLUME OF SOIL AROUND THE UPPER PORTION OF THE ROOT BALL, EXTENDING FROM THE SOIL SURFACE TO A DEPTH OF ABOUT 8 INCHES, AND EXTENDING OUT FROM THE ROOT BALL ABOUT 8 INCHES INTO THE BACKFILL. APPLY WATER TO SOIL SATURATION.
- MYCOR® TREE SAVER® IS EFFECTIVE FOR ALL TREE AND SHRUB SPECIES EXCEPT RHODODENDRONS, AZALEAS, AND MOUNTAIN LAUREL, WHICH REQUIRE ERICOID MYCORRHIZAE.
- SOIL PH: THE FUNGI IN THIS PRODUCT WERE CHOSEN BASED ON THEIR ABILITY TO SURVIVE AND COLONIZE PLANT ROOTS IN A PH RANGE OF 3 TO 9.
- FUNGICIDES: THE USE OF CERTAIN FUNGICIDES CAN HAVE A DETRIMENTAL EFFECT ON THE INOCULATION PROGRAM. SOIL APPLICATION OF ANY FUNGICIDE IS NOT RECOMMENDED FOR TWO WEEKS AFTER APPLICATION.
- OTHER PESTICIDES: HERBICIDES AND INSECTICIDES DO NOT NORMALLY INTERFERE WITH MYCORRHIZAL FUNGAL DEVELOPMENT, BUT MAY INHIBIT THE GROWTH OF SOME TREE AND SHRUB SPECIES IF NOT USED PROPERLY.

HEALTHY START MACRO TABS 12-8-8

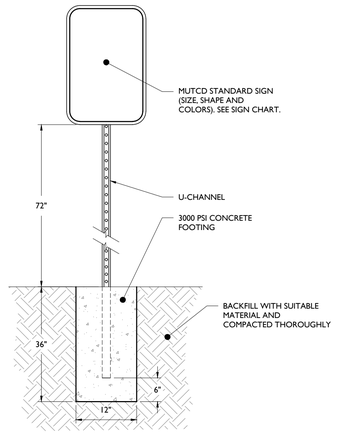
- FERTILIZER TABLETS ARE PLACED IN THE UPPER 4 INCHES OF BACKFILL SOIL WHEN PLANTING TREES AND SHRUBS.
- TABLETS ARE FORMULATED FOR LONG-TERM RELEASE BY SLOW BIODEGRADATION, AND LAST UP TO 2 YEARS AFTER PLANTING. TABLETS CONTAIN 12-8-8 NPK FERTILIZER, AS WELL AS A MINIMUM OF SEVEN PERCENT (7%) HUMIC ACID BY WEIGHT, MICROBIAL NUTRIENTS DERIVED FROM SEA KELP, PROTEIN BYPRODUCTS, AND YUCCA SCHIDIGERA, AND A COMPLEMENT OF BENEFICIAL RHIZOSPHERE BACTERIA. THE STANDARD 21 GRAM TABLET IS SPECIFIED HERE. DIRECTIONS FOR USE: FOR PLANTING BALLED & BURLAPPED (B&B) TREES AND SHRUBS, MEASURE THE THICKNESS OF THE TRUNK, AND USE ABOUT 1 TABLET (21-G) PER HALF-INCH. PLACE THE TABLETS DIRECTLY NEXT TO THE ROOT BALL, EVENLY DISTRIBUTED AROUND ITS PERIMETER, AT A DEPTH OF ABOUT 4 INCHES.

PLANT QUALITY AND HANDLING NOTES:

1. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2004) OR LATEST REVISION AS PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
2. IN ALL CASES, BOTANICAL NAMES LISTED WITHIN THE APPROVED OR FINAL PLANT LIST SHALL TAKE PRECEDENCE OVER COMMON NAMES.
3. ALL PLANTS SHALL BE OF SELECTED SPECIMEN QUALITY, EXCEPTIONALLY HEAVY, TIGHTLY KNIT, SO TRAINED OR FAVORED IN THEIR DEVELOPMENT AND APPEARANCE AS TO BE SUPERIOR IN FORM, NUMBER OF BRANCHES, COMPACTNESS AND SYMMETRY. ALL PLANTS SHALL HAVE A NORMAL HABIT OR SOUND, HEALTHY, VIGOROUS PLANTS WITH WELL DEVELOPED ROOT SYSTEM. PLANTS SHALL BE FREE OF DISEASE, INSECT PESTS, EGGS OR LARVAE.
4. PLANTS SHALL NOT BE PRUNED BEFORE DELIVERY. TREES WITH ABRASION OF THE BARK, SUNSCALDS, DISFIGURING KNOTS OR FRESH CUTS OF LIMBS OVER ONE AND ONE-FOURTH INCHES (1-1/4") WHICH HAVE NOT COMPLETELY CALLOUSED SHALL BE REJECTED.
5. ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY AND SHALL HAVE A NORMAL HABIT OF GROWTH AND BE LEGIBLY TAGGED WITH THE PROPER NAME AND SIZE.
6. THE ROOT SYSTEM OF EACH PLANT SHALL BE WELL PROVIDED WITH FIBROUS ROOTS. ALL PARTS SHALL BE SOUND, HEALTHY, VIGOROUS, WELL-BRANCHED AND DENSELY FOLIATED WHEN IN LEAF.
7. ALL PLANTS DESIGNATED BALL AND BURLAP (B&B) MUST BE MOVED WITH THE ROOT SYSTEM AS SOLID UNITS WITH BALLS OF EARTH FIRMLY WRAPPED WITH BURLAP. THE DIAMETER AND DEPTH OF THE BALLS OF EARTH MUST BE SUFFICIENT TO ENCOMPASS THE FIBROUS ROOT FEEDING SYSTEMS NECESSARY FOR THE HEALTHY DEVELOPMENT OF THE PLANT. NO PLANT SHALL BE ACCEPTED WHEN THE BALL OF EARTH SURROUNDING ITS ROOTS HAS BEEN BADLY CRACKED OR BROKEN PREPARATORY TO OR DURING THE PROCESS OF PLANTING. THE BALLS SHALL REMAIN INTACT DURING ALL OPERATIONS. ALL PLANTS THAT CANNOT BE PLANTED AT ONCE MUST BE HEELED-IN BY SETTING IN THE GROUND AND COVERING THE BALLS WITH SOIL OR MULCH AND THEN WATERING. HEMP BURLAP AND TWINE IS PREFERABLE TO TREATED. IF TREATED BURLAP IS USED, ALL TWINE IS TO BE CUT FROM AROUND THE TRUNK AND ALL BURLAP IS TO BE REMOVED.
8. PLANTS TRANSPORTED TO THE PROJECT IN OPEN VEHICLES SHALL BE COVERED WITH TARPS OR OTHER SUITABLE COVERS SECURELY FASTENED TO THE BODY OF THE VEHICLE TO PREVENT INJURY TO THE PLANTS. CLOSED VEHICLES SHALL BE ADEQUATELY VENTILATED TO PREVENT OVERHEATING OF THE PLANTS. EVIDENCE OF INADEQUATE PROTECTION FOLLOWING DIGGING, CARELESSNESS WHILE IN TRANSIT OR IMPROPER HANDLING OR STORAGE SHALL BE CAUSE FOR REJECTION OF PLANT MATERIAL. ALL PLANTS SHALL BE KEPT MOIST, FRESH, AND PROTECTED. SUCH PROTECTION SHALL ENCOMPASS THE ENTIRE PERIOD DURING WHICH THE PLANTS ARE IN TRANSIT, BEING HANDLED, OR ARE IN TEMPORARY STORAGE.
9. ALL PLANT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH THE CORRESPONDING LANDSCAPE PLAN AND PLANTING DETAILS.
10. LANDSCAPE CONTRACTOR SHALL MAKE BEST EFFORT TO INSTALL PLANTINGS ON THE SAME DAY AS DELIVERY. IF PLANTS ARE NOT PLANTED IMMEDIATELY ON SITE, PROPER CARE SHALL BE TAKEN TO PLACE THE PLANTINGS IN PARTIAL SHADE WHEN POSSIBLE. THE ROOT BALL SHALL BE KEPT MOIST AT ALL TIME AND COVERED WITH MOISTENED MULCH OR AGED WOODCHIPS. PROPER IRRIGATION SHALL BE SUPPLIED SO AS TO NOT ALLOW THE ROOT BALL TO DRY OUT. PLANTINGS SHALL BE UNTIED AND PROPER SPACING SHALL BE ALLOTTED FOR AIR CIRCULATION AND TO PREVENT DISEASE, WILTING, AND LEAF LOSS. PLANTS THAT REMAIN UNPLANTED FOR A PERIOD OF TIME GREATER THAN THREE (3) DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH AND WATERED AS REQUIRED TO PRESERVE ROOT MOISTURE.
11. NO PLANT MATERIAL SHALL BE PLANTED IN MUDDY OR FROZEN SOIL.
12. PLANTS WITH INJURED ROOTS OR BRANCHES SHALL BE PRUNED PRIOR TO PLANTING UTILIZING CLEAN, SHARP TOOLS. ONLY DISEASED OR INJURED PLANTS SHALL BE REMOVED.
13. IF ROCK OR OTHER UNDERGROUND OBSTRUCTION IS ENCOUNTERED, THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO RELOCATE OR ENLARGE PLANTING PITS OR DELETE PLANT MATERIAL FROM THE CONTRACT.
14. IF PLANTS ARE PROPOSED WITHIN SIGHT TRIANGLES, TREES SHALL BE LIMBED AND MAINTAINED TO A HEIGHT OF EIGHT FEET (8') ABOVE GRADE, AND SHRUBS, GROUND COVER, PERENNIALS AND ANNUALS SHALL BE MAINTAINED TO A HEIGHT NOT TO EXCEED TWO FEET (2') ABOVE GRADE UNLESS OTHERWISE NOTED OR SPECIFIED BY THE GOVERNING MUNICIPALITY OR AGENCY.
15. INSTALLATION SHALL OCCUR DURING THE FOLLOWING SEASONS:
    PLANTS (MARCH 15 - DECEMBER 15)
    LAWNS (MARCH 15 - JUNE 15 OR SEPTEMBER 1 - DECEMBER 1)
16. THE FOLLOWING TREES ARE SUSCEPTIBLE TO TRANSPLANT SHOCK AND SHALL NOT BE PLANTED DURING THE FALL SEASON (STARTING SEPTEMBER 15):

ABIES CONCOLOR	CORNUS VARIETIES	OSTRYA VIRGINIANA
ACER BUERGERIANUM	CRATAEGUS VARIETIES	PINUS NIGRA
ACER FREEMANII	CUPRESSOCYPARIS LEYLANDII	PLATANUS VARIETIES
ACER RUBRUM	FAGUS VARIETIES	POPULUS VARIETIES
ACER SACCHARINUM	HALESIA VARIETIES	PRUNUS VARIETIES
BETULA VARIETIES	ILEX X FOSTERII	PYRUS VARIETIES
CARPINUS VARIETIES	ILEX NELLIE STEVENS	QUERCUS VARIETIES (NOT Q. PALUSTRIS)
CEDRUS DEODARA	ILEX OPACA	SALIX WEEPING VARIETIES
CELTIS VARIETIES	JUNIPERUS VIRGINIANA	SORBUS VARIETIES
CERCIDIPHYLLUM VARIETIES	KOELREUTERIA PANICULATA	TAXODIUM VARIETIES
CERCIS CANADENSIS	LIQUIDAMBAR VARIETIES	TAXUX B REPANDENS
CORNUS VARIETIES	LIRIODENDRON VARIETIES	TILIA TOMENTOSA VARIETIES
CRATAEGUS VARIETIES	MALUS IN LEAF	ULMUS PARVIFOLIA VARIETIES
	NYSSA SYLVATICA	ZELKOVA VARIETIES

17. IF A PROPOSED PLANT IS UNATTAINABLE OR ON THE FALL DIGGING HAZARD LIST, AN EQUIVALENT SPECIES OF THE SAME SIZE MAY BE REQUESTED FOR SUBSTITUTION OF THE ORIGINAL PLANT. ALL SUBSTITUTIONS SHALL BE APPROVED BY THE PROJECT LANDSCAPE DESIGNER OR MUNICIPAL OFFICIAL PRIOR TO ORDERING AND INSTALLATION.
18. DURING THE COURSE OF CONSTRUCTION/PLANT INSTALLATION, EXCESS AND WASTE MATERIALS SHALL BE CONTINUOUSLY AND PROMPTLY REMOVED AT THE END OF EACH WORK DAY. ALL DEBRIS, MATERIALS, AND TOOLS SHALL BE PROPERLY STORED, STOCKPILED OR DISPOSED OF AND ALL PAVED AREAS SHALL BE CLEANED.
19. THE LANDSCAPE CONTRACTOR SHALL DISPOSE OF ALL RUBBISH AND EXCESS SOIL AT HIS EXPENSE TO AN OFF-SITE LOCATION AS APPROVED BY THE LOCAL MUNICIPALITY.
20. A 90-DAY MAINTENANCE PERIOD SHALL BEGIN IMMEDIATELY AFTER ALL PLANTS HAVE BEEN SATISFACTORILY INSTALLED.
21. MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO, REPLACING MULCH THAT HAS BEEN DISPLACED BY EROSION OR OTHER MEANS, REPAIRING AND RESHAPING WATER RINGS OR SAUCERS, MAINTAINING STAKES AND GUYS IF ORIGINALLY REQUIRED, WATERING WHEN NEEDED OR DIRECTED, WEEDING, PRUNING, SPRAYING, FERTILIZING, MOWING THE LAWN, AND PERFORMING ANY OTHER WORK REQUIRED TO KEEP THE PLANTS IN A HEALTHY CONDITION.
22. MOW ALL GRASS AREAS AT REGULAR INTERVALS TO KEEP THE GRASS H



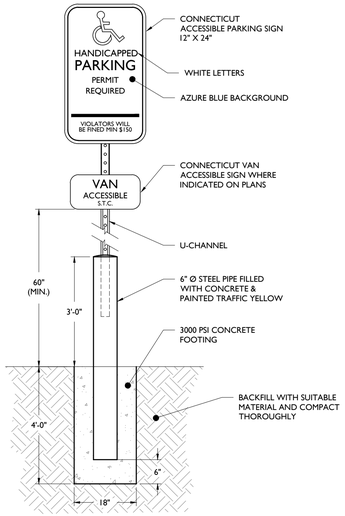
NOTE:
1. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), EXCEPT AS NOTED.
2. ALL SIGNS SHALL BE MOUNTED AS TO NOT OBSTRUCT THE SHAPE OF "STOP" (R1-1) AND "YIELD" (R1-2) SIGNS.

M.U.T.C.D. NUMBER	TEXT	COLOR		SIZE OF SIGN (WIDTH X HEIGHT)	TYPE OF MOUNT
		LEGEND	BACKGROUND		
STOP SIGN (R1-1)	STOP	RED	WHITE	36"x36"	GROUND
DO NOT ENTER (R5-1)	DO NOT ENTER	RED	WHITE	30"x30"	GROUND
YIELD SIGN (R1-2)	YIELD	RED	WHITE	36"x36"x36"	GROUND

SIGN POST DETAIL & SIGN DATA TABLE

NOT TO SCALE

1

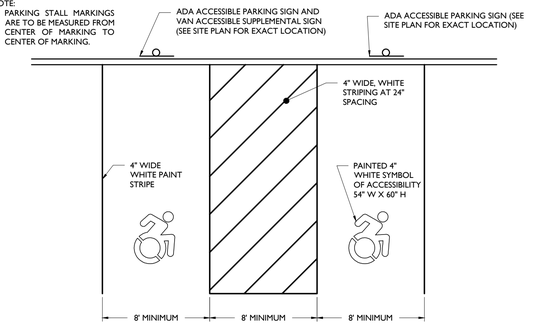


ACCESSIBLE PARKING SIGN WITH BOLLARD DETAIL

NOT TO SCALE

2

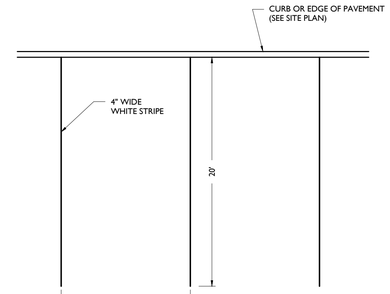
NOTE:
1. PARKING STALL MARKINGS ARE TO BE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING.



ACCESSIBLE PARKING STALL MARKINGS

NOT TO SCALE

3



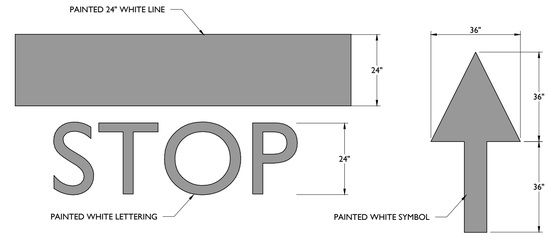
PARKING STALL MARKINGS

NOT TO SCALE

4

PAVEMENT STRIPING & MARKINGS NOTES:

1. ALL SIGNING AND STRIPING IN EXISTING CONDITION IN CONFLICT WITH THE PROPOSED DESIGN PLAN SHALL BE REMOVED.
2. ALL PROPOSED SIGNING AND STRIPING SHALL CONFORM TO THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
3. PAVEMENT STRIPING AND MARKINGS SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE LOCAL, COUNTY AND STATE REQUIREMENTS.
4. UNLESS OTHERWISE SPECIFIED, ALL STRIPING AND MARKINGS IN THE PUBLIC RIGHT-OF-WAY SHALL BE OF THERMOPLASTIC PAINT OR PREFORMED THERMOPLASTIC MARKINGS.
5. UNLESS OTHERWISE SPECIFIED, ON SITE PARKING STALL STRIPING, FIRE LANE STRIPING AND DIRECTIONAL ARROWS SHALL BE EPOXY PAINT. ON SITE STOP BARS, "DO NOT ENTER" BARS, AND ASSOCIATED LETTERING SHALL BE THERMOPLASTIC PAINT OR PREFORMED THERMOPLASTIC MARKINGS.



STOP BAR & ARROW DETAILS

NOT TO SCALE

5

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

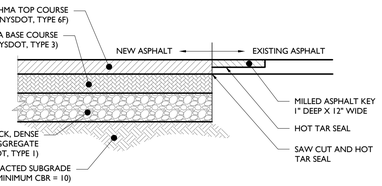
STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37.29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

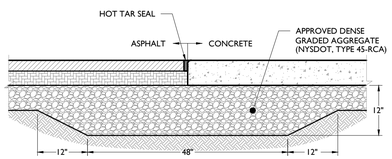


FULL DEPTH ASPHALT PAVEMENT DETAIL

NOT TO SCALE

NOTE:
HMA MIX AND DENSE GRADED AGGREGATE SHALL CONFORM TO STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

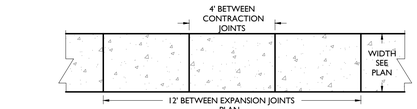
6



CONCRETE TO ASPHALT TRANSITION DETAIL

NOT TO SCALE

7

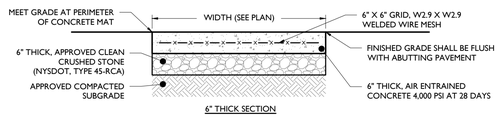


REINFORCED CONCRETE WALKWAY DETAIL

NOT TO SCALE

NOTES:
1. MAXIMUM CROSS SLOPE SHALL BE ¼" PER FOOT.
2. ¾" EXPANSION JOINTS SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ½" FROM THE SURFACE.
3. 1" DEEP BY ¼" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT 4' INTERVALS.
4. EXPANSION JOIN SHALL BE PROVIDED WHERE ADJACENT TO A BUILDING.

8



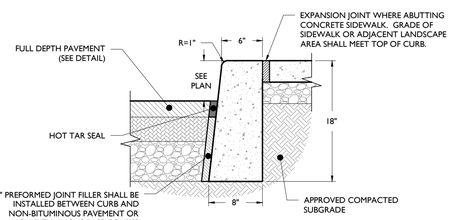
6" THICK SECTION

NOTES:
1. ¾" EXPANSION JOINTS WITH WATER SEAL SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ½" FROM THE SURFACE. LONGITUDINAL REBAR TO BE CUT AT EXPANSION JOINTS.
2. 1" DEEP BY ¾" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT MID-POINT BETWEEN EXPANSION JOINTS OR 6' INTERVALS MAX.
3. CONCRETE SHALL RECEIVE BROOM FINISH.
4. ALL EXPOSED CORNERS TO HAVE 12" CHAMFER.

REINFORCED CONCRETE MAT DETAIL

NOT TO SCALE

9

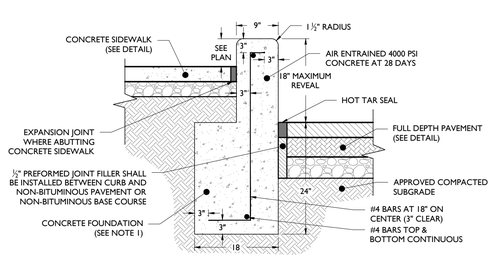


CONCRETE CURB DETAIL

NOT TO SCALE

NOTES:
1. CONCRETE SHALL BE 3500 PSI AT 28 DAYS, AIR-ENTRAINED.
2. TRANSVERSE EXPANSION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM SURFACE.
3. HALF DEPTH CONTRACTION JOINTS SHALL BE PROVIDED AT 10 FOOT INTERVALS.
4. 18" CURB DEPTH SHALL BE MAINTAINED AT DEPRESSED OR FLUSH CURBED AREAS.

10



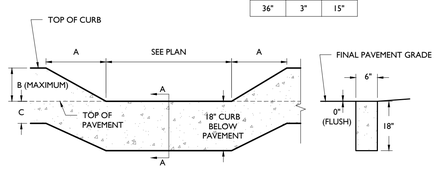
EXTENDED CONCRETE CURB DETAIL

NOT TO SCALE

NOTES:
1. CONCRETE SHALL BE 4000 PSI AT 28 DAYS, AIR-ENTRAINED.
2. ½" EXPANSION JOINTS WITH WATER SEAL SHALL BE PROVIDED AT 50 FOOT INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM SURFACE. LONGITUDINAL REBAR TO BE CUT AT EXPANSION JOINTS.
3. 1" DEEP AND ½" WIDE TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT MID-POINT BETWEEN EXPANSION JOINTS, OR 30 FOOT MAX.

11

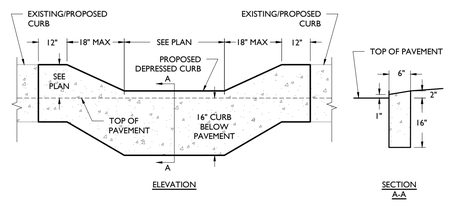
FLUSH CURB DIMENSIONS		
A	B	C
72"	6"	12"
60"	5"	13"
48"	4"	14"
36"	3"	15"



FLUSH CURB DETAIL

NOT TO SCALE

12



DEPRESSED CURB DETAIL

NOT TO SCALE

13

STATE OF CONNECTICUT
CHARLES D. CLIVIO
PEN0026843
CHARLES D. CLIVIO, P.E.
CONNECTICUT LICENSE NO. 26941
LICENSED PROFESSIONAL ENGINEER

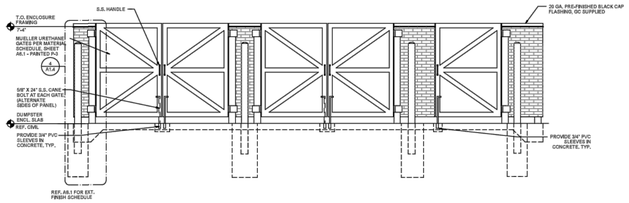
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: B-19007

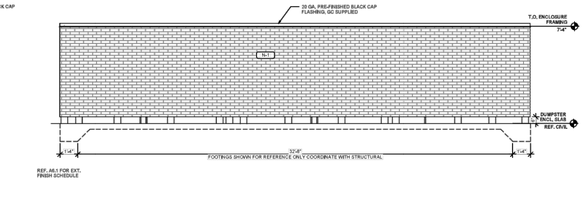
TITLE: SITE CONSTRUCTION DETAILS

DRAWING: C-15

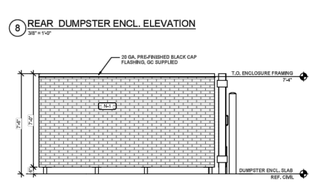
Z:\SDT\2019\B19007 7 ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOT\XXX-14DETS.DWG



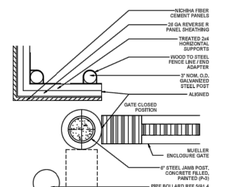
9 FRONT DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



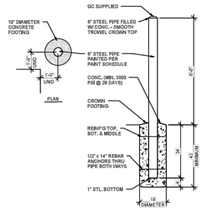
8 REAR DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



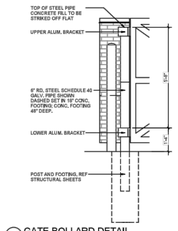
7 SIDE DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



6 DETAIL - GATE
1 1/2" = 1'-0"

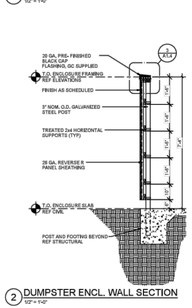


5 TYPICAL BOLLARD SECTION
1/2" = 1'-0"

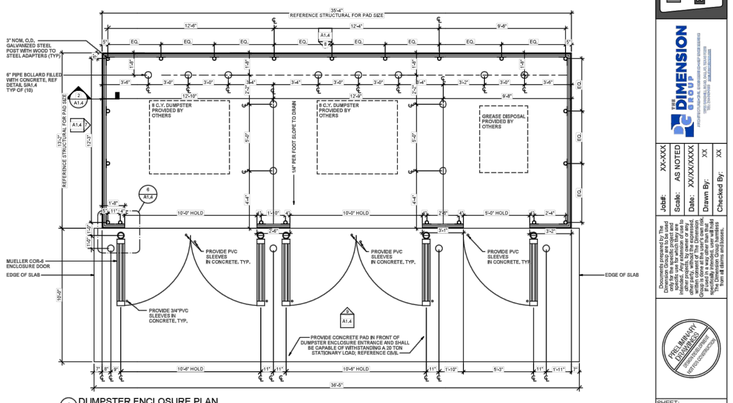


4 GATE BOLLARD DETAIL
1/2" = 1'-0"

3 DETAIL - COPING
3" = 1'-0"



2 DUMPSTER ENCL. WALL SECTION
1/2" = 1'-0"

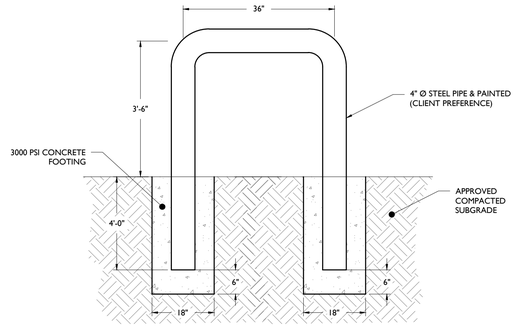


1 DUMPSTER ENCLOSURE PLAN
3/8" = 1'-0"

7-ELEVEN DOUBLE TRASH / RECYCLE ENCLOSURE DETAIL

NOT TO SCALE

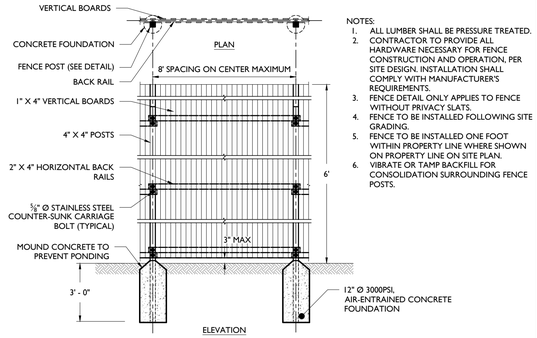
1



U-BOLLARD DETAIL

NOT TO SCALE

2

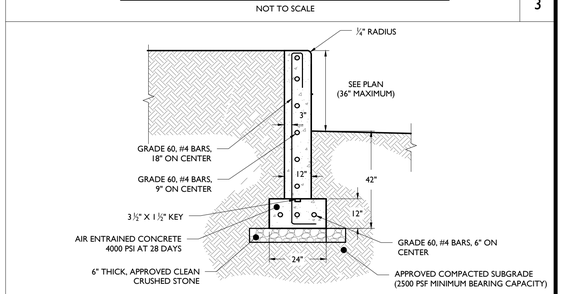


NOTES:
1. ALL LUMBER SHALL BE PRESSURE TREATED.
2. CONTRACTOR TO PROVIDE ALL HARDWARE NECESSARY FOR FENCE CONSTRUCTION AND OPERATION, PER SITE DESIGN. INSTALLATION SHALL COMPLY WITH MANUFACTURER'S REQUIREMENTS.
3. FENCE DETAIL ONLY APPLIES TO FENCE WITHOUT PRIVACY SLATS.
4. FENCE TO BE INSTALLED FOLLOWING SITE GRADING.
5. FENCE TO BE INSTALLED ONE FOOT WITHIN PROPERTY LINE WHERE SHOWN ON PROPERTY LINE ON SITE PLAN.
6. VIBRATE OR TAMP BACKFILL FOR CONSOLIDATION SURROUNDING FENCE POSTS.

BOARD ON BOARD FENCE DETAIL

NOT TO SCALE

3



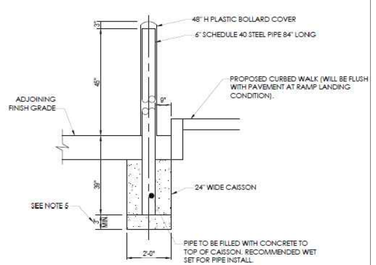
CONCRETE WALL DETAIL

NOT TO SCALE

NOTES:
1. CONTRACTOR SHALL ENSURE 3" MINIMUM EMBEDMENT FOR REBAR EXPOSED TO EARTH AND 2" MINIMUM EMBEDMENT FOR REBAR EXPOSED TO WEATHER (SURFACE). NOSING REBAR TO BE EMBEDDED 1 ½"
2. BACKFILL TO BE SUITABLE MATERIAL COMPACTED TO 95% OF MAXIMUM DENSITY IN 6" TO 8" LIFTS

4

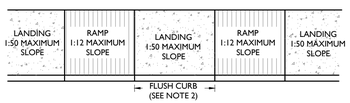
NOTE:
1. CONCRETE MUST BE A MINIMUM 4,000 PSI COMPRESSIVE STRENGTH WITH FIBER MESH.
2. PROVIDE PLASTIC BOLLARD COVER. COVER TO BE DEALSHIELD (OR APPROVED EQUAL) 1/8" THICK, BROWN (PG-44OC), 6" PIPE FIT, DOME TOP, 48" TALL
3. DESIGN PARAMETERS:
   - 20 MPH
   - 5,000 LB VEHICLE
4. USE SONOTUBE IN SANDY OR OTHER SOILS THAT MIGHT CAVE IN.
5. INCREASE DEPTH OF CAISSON BELOW PIPE TO MEET LOCAL JURISDICTION MIN. FROST DEPTH REQUIREMENT. PIPE CAN STAY AT 39" BELOW PAVEMENT.
6. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY NO UTILITY CONFLICTS EXIST WHERE BOLLARDS ARE TO BE INSTALLED, PRIOR TO INSTALLATION.



DEEP MOUNT PARKING BOLLARD DETAIL

NOT TO SCALE

5

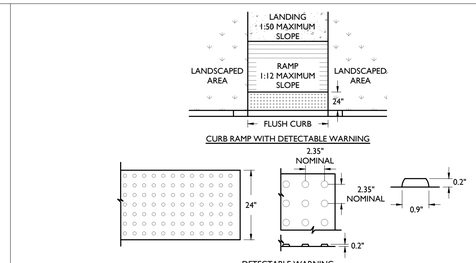


TRANSITION RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

6

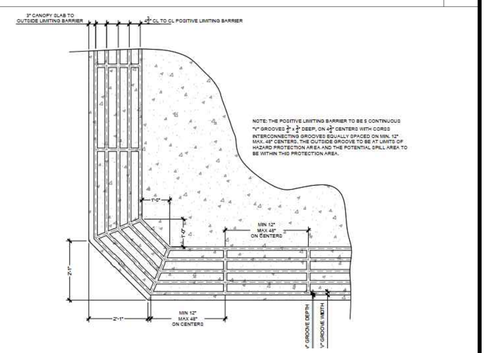


CURB RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
4. VISUAL CONTRAST: THERE SHALL BE A MINIMUM OF 70% CONTRAST IN LIGHT REFLECTANCE BETWEEN THE DETECTABLE WARNING AND AN ADJOINING SURFACE.
5. DETECTABLE WARNING STRIP REQUIRED WHERE RAMP DIRECTS PEDESTRIAN TRAFFIC TOWARDS VEHICLE TRAVEL WAY. WARNING STRIP SHALL BE CAST-IN-PLACE.
6. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

7



GROOVED CONCRETE PAVEMENT DETAIL

NOT TO SCALE

8

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37.29, LOT 1A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT — CHARLES D'OLIVO — REGISTERED — PEN0026843

CHARLES D'OLIVO, P.E.
CONNECTICUT LICENSE NO. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE:	AS SHOWN	PROJECT ID:	B-19007

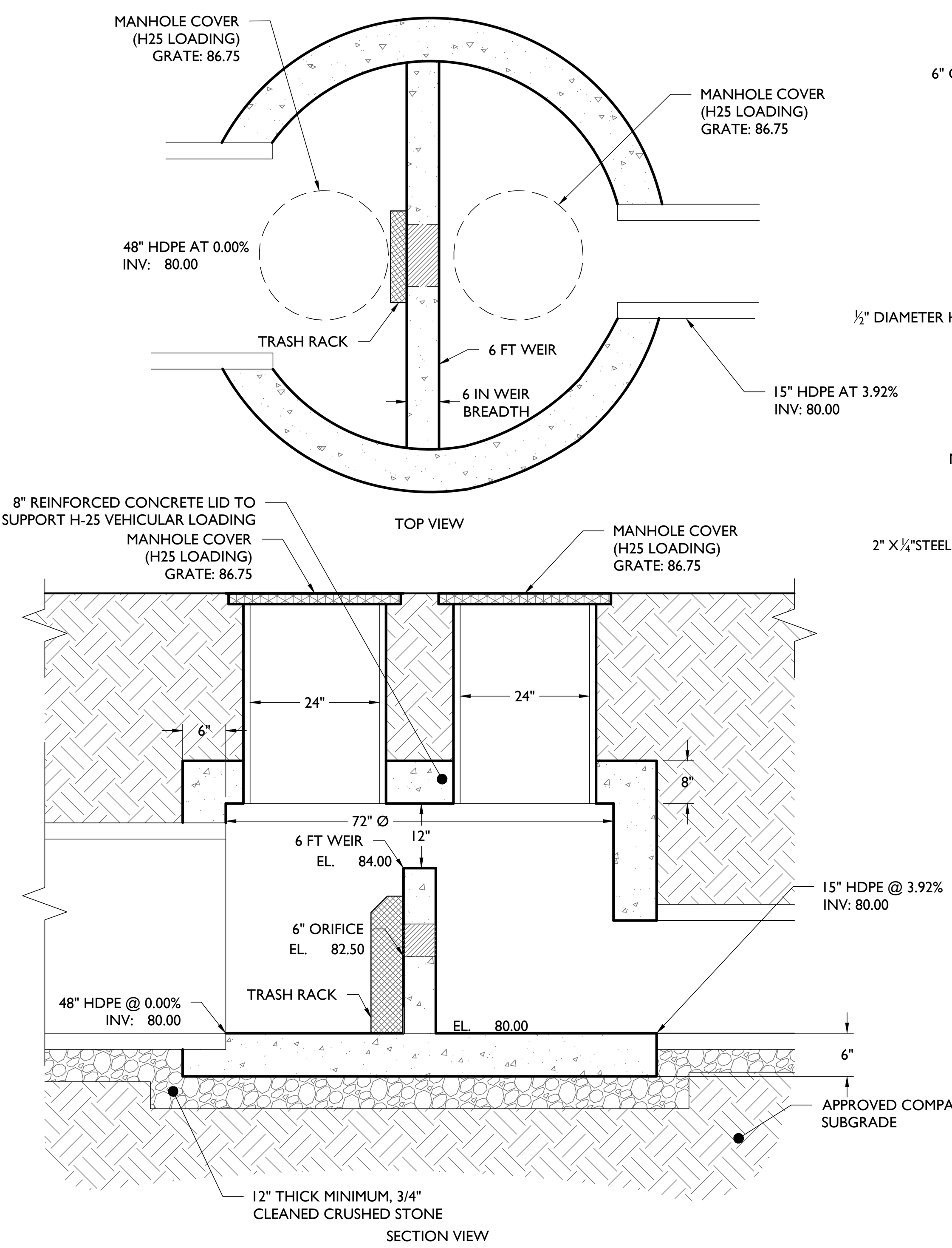
TITLE: **SITE CONSTRUCTION DETAILS**

DRAWING: **C-16**

SHEET: A1.4
9050 SBP - LEFT
PROTO: XX/XX/XXXX
7-ELEVEN, INC. 3200 HACKBERRY DRIVE, IRVING, TX 75063
7-ELEVEN #XXXX
STREET ADDRESS
WALLINGFORD, CT 06492
DUMPSTER ENCLOSURE & DETAILS
THE DIMENSION GROUP
XX/XX/XXXX | Job#: XX-XXX | Scale: AS NOTED | Date: XX/XX/XXXX | Drawn By: XX | Checked By: XX

"Dimension Engineering, Inc. The Dimension Group, Inc. and Dimension Engineering, Inc. are the sole owners of the copyright in these plans, drawings, specifications, and designs (collectively, the "Plans"). The Plans may not be changed or used in any way without the prior written consent of Dimension Engineering, Inc. The Plans may not be changed or used in any way without the prior written consent of Dimension Engineering, Inc. The Plans may not be changed or used in any way without the prior written consent of Dimension Engineering, Inc."

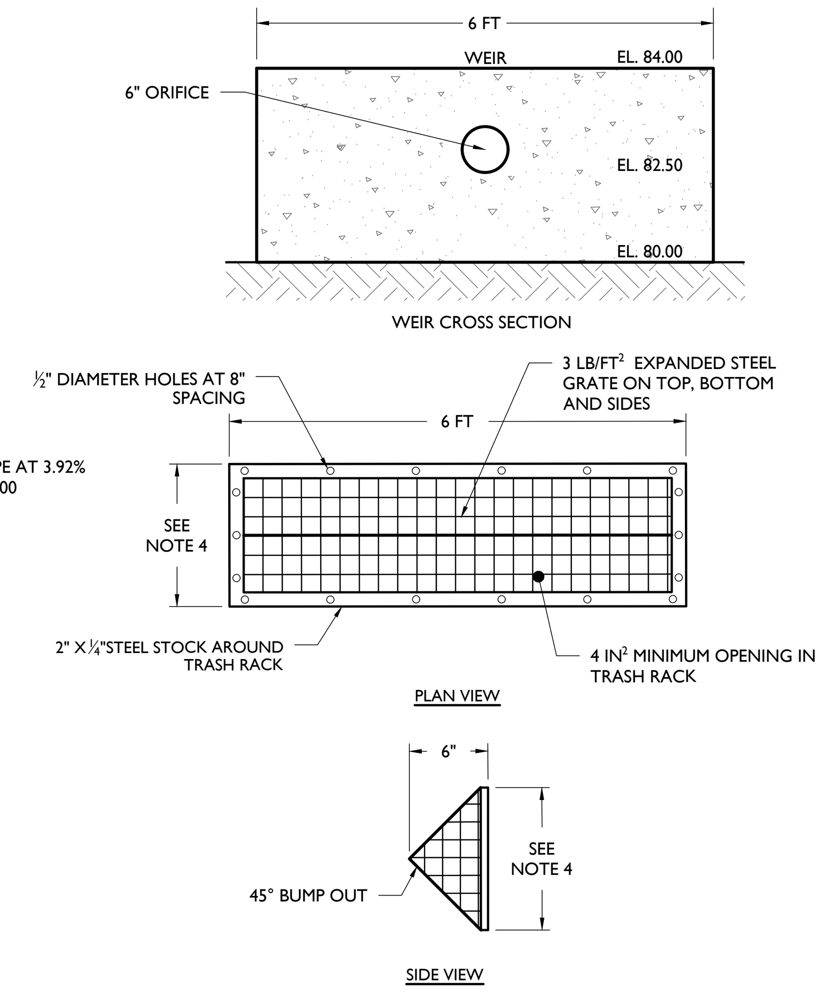
Z:\BOSTON\B19\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT-CAD\PLOTS\XXX-14-DTL.DWG



UNDERGROUND OUTLET STRUCTURE (OS-1) DETAIL

NOT TO SCALE

1

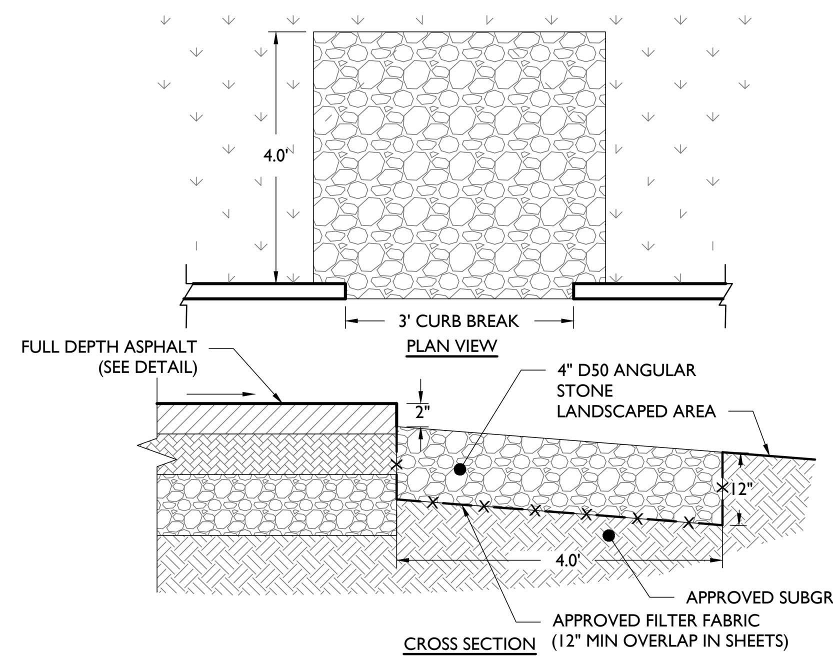


TRASH RACK DETAIL

NOT TO SCALE

NOTES:
1. TRASH RACK TO BE CENTERED OVER 2.5" ORIFICE AND 10" X 4" SLOT.
2. STEEL TO CONFORM TO ASTM A-36.
3. TRASH RACK TO BE FASTENED TO THE WALL WITH ½" MASONRY ANCHORS. TRASH RACK SHALL BE REMOVABLE.
4. TRASH RACK HEIGHT SHALL MATCH HEIGHT OF WEIR OPENING.

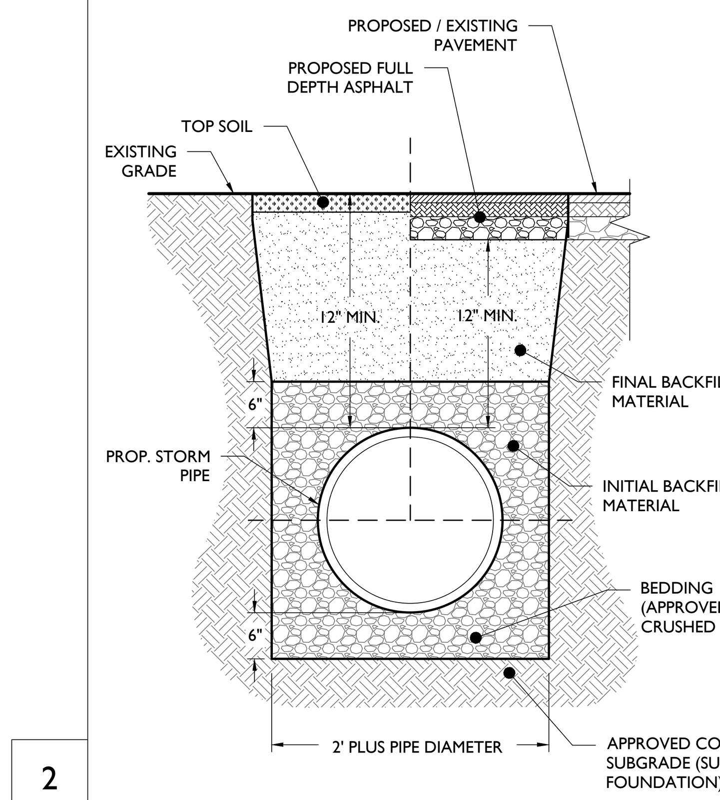
NOTE:
1. STRUCTURE SHALL SUPPORT H25 LOADING, CONCRETE STRENGTH SHALL BE 4,000 PSI, REINFORCING STEEL SHALL BE SPECIFIED BY THE PRECAST MANUFACTURER.
2. MANHOLE COVER TO BE LABELED / DEFINED PER LOCAL COMMUNITY STANDARDS AND REGULATIONS. REFER TO THE STORM MANHOLE DETAIL FOR SPECIFICATIONS.
3. STRUCTURE TO BE CONSTRUCTED OF REINFORCED PRECAST CONCRETE.
4. ALL JOINTS TO BE WATER-TIGHT.



CURB BREAK WITH RIP-RAP PAD DRAINAGE DETAIL

NOT TO SCALE

2

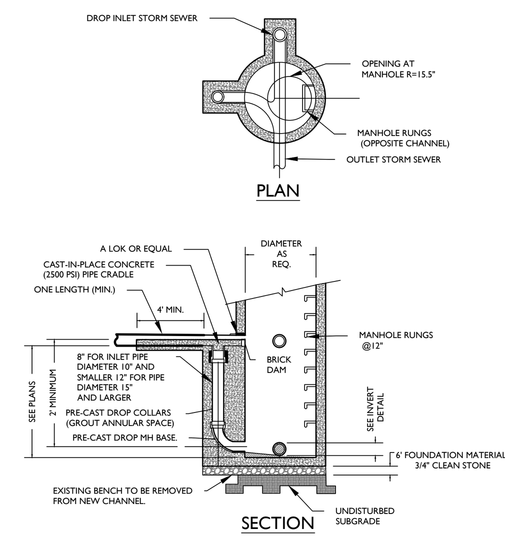


NOTES:
1. ALL PIPE SYSTEM INSTALLATIONS SHALL MEET ALL APPLICABLE STANDARDS AND SPECIFICATIONS.
2. ALL HDPE PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321, "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY FLOW APPLICATIONS" (LATEST EDITION).
3. ALL RCP PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM C76-15, "STANDARD SPECIFICATION FOR REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE" (LATEST EDITION).
4. FOR NON HDPE OR RCP PIPE INSTALLATIONS, CONTRACTOR SHALL INSTALL PIPE IN ACCORDANCE WITH ALL APPLICABLE STANDARDS AND SPECIFICATIONS.
5. WHERE THE TRENCH BOTTOM IS UNSTABLE, CONTRACTOR SHALL PROVIDE SUITABLE BACKFILL MATERIAL AS REQUIRED BY ENGINEER OR PER GEOTECH RECOMMENDATIONS.
6. MINIMUM COVER IN TRAFFIC AREAS IS 12" UP TO 48" DIAMETER PIPE AND 24" FOR 54" - 60" DIAMETER PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TOP OF RIGID PAVEMENT.
7. CONTRACTOR SHALL INSTALL SUITABLE MATERIAL FOR INITIAL AND FINAL BACKFILL. BACKFILL COMPACTION SHOULD MEET ALL APPLICABLE STANDARDS AND SPECIFICATIONS.

STORM TRENCH DETAIL

NOT TO SCALE

3



NOTE:
1. SUBMIT SHOP DRAWINGS FOR APPROVAL

2.BUTYL LOK SEALANT TUBE USED BETWEEN PRECAST SECTIONS

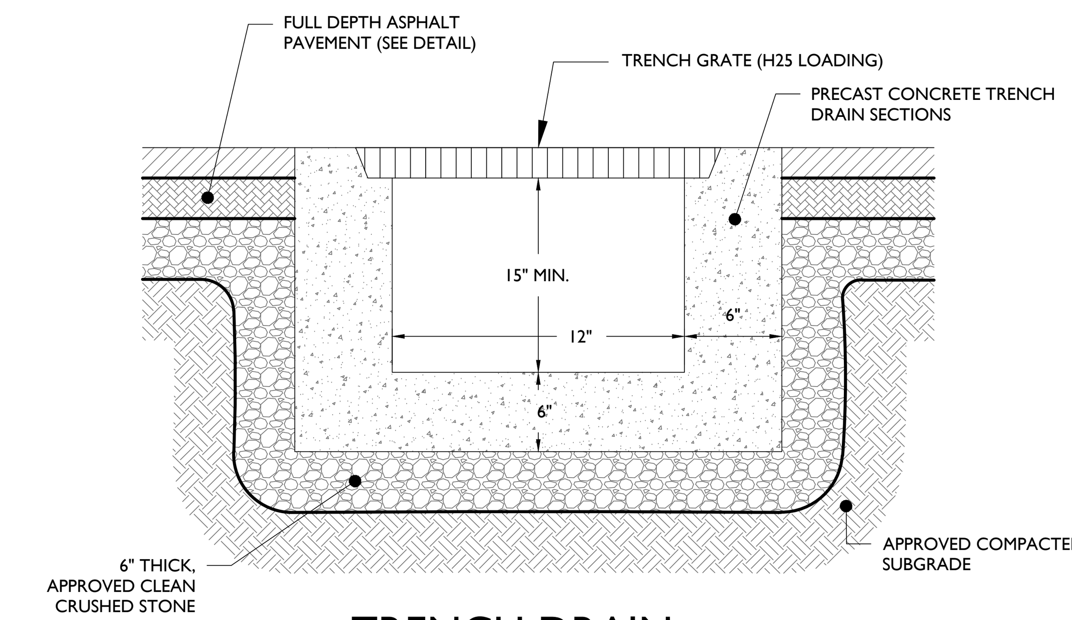
3. DROP CONNECTIONS MORE THAN 10 FEET DEEP SHALL BE DUCTILE IRON PIPE CONSTRUCTION

4.MANHOLE TO BE CONSTRUCTED IN ACCORDANCE WITH STANDARD MANHOLE DETAIL EXPECT AS MODIFIED HEREIN

DROP CONNECTION

NOT TO SCALE

4



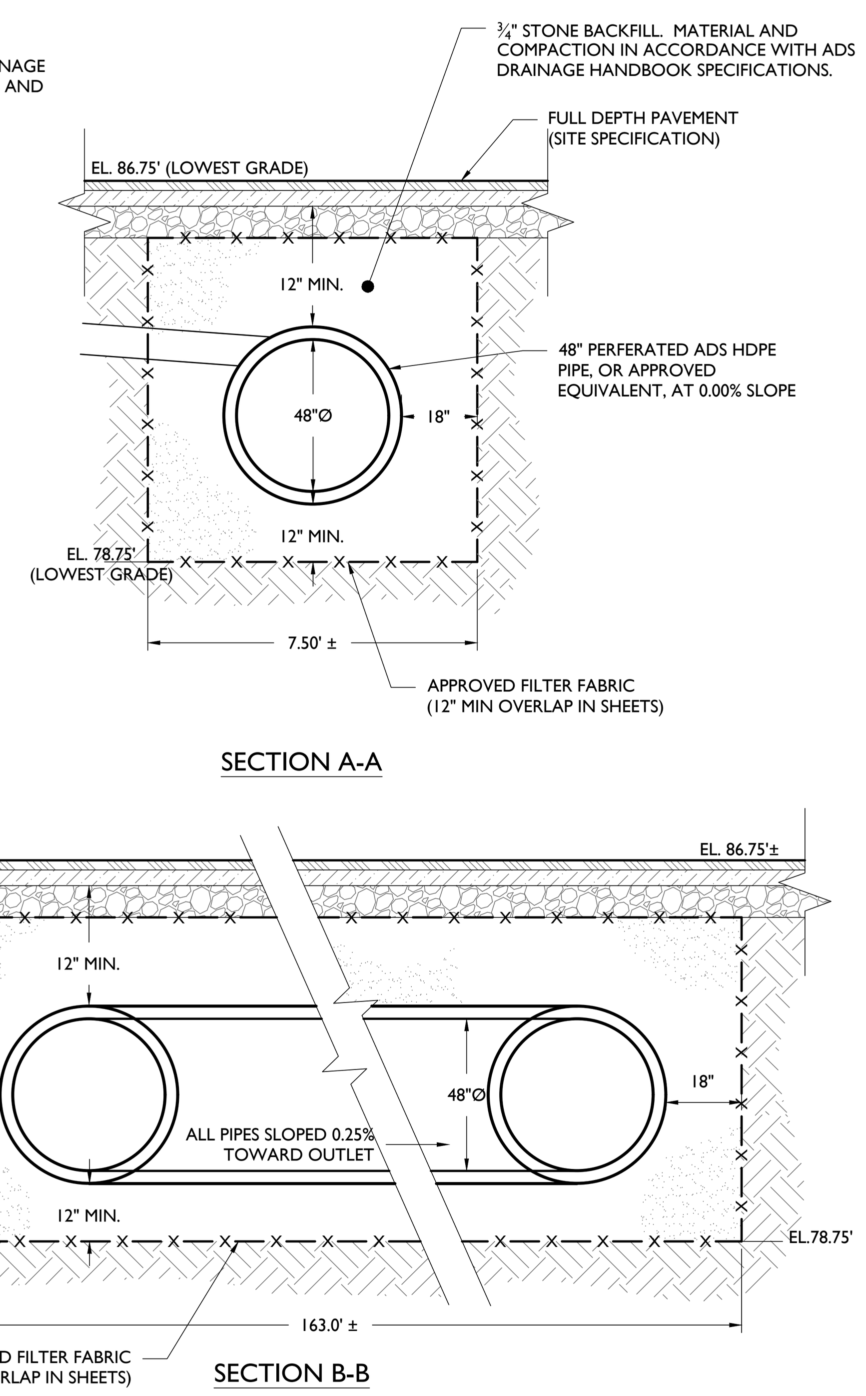
TRENCH DRAIN

NOT TO SCALE

NOTE:
1. SEE DRAINAGE PLAN FOR DIRECTION OF INTERNAL DRAINAGE FLOWS. INTERNAL DEPTH TO VARY TO PROVIDE 0.5% SLOPE IN DIRECTION NOTED ON PLAN.

5

NOTE:
INSTALLATION SHALL MEET REQUIREMENTS OF ADS DRAINAGE HANDBOOK SPECIFICATIONS AND SHALL MEET H-25 LOADING.



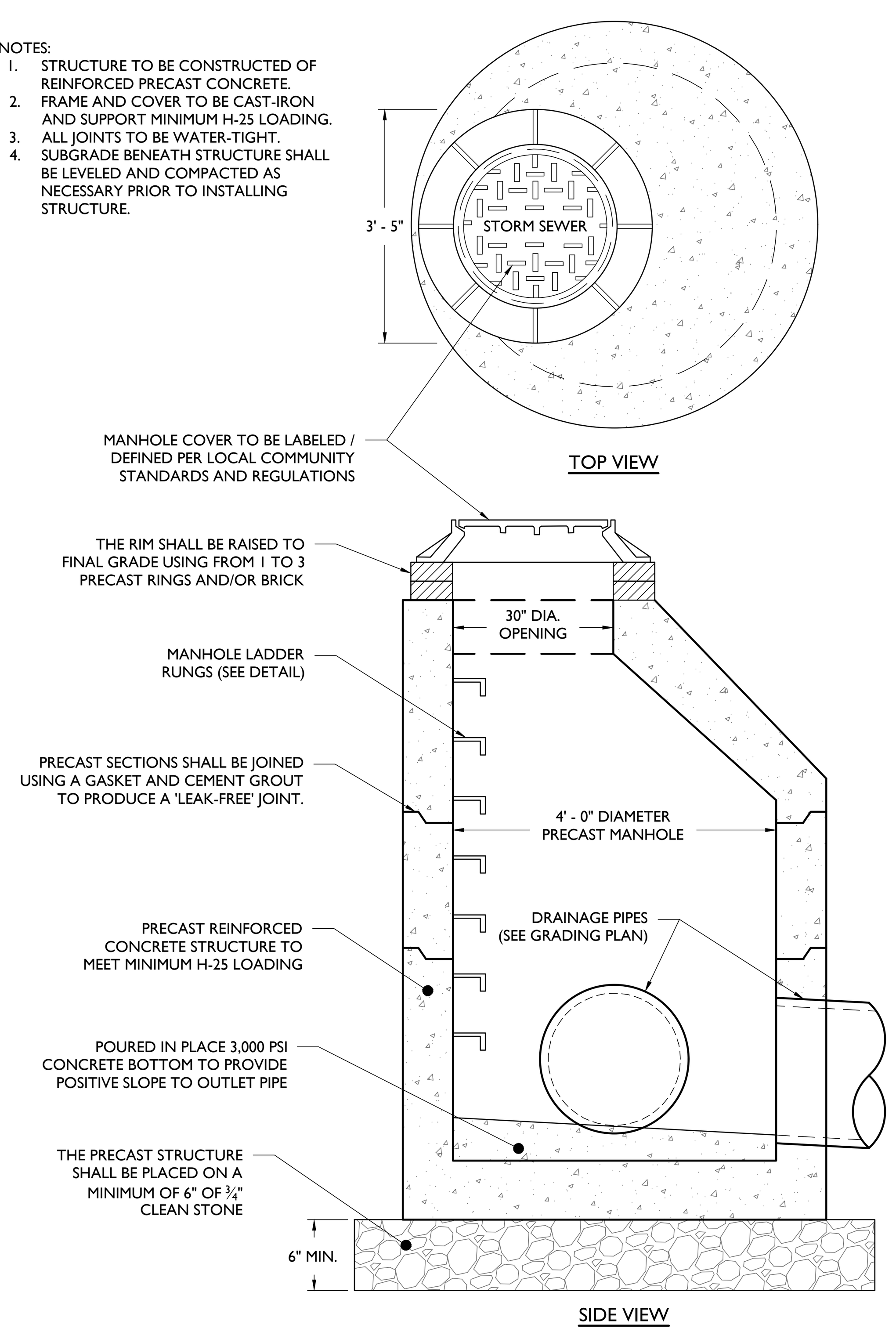
NOTES:
1. INSTALLATION SHALL MEET REQUIREMENTS OF ADS DRAINAGE HANDBOOK SPECIFICATIONS AND SHALL MEET H-25 LOADING
2. CONTRACTOR REQUIRED TO PROVIDE ALL BASIN COMPONENTS INCLUDING ANY PIPE HEADERS, FITTINGS, REDUCERS, WYES, AND INSPECTION PORTS.

UNDERGROUND INFILTRTION BASIN DETAIL (B-1)

NOT TO SCALE

6

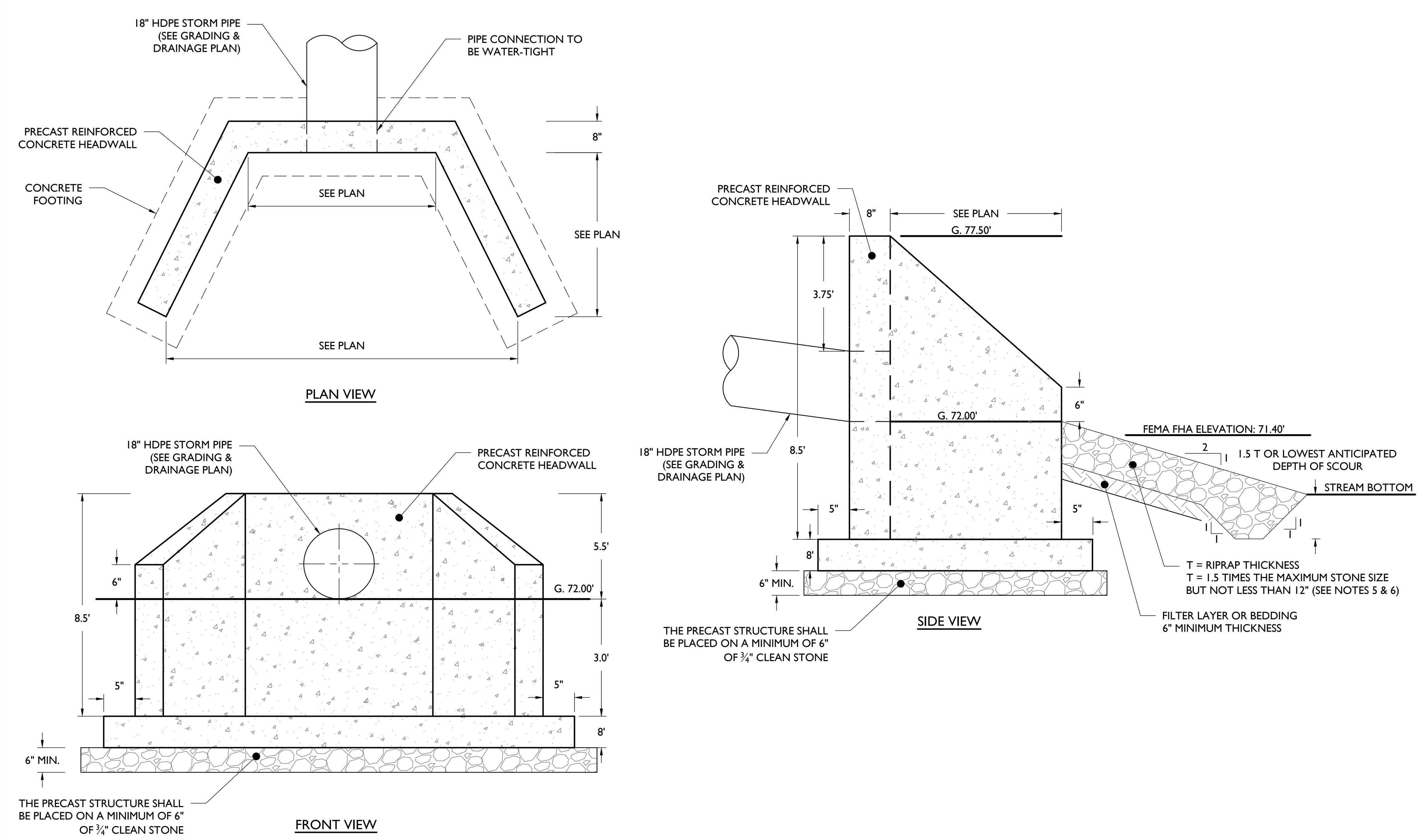
NOTES:
1. STRUCTURE TO BE CONSTRUCTED OF REINFORCED PRECAST CONCRETE.
2. FRAME AND COVER TO BE CAST-IRON AND SUPPORT MINIMUM H-25 LOADING.
3. ALL JOINTS TO BE WATER-TIGHT.
4. SUBGRADE BENEATH STRUCTURE SHALL BE LEVELED AND COMPACTED AS NECESSARY PRIOR TO INSTALLING STRUCTURE.



STORM MANHOLE DETAIL

NOT TO SCALE

7



PRECAST CONCRETE HEADWALL DETAIL

NOT TO SCALE

NOTES:
1. CONCRETE TO BE 4,000 PSI AT 28 DAYS.
2. REINFORCEMENT TO CONFORM TO ASTM A-615, GRADE 60 AND ASTM A-185.
3. DIMENSIONS SHOWN ARE MINIMUMS REQUIRED. SEE GRADING & DRAINAGE PLAN.
4. SUBGRADE BENEATH FOOTING SHALL BE LEVELED AND COMPACTED AS NECESSARY PRIOR TO INSTALLING STRUCTURE.
5. RIPRAP SIZE AND THICKNESS SHALL BE ADJUSTED UPWARD AS THE STORM DRAIN SIZE AND OUTLET VELOCITY INCREASE. SEE PLANNING CONSIDERATIONS SECTION FOR DESIGN REFERENCES.
6. CONSIDER THE APPLICATION OF CEMENTITIOUS GROUT IN THE RIPRAP TO PREVENT VANDALISM AND FACILITATE SEDIMENT AND DEBRIS CLEANOUT

8

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT CHARLES D. OLIVO PEN0026843 LICENSED PROFESSIONAL ENGINEER
CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: B-19007

TITLE: **STORMWATER & UTILITY CONSTRUCTION DETAILS**

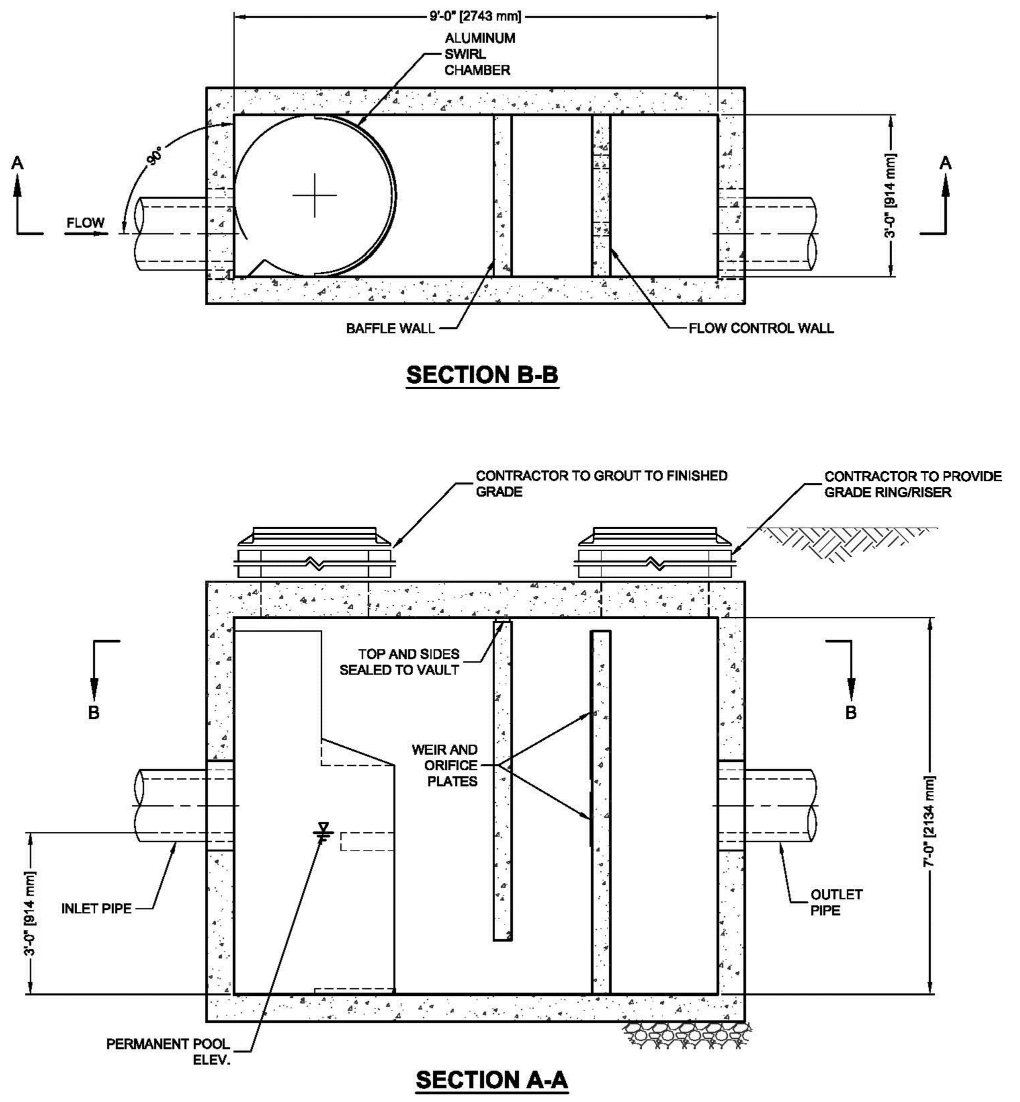
DRAWING: **C-17**

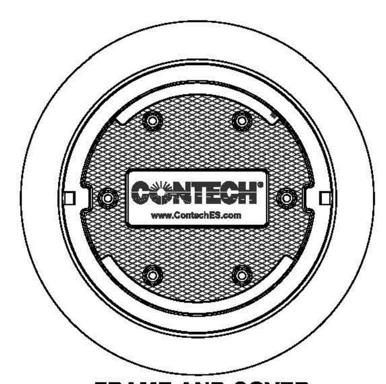
Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-14-DETL.DWG

VORTECHS 1000 DESIGN NOTES

VORTECHS 1000 RATED TREATMENT CAPACITY IS 1.6 CFS, OR PER LOCAL REGULATIONS. IF THE SITE CONDITIONS EXCEED RATED TREATMENT CAPACITY, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

THE STANDARD INLET/OUTLET CONFIGURATION IS SHOWN. FOR OTHER CONFIGURATION OPTIONS , PLEASE CONTACT YOUR CONTECH REPRESENTATIVE. www.ContechES.com





FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			*
WATER QUALITY FLOW RATE (CFS)			*
PEAK FLOW RATE (CFS)			*
RETURN PERIOD OF PEAK FLOW (YRS)			*
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	*	*	*
INLET PIPE 2	*	*	*
OUTLET PIPE	*	*	*
RIM ELEVATION			*
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
		*	*
NOTES/SPECIAL REQUIREMENTS:			
* PER ENGINEER OF RECORD			

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH REPRESENTATIVE. www.ContechES.com
4. VORTECHS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 AND CASTINGS SHALL MEET AASHTO M306 LOAD RATING, ASSUMING GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION.
6. INLET PIPE(S) MUST BE PERPEDICULAR TO THE VAULT AND AT THE CORNER TO INTRODUCE THE FLOW TANGENTIALLY TO THE SWIRL CHAMBER. DUAL INLETS NOT TO HAVE OPPOSING TANGENTIAL FLOW DIRECTIONS.
7. OUTLET PIPE(S) MUST BE DOWN STREAM OF THE FLOW CONTROL BAFFLE AND MAY BE LOCATED ON THE SIDE OR END OF THE VAULT. THE FLOW CONTROL WALL MAY BE TURNED TO ACCOMODATE OUTLET PIPE KNOCKOUTS ON THE SIDE OF THE VAULT.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE VORTECHS STRUCTURE (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

Vortechs®
THIS PRODUCT MAY BE PROTECTED BY THE FOLLOWING U.S. PATENT: 5,759,415; RELATED FOREIGN PATENTS.

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

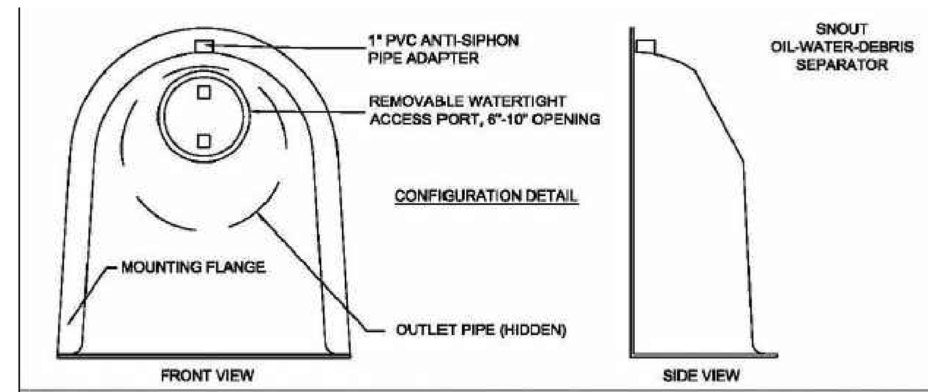
VORTECHS 1000 STANDARD DETAIL

I:\COMMON\CAD\TREATMENT\20 VORTECHS\40 STANDARD DRAWINGS\DWG\VX-1000-DTL.DWG 8/6/2014 1:48 PM

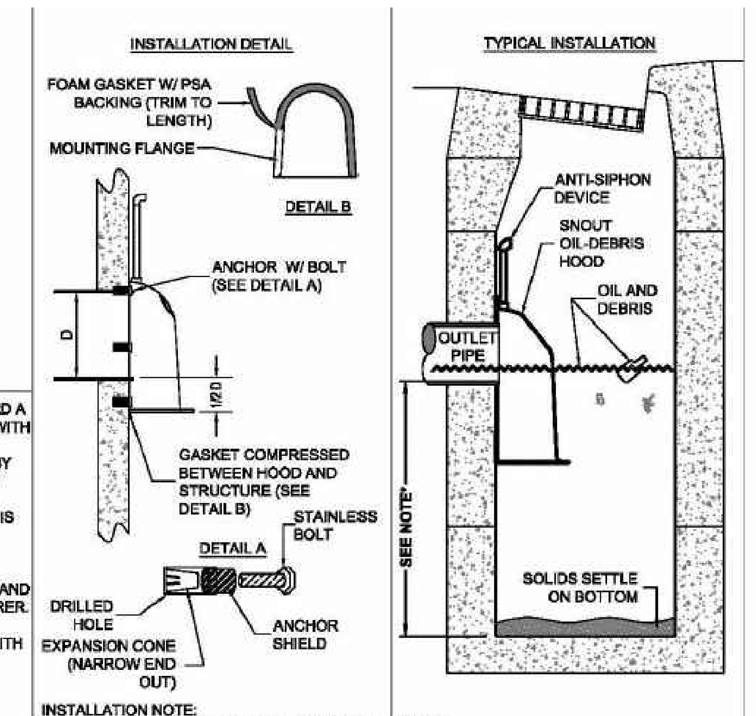
WATER QUALITY UNIT (WQ-1) DETAIL

NOT TO SCALE

1



NOTES:
1. ALL HOODS AND TRAPS FOR CATCH BASINS AND WATER QUALITY STRUCTURES SHALL BE AS MANUFACTURED BY:
BEST MANAGEMENT PRODUCTS, INC.
53 MT. ARCHER RD. LYME, CT 06371
(860) 434-0277, (860) 434-3195 FAX TOLL FREE: (800) 504-8008 OR (888) 354-7585
WEB SITE: www.bestmp.com OR PRE-APPROVED EQUAL
2. ALL HOODS SHALL BE CONSTRUCTED OF A GLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
3. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT AS DRAWN. (SEE CONFIGURATION DETAIL)
4. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION.
5. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A DISTANCE EQUAL TO 1/2 THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES <12" I.D.
6. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 24" ACCORDING TO STRUCTURE CONFIGURATION.
7. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL.
8. THE HOOD SHALL BE SECURELY ATTACHED TO STRUCTURE WALL WITH 3/8" STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKET AS SUPPLIED BY MANUFACTURER. (SEE INSTALLATION DETAIL)
9. INSTALLATION INSTRUCTIONS SHALL BE FURNISHED WITH MANUFACTURER SUPPLIED INSTALLATION KIT. INSTALLATION KIT SHALL INCLUDE:
A. INSTALLATION INSTRUCTIONS
B. PVC ANTI-SIPHON VENT PIPE AND ADAPTER
C. OIL-RESISTANT CRUSHED CELL FOAM GASKET WITH PSA BACKING
D. 3/8" STAINLESS STEEL BOLTS
E. ANCHOR SHIELDS



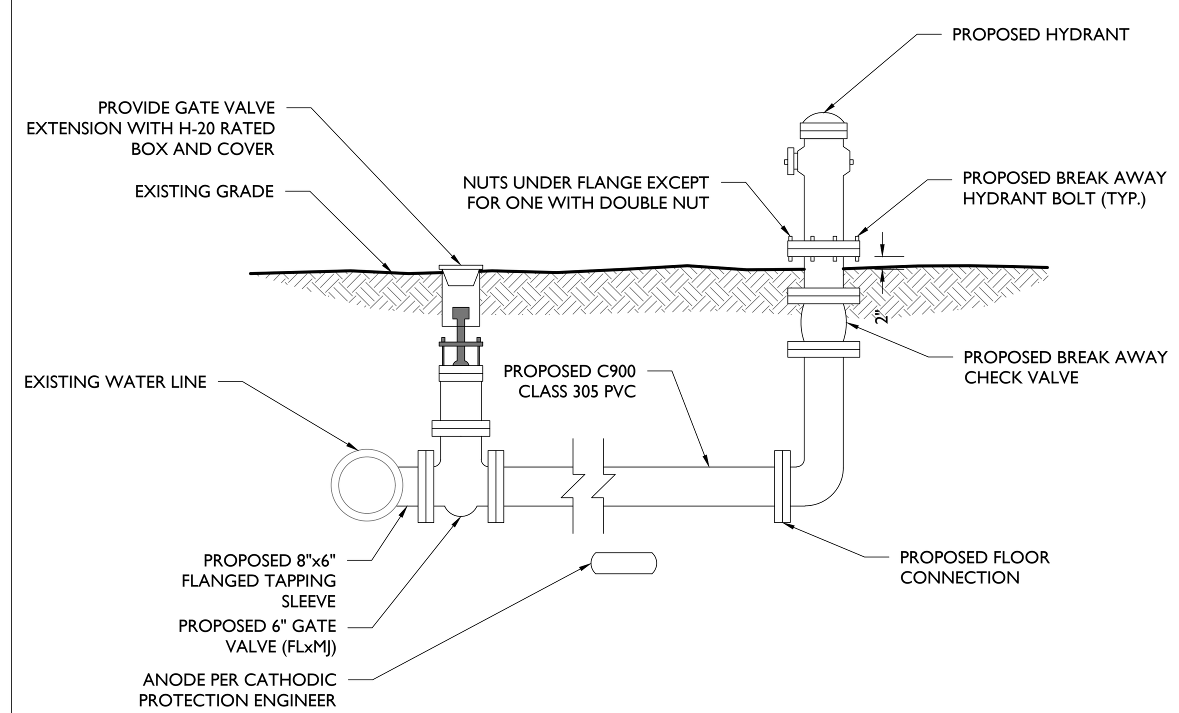
INSTALLATION NOTE:
POSITION HOOD SUCH THAT BOTTOM FLANGE IS A DISTANCE OF 1/2 OUTLET PIPE DIAMETER (MIN.) BELOW THE PIPE INVERT. MINUMUM DISTANCE FOR PIPES < 12" I.D. IS 6".

*NOTE:
SUMP DEPTH OF 36" MIN. FOR < OR= 12" DIAM. OUTLET. FOR OUTLETS >OR= 15", DEPTH = 2.5 - 3X DIAM.

HOOD & SUMP DETAIL

NOT TO SCALE

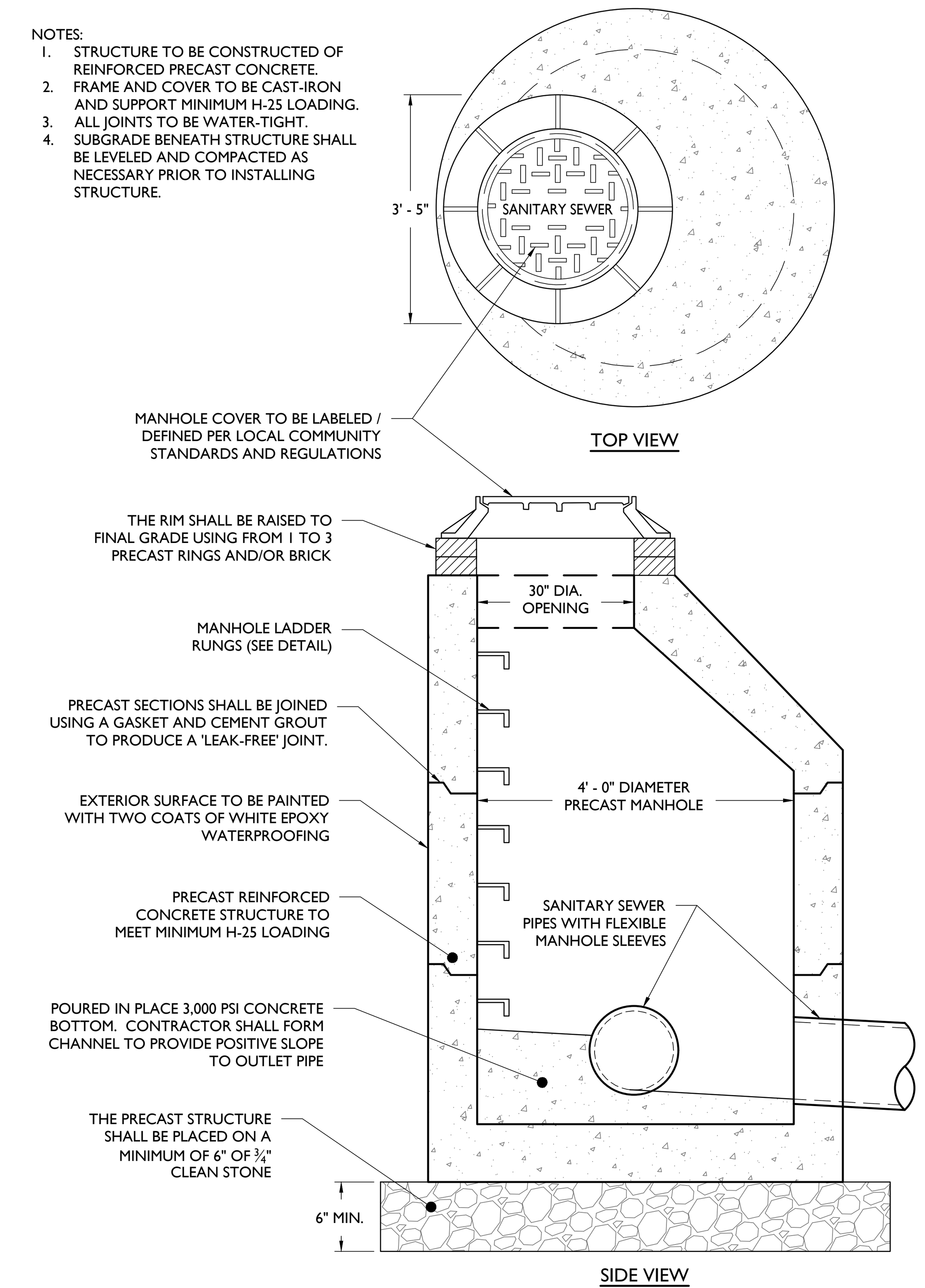
2



FIRE HYDRANT INSTALLATION

3

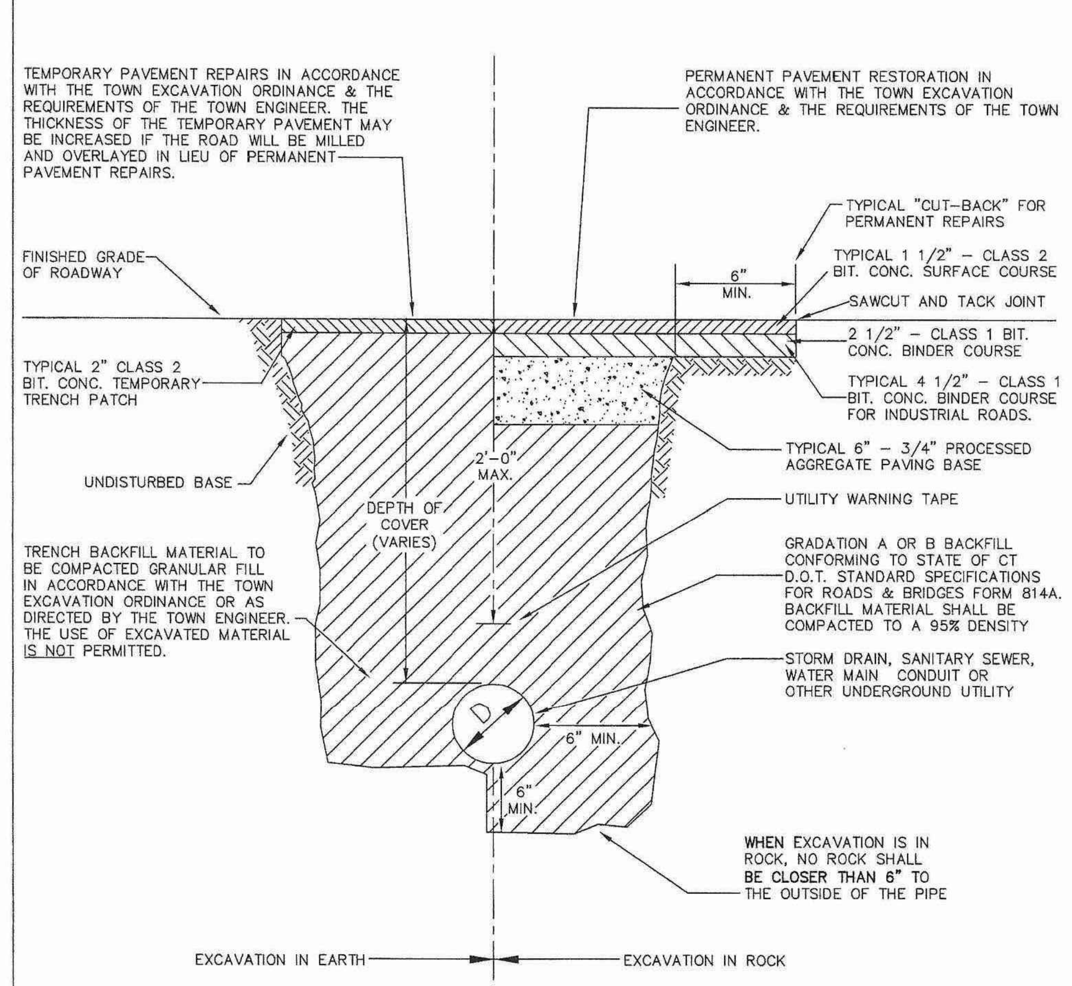
NOTES:
1. STRUCTURE TO BE CONSTRUCTED OF REINFORCED PRECAST CONCRETE.
2. FRAME AND COVER TO BE CAST-IRON AND SUPPORT MINIMUM H-25 LOADING.
3. ALL JOINTS TO BE WATER-TIGHT.
4. SUBGRADE BENEATH STRUCTURE SHALL BE LEVELED AND COMPACTED AS NECESSARY PRIOR TO INSTALLING STRUCTURE.



SANITARY MANHOLE DETAIL

NOT TO SCALE

4



NOTE:
ALL TRENCHING, EXCAVATION & MAINTENANCE OF THE TRAFFIC SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE & LOCAL REGULATIONS. THE EXCAVATOR SHALL USE TRENCH SUPPORT AND BRACING AS REQUIRED BY O.S.H.A. REGULATIONS TO ENSURE THE STABILITY AND SAFETY OF ALL TRENCHES.

TOWN OF WALLINGFORD, CONNECTICUT
DEPARTMENT OF ENGINEERING

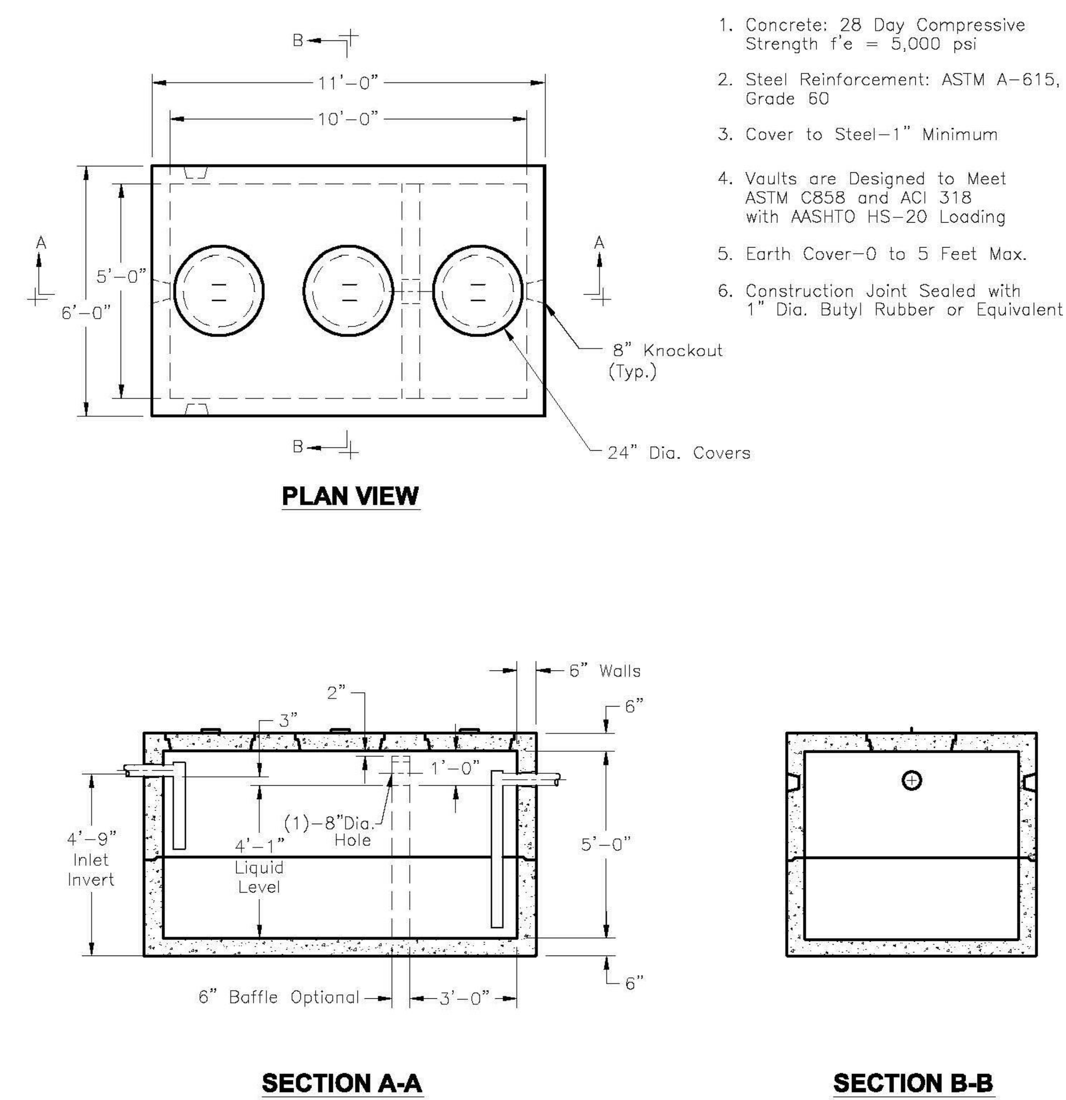
TYPICAL TRENCH DETAIL FOR TEMPORARY & PERMANENT PAVEMENT REPAIRS

SCALE:	DATE:	DRAWN BY:	IDENT. NO.:	SHEET NO.
N.T.S.	1/25/05	D.A.S.	ENG.	1 OF 1

TOWN OF WALLINGFORD UTILITY TRENCH DETAIL

NOT TO SCALE

5



GENERAL NOTES:
1. Concrete: 28 Day Compressive Strength f'c = 5,000 psi
2. Steel Reinforcement: ASTM A-615, Grade 60
3. Cover to Steel–1" Minimum
4. Vaults are Designed to Meet ASTM C858 and ACI 318 with AASHTO HS-20 Loading
5. Earth Cover–0 to 5 Feet Max.
6. Construction Joint Sealed with 1" Dia. Butyl Rubber or Equivalent

Oldcastle Precast®

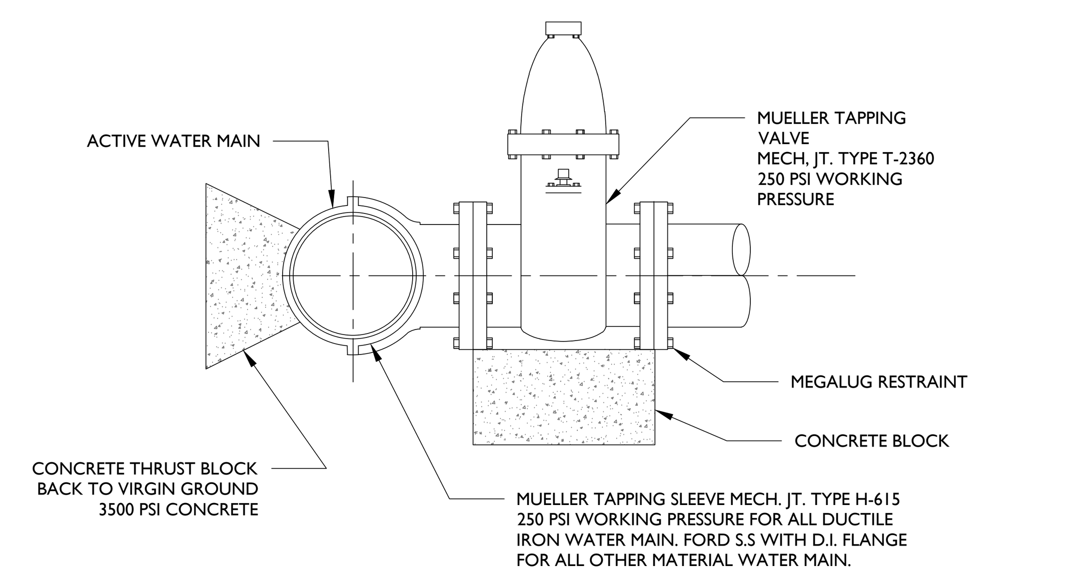
GT-1500
FILE NAME: 324ECGGT1500_DET.DWG
ISSUE DATE: January, 2008
www.oldcastleprecast.com

5'-0" x 10'-0" x 5'-0" I.D. Grease Trap 1,500 Gallon Capacity
Copyright © 2008 Oldcastle Precast

1,500 GALLON GREASE TRAP DETAIL

NOT TO SCALE

6

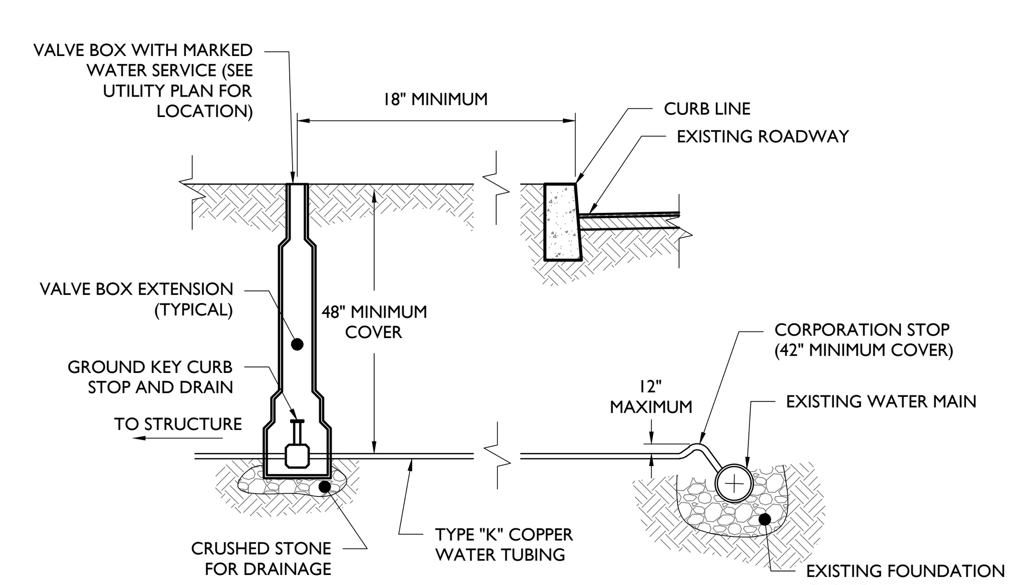


WET TAP

NOT TO SCALE

NOTES:
1. ALL NEWLY INSTALLED TAPPING SLEEVES AND TAPPING VALVES SHALL BE PNEUMATICALLY TESTED AT A TEST PRESSURE OF 150 PSI FOR A PERIOD OF THIRTY MINUTES. AT THE END OF THE TEST PERIOD, IF THE TEST PRESSURE HAS REMAINED CONSTANT, THE TAPPING SLEEVE AND AND VALVE SHALL HAVE PASSED THE TEST.
2. ANY VALVE INSTALLED OUTSIDE OF ASPHALT AREAS MUST BE CONSTRUCTED WITH A 2'x2'x6" CONCRETE COLLAR AROUND IT.

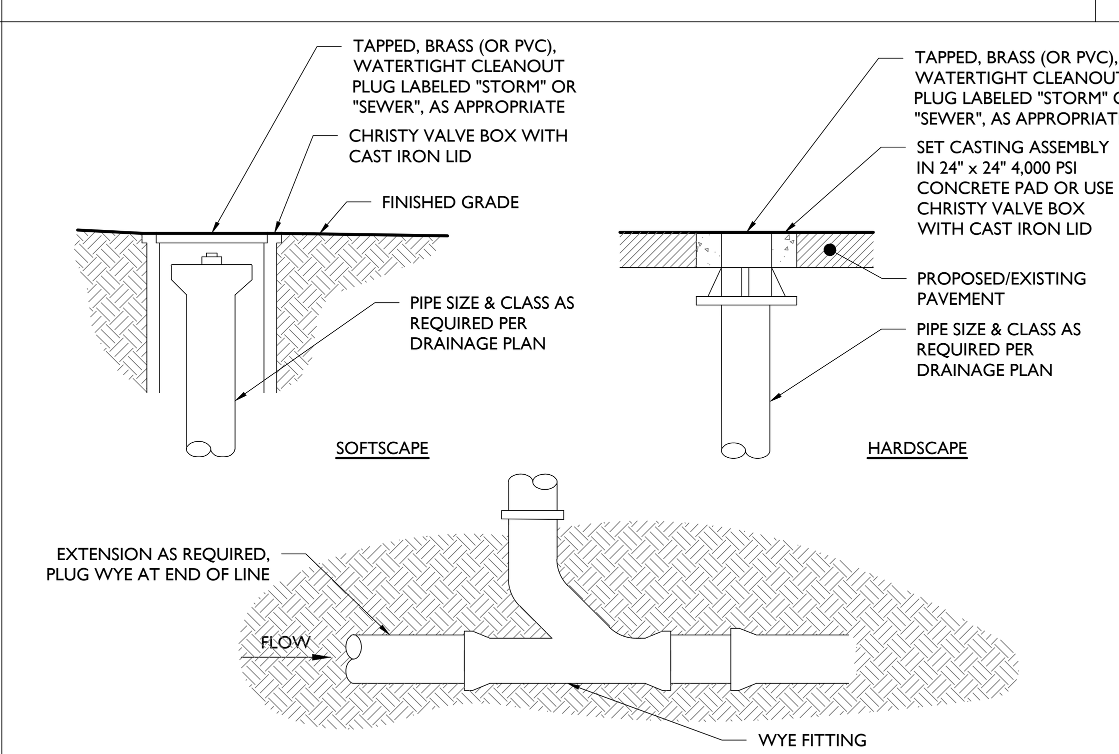
7



WATER CONNECTION DETAIL

NOT TO SCALE

8



CLEAN-OUT DETAIL

NOT TO SCALE

9

Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-14-DETL.DWG

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

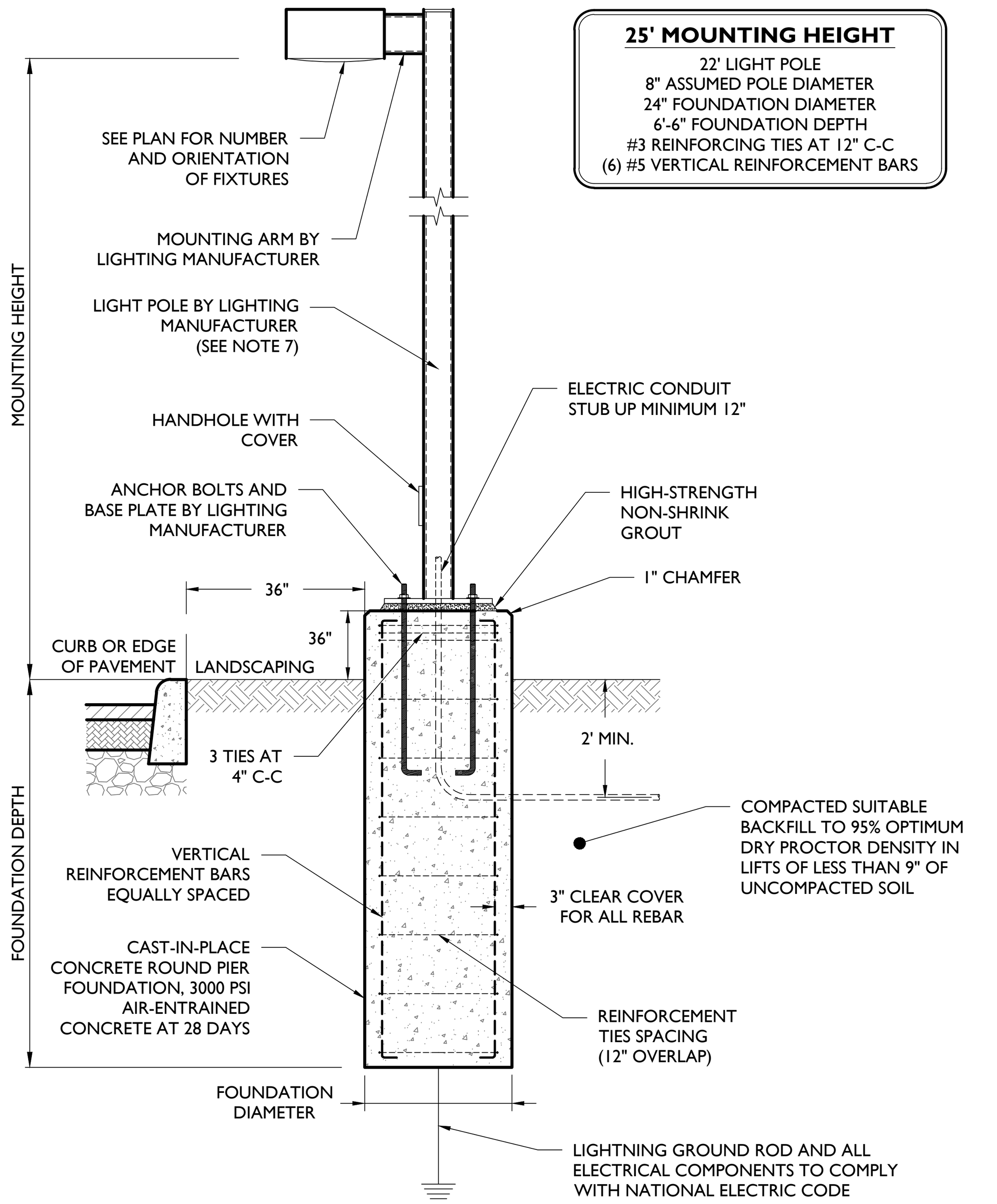
CHARLES D. OLIVO P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: B-19007

TITLE: **STORMWATER & UTILITY CONSTRUCTION DETAILS**

DRAWING: **C-18**



25' MOUNTING HEIGHT
22' LIGHT POLE
8" ASSUMED POLE DIAMETER
24" FOUNDATION DIAMETER
6'-6" FOUNDATION DEPTH
#3 REINFORCING TIES AT 12" C-C
(6) #5 VERTICAL REINFORCEMENT BARS

LIGHT POLE INSTALLATION DETAIL

NOT TO SCALE

NOTES:
1. MINIMUM SOIL BEARING PRESSURE OF 1500 PSF, SOIL FRICTION ANGLE OF 30 DEGREES, AND SOIL DRY UNIT WEIGHT OF 120 PCF SHALL BE CONFIRMED IN THE FIELD BY A QUALIFIED PROFESSIONAL.
2. CAST-IN-PLACE CONCRETE SHALL BE CONSOLIDATED USING VIBRATOR.
3. ALL REBAR TO BE NEW GRADE 60 STEEL.
4. PRE-CAST PIERS ACCEPTABLE UPON WRITTEN APPROVAL OF SHOP DRAWING BY ENGINEER.
5. CONCRETE TO BE INSTALLED A MINIMUM OF 7 DAYS PRIOR TO INSTALLING LIGHT POLE. POURED CONCRETE MIX REQUIRED TO OBTAIN 80% OF DESIGN STRENGTH PRIOR TO INSTALLING LIGHT POLE.
6. CONCRETE SHALL HAVE A MAXIMUM SLUMP OF 4" (WITHIN 1" TOLERANCE).
7. POLE SHALL BE RATED FOR 10 MPH HIGHER THAN MAXIMUM WIND SPEED 33FT ABOVE GROUND FOR THE AREA BASED ON ANSI/ASCE 7-93.
8. POUR TO BE TERMINATED AT A FORM.
9. WORK SHALL CONFORM TO ACI BEST PRACTICES FOR APPROPRIATE TEMPERATURE AND WEATHER CONDITIONS.
10. CONTRACTOR TO TEMPORARILY SUPPORT ADJACENT SOIL AND STRUCTURES DURING EXCAVATION IF REQUIRED.

1

Ordering Number Logic
Evolve™ LED Area Light (EALS-03)

EALS 03 _ __ __ 7 __ _ _ __ ____ ___

PROD. ID	GENERATION	VOLTAGE	OPTICAL DISTRIBUTION CODE	CRI	CCT	DIMMING	CONTROLS	MOUNTING ARM	COLOR	OPTIONS
E = Evolve AL = Area Light S = Standard	03 = 3rd Generation	0 = 120-277* 1 = 120 2 = 208 3 = 240 4 = 277 5 = 480 D = 347 H = 347-480* *Not available with Fusing. Must choose a descreet voltage with F Option	SM = Symmetric Medium SW = Symmetric Wide SH = Symmetric High Angle AF = Asymmetric Forward AH = Asymmetric High Angle AW = Asymmetric Wide AN = Asymmetric Narrow/Auto	7 = 70 (min)	30 = 3000K◊ 40 = 4000K 50 = 5000K ◊Select 3000K CCT for IDA Approved units	N = Dimming thru PE receptacle D = External Dimming 18/2-3ft cable X = Non-dimmable* All constructions supplied with ANSI C136.41 7-pin Receptacle *Required for Cx Optical Codes. Not available for other optical codes. Note: Standard dimming 0-10V	A = ANSI 7-pin PE receptacle (no control) D = ANSI 7-pin PE receptacle with shorting cap provided Note: See accessories section on page 10 for PE Control ordering	C1 = Integral Slipfitter for 1.25" - 2" Pipe (1.66in. OD - 2.378in. OD)* D1 = Universal Mounting Arm, fitted for round or square pole mounting** K1 = Knuckle Slipfitter for 1.9 in - 2.3in. OD Tenon+++ S1 = Knuckle Slipfitter for 2.3in. - 3.0in OD Tenon+++ V1 = Knuckle Wall Mount+++ * Supplied with 3FT leads ** Supplied with 3FT #14/3 power cable ++ Restricted Aiming Angle 0° to +45°	GRAY = Gray BLCK = Black DKBZ = Dark Bronze WHTE = White	F = Fusing H = Motion Sensor (Sensor Switch) H2 = Motion Sensor (Daintree) J = cUL/Canada L = Tool-Less Entry R = Enhanced Surge Protection (10kV/5kA) S1 = Rotated Left † S2 = Rotated Right † T = Elevated Surge Protection (20kV/10kA) U = DALI dimming ^+ V = 3-Position Terminal Block Y = Coastal Finish XXX = Special Options * Contact Manufacturer for availability + Compatible with LightGrid 2.0 nodes ^ Not compatible at 347-480V or with motion sensor control † For aimed left or right light distribution orientation, as assembled in manufacturing. Not applicable for Symmetric Distributions. Note: H2 option not available at 370V-480V

Left (S1) Right (S2) Pole

TYPE	OPTICAL CODE	DISTRIBUTION	TYPICAL INITIAL LUMENS 3000K	TYPICAL INITIAL LUMENS 4000K & 5000K	TYPICAL SYSTEM WATTAGE 120-277V & 347-480V	BUG RATING 3000K B-U-G	BUG RATING 4000 & 5000K B-U-G	IES FILE NUMBER 3000K	IES FILE NUMBER 4000K	IES FILE NUMBER 5000K
Type V	C5	Symmetric Medium (SM)	7300	7500	46	B3-U0-G1	B3-U0-G1	EALS03_C5SM730_.IES	EALS03_C5SM740_.IES	EALS03_C5SM750_.IES
	D5	Symmetric Medium (SM)	9800	10000	64	B3-U0-G1	B3-U0-G1	EALS03_D5SM730_.IES	EALS03_D5SM740_.IES	EALS03_D5SM750_.IES
	F5	Symmetric Medium (SM)	14700	15000	101	B4-U0-G2	B4-U0-G2	EALS03_F5SM730_.IES	EALS03_F5SM740_.IES	EALS03_F5SM750_.IES
	H5	Symmetric Medium (SM)	19600	20000	140	B4-U0-G2	B4-U0-G2	EALS03_H5SM730_.IES	EALS03_H5SM740_.IES	EALS03_H5SM750_.IES
	J5	Symmetric Medium (SM)	24500	25000	186	B4-U0-G2	B4-U0-G2	EALS03_J5SM730_.IES	EALS03_J5SM740_.IES	EALS03_J5SM750_.IES
	K5	Symmetric Medium (SM)	29400	30000	239	B5-U0-G3	B5-U0-G3	EALS03_K5SM730_.IES	EALS03_K5SM740_.IES	EALS03_K5SM750_.IES
	C5	Symmetric Wide (SW)	7300	7500	46	B2-U0-G1	B2-U0-G1	EALS03_C5SW730_.IES	EALS03_C5SW740_.IES	EALS03_C5SW750_.IES
	D5	Symmetric Wide (SW)	9800	10100	64	B3-U0-G1	B3-U0-G1	EALS03_D5SW730_.IES	EALS03_D5SW740_.IES	EALS03_D5SW750_.IES
	F5	Symmetric Wide (SW)	14700	15100	101	B3-U0-G2	B3-U0-G2	EALS03_F5SW730_.IES	EALS03_F5SW740_.IES	EALS03_F5SW750_.IES
	H5	Symmetric Wide (SW)	19700	20200	140	B4-U0-G2	B4-U0-G2	EALS03_H5SW730_.IES	EALS03_H5SW740_.IES	EALS03_H5SW750_.IES
	J5	Symmetric Wide (SW)	24600	25200	186	B4-U0-G2	B4-U0-G2	EALS03_J5SW730_.IES	EALS03_J5SW740_.IES	EALS03_J5SW750_.IES
	K5	Symmetric Wide (SW)	29600	30300	239	B5-U0-G2	B5-U0-G2	EALS03_K5SW730_.IES	EALS03_K5SW740_.IES	EALS03_K5SW750_.IES
	C5	Symmetric High Angle (SH)	7000	7200	46	B3-U0-G1	B3-U0-G1	EALS03_C5SH730_.IES	EALS03_C5SH740_.IES	EALS03_C5SH750_.IES
	D5	Symmetric High Angle (SH)	9400	9600	64	B3-U0-G2	B3-U0-G2	EALS03_D5SH730_.IES	EALS03_D5SH740_.IES	EALS03_D5SH750_.IES
	F5	Symmetric High Angle (SH)	14200	14500	101	B4-U0-G2	B4-U0-G2	EALS03_F5SH730_.IES	EALS03_F5SH740_.IES	EALS03_F5SH750_.IES
	H5	Symmetric High Angle (SH)	18900	19300	140	B4-U0-G2	B4-U0-G2	EALS03_H5SH730_.IES	EALS03_H5SH740_.IES	EALS03_H5SH750_.IES
	J5	Symmetric High Angle (SH)	23600	24100	186	B5-U0-G3	B5-U0-G3	EALS03_J5SH730_.IES	EALS03_J5SH740_.IES	EALS03_J5SH750_.IES
	K5	Symmetric High Angle (SH)	28400	29000	239	B5-U0-G3	B5-U0-G3	EALS03_K5SH730_.IES	EALS03_K5SH740_.IES	EALS03_K5SH750_.IES
Type IV	C4	Asymmetric Forward (AF)	7300	7500	50	B1-U0-G2	B1-U0-G2	EALS03_C4AF730_.IES	EALS03_C4AF740_.IES	EALS03_C4AF750_.IES
	D4	Asymmetric Forward (AF)	9800	10000	70	B2-U0-G2	B2-U0-G2	EALS03_D4AF730_.IES	EALS03_D4AF740_.IES	EALS03_D4AF750_.IES
	F4	Asymmetric Forward (AF)	14700	15000	116	B2-U0-G2	B2-U0-G2	EALS03_F4AF730_.IES	EALS03_F4AF740_.IES	EALS03_F4AF750_.IES
	H4	Asymmetric Forward (AF)	19600	20000	140	B3-U0-G3	B3-U0-G3	EALS03_H4AF730_.IES	EALS03_H4AF740_.IES	EALS03_H4AF750_.IES
	J4	Asymmetric Forward (AF)	24500	25000	186	B3-U0-G3	B3-U0-G3	EALS03_J4AF730_.IES	EALS03_J4AF740_.IES	EALS03_J4AF750_.IES
	K4	Asymmetric Forward (AF)	29400	30000	239	B3-U0-G4	B3-U0-G4	EALS03_K4AF730_.IES	EALS03_K4AF740_.IES	EALS03_K4AF750_.IES
	C4	Asymmetric High Angle (AH)	7000	7200	50	B2-U0-G2	B2-U0-G2	EALS03_C4AH730_.IES	EALS03_C4AH740_.IES	EALS03_C4AH750_.IES
	D4	Asymmetric High Angle (AH)	9400	9600	70	B2-U0-G2	B2-U0-G2	EALS03_D4AH730_.IES	EALS03_D4AH740_.IES	EALS03_D4AH750_.IES
	F4	Asymmetric High Angle (AH)	14200	14500	116	B3-U0-G3	B3-U0-G3	EALS03_F4AH730_.IES	EALS03_F4AH740_.IES	EALS03_F4AH750_.IES
	H4	Asymmetric High Angle (AH)	18900	19300	140	B3-U0-G3	B3-U0-G4	EALS03_H4AH730_.IES	EALS03_H4AH740_.IES	EALS03_H4AH750_.IES
	J4	Asymmetric High Angle (AH)	23600	24100	186	B3-U0-G4	B3-U0-G4	EALS03_J4AH730_.IES	EALS03_J4AH740_.IES	EALS03_J4AH750_.IES
	K4	Asymmetric High Angle (AH)	28400	29000	239	B3-U0-G4	B3-U0-G4	EALS03_K4AH730_.IES	EALS03_K4AH740_.IES	EALS03_K4AH750_.IES
Type III	C3	Asymmetric Wide (AW)	7300	7500	50	B2-U0-G1	B2-U0-G1	EALS03_C3AW730_.IES	EALS03_C3AW740_.IES	EALS03_C3AW750_.IES
	D3	Asymmetric Wide (AW)	9800	10100	70	B2-U0-G2	B2-U0-G2	EALS03_D3AW730_.IES	EALS03_D3AW740_.IES	EALS03_D3AW750_.IES
	F3	Asymmetric Wide (AW)	14700	15100	116	B2-U0-G2	B2-U0-G2	EALS03_F3AW730_.IES	EALS03_F3AW740_.IES	EALS03_F3AW750_.IES
	H3	Asymmetric Wide (AW)	19700	20200	140	B3-U0-G2	B3-U0-G2	EALS03_H3AW730_.IES	EALS03_H3AW740_.IES	EALS03_H3AW750_.IES
	J3	Asymmetric Wide (AW)	24600	25200	186	B3-U0-G3	B3-U0-G3	EALS03_J3AW730_.IES	EALS03_J3AW740_.IES	EALS03_J3AW750_.IES
	K3	Asymmetric Wide (AW)	29600	30300	239	B3-U0-G3	B3-U0-G3	EALS03_K3AW730_.IES	EALS03_K3AW740_.IES	EALS03_K3AW750_.IES
Type II	C2	Asymmetric Narrow/Auto (AN)	7300	7500	50	B2-U0-G2	B2-U0-G2	EALS03_C2AN730_.IES	EALS03_C2AN740_.IES	EALS03_C2AN750_.IES
	D2	Asymmetric Narrow/Auto (AN)	9800	10100	70	B2-U0-G2	B2-U0-G2	EALS03_D2AN730_.IES	EALS03_D2AN740_.IES	EALS03_D2AN750_.IES
	F2	Asymmetric Narrow/Auto (AN)	14700	15100	116	B3-U0-G3	B3-U0-G3	EALS03_F2AN730_.IES	EALS03_F2AN740_.IES	EALS03_F2AN750_.IES
	H2	Asymmetric Narrow/Auto (AN)	19700	20200	140	B3-U0-G3	B3-U0-G3	EALS03_H2AN730_.IES	EALS03_H2AN740_.IES	EALS03_H2AN750_.IES
	J2	Asymmetric Narrow/Auto (AN)	24600	25200	186	B3-U0-G3	B3-U0-G3	EALS03_J2AN730_.IES	EALS03_J2AN740_.IES	EALS03_J2AN750_.IES
	K2	Asymmetric Narrow/Auto (AN)	29600	30300	239	B3-U0-G3	B3-U0-G3	EALS03_K2AN730_.IES	EALS03_K2AN740_.IES	EALS03_K2AN750_.IES

AREA LIGHT FIXTURE 'A', 'B' & 'C' SPECIFICATIONS

NOT TO SCALE

2

EAL Shielded Fixture Examples

EALP01 1 Module Optical Codes
C4, C3, C2
D4, D3, D2
F4, F3, F2

EALS01 1 Module Optical Codes
D4, D3, D2
F4, F3, F2

EALP01 2 Module Optical Codes
H4, H3, H2
J4, J3, J2
K4, J3, J2
L4, J3, J2
C5, D5, F5, H5, J5, K5, L5
M5, N5, Q5, S5, T5, U5, V5
KA, LA

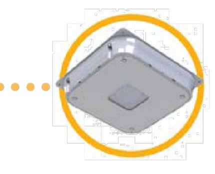
EALS01 2 Module Optical Codes
H4, H3, H2
J4, J3, J2
K4, J3, J2
D5, F5, H5, J5, K5
N5, Q5, S5, T5, U5
KA

AREA LIGHT FIXTURE 'A', 'B' & 'C' SHIELD SPECIFICATIONS

NOT TO SCALE

3

GE Evolve™
Canopy LED Petro
ECLP



Project name ______
Date ______
Type ______

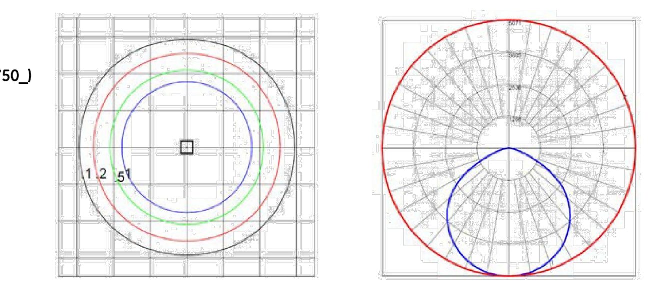
E C L P __ _ __ SM 7 __ _ _ SM ____ Y

PROD. ID	GENERATION	VOLTAGE	OPTICAL CODE	DISTRIBUTION	CRI	CCT	DIMMING	CONTROLS	MOUNTING	FINISH	OPTIONS
E = Evolve C = Canopy L = LED P = Petro	01 = 1st Gen	0 = 120-277V D = 347* H = 347-480** * for A5, B5 ** for C5, D5		SM = Symmetric Medium	7 = 70 CRI	30 = 3000K 40 = 4000K 50 = 5000K	1 = None A = Wired to Control D = External wired 0-10V leads	1 = None A = Motion Sensor IR Prog*# B = Daintree Motion Sensor* *For Optical Code C5 and D5 with 347-480V, sensor not available # Requires Dimming Option A	SM = Surface Mount	WHTE = White BLCK = Black DKBZ = Dark Bronze	Y = Coastal Finish* *Call for availability

OPTICAL CODE	DIST.	TYPICAL INITIAL LUMENS 3000K	4000K	5000K	TYPICAL SYSTEM WATTAGE 120-277V	347-480V	IES FILE NUMBER 3000K 120-277V	3000K 347-480V	4000K 120-277V	4000K 347-480V	5000K 120-277V	5000K 347-480V
T5	SM	3600	3700	3700	29	NA	ECLP01_T5SM730-120-277V.IES	NA	ECLP01_T5SM740-120-277V.IES	NA	ECLP01_T5SM750-120-277V.IES	NA
A5	SM	5200	5400	5400	39	43*	ECLP01_A5SM730-120-277V.IES	ECLP01_A5SM730-347-480V.IES	ECLP01_A5SM740-120-277V.IES	ECLP01_A5SM740-347-480V.IES	ECLP01_A5SM750-120-277V.IES	ECLP01_A5SM750-347-480V.IES
B5	SM	6900	7100	7100	54	58*	ECLP01_B5SM730-120-277V.IES	ECLP01_B5SM730-347-480V.IES	ECLP01_B5SM740-120-277V.IES	ECLP01_B5SM740-347-480V.IES	ECLP01_B5SM750-120-277V.IES	ECLP01_B5SM750-347-480V.IES
C5	SM	9700	10000	10000	71		ECLP01_C5SM730_.IES		ECLP01_C5SM740_.IES		ECLP01_C5SM750_.IES	
D5	SM	13000	13400	13400	101		ECLP01_D5SM730_.IES		ECLP01_D5SM740_.IES		ECLP01_D5SM750_.IES	

*Only 347V available

Photometrics
ECLP - Symmetric Medium
13,400 lumens, 5000K (ECLP01_D5SM750_)



Grid Distance in Units of Mounting Height at 15'
Initial Footcandle Values at Grade

— Vertical plane through horizontal angle of Max. Cd at 90°
— Horizontal cone through vertical angle of Max. Cd at 1°

RECESSED CANOPY LIGHT FIXTURE 'D' SPECIFICATIONS

NOT TO SCALE

4

CPY Series - Version B
CPY250® LED Canopy/Soffit Luminaire

Rev. Date: V16 03/02/2020

Product Description

The CPY250® LED Canopy/Soffit Luminaire has an extremely thin profile constructed of rugged cast aluminum. It can be surface mounted easily from below the canopy deck and can be pendant mounted. Direct imaging of the LEDs is eliminated with a highly efficient patterned flat or 0.91" (23mm) drop glass lens.
Applications: Petroleum canopies, CNG fueling stations, soffits

Performance Summary

- Assembled in the U.S.A. of U.S. and imported parts
- **Initial Delivered Lumens:** Up to 20,080
- **Efficacy:** Up to 151 LPW
- **CRI:** Minimum 70 CRI
- **CCT:** 3000K (+/- 300K), 4000K (+/- 300K), 5700K (+/- 500K)
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish
- IP66 Rated (Direct Mount only)
- Class I, Division 2 Hazardous Location for select models

† See http://creelighting.com/warranty for warranty terms

Weight
12.5 lbs. (5.7kg)

Accessories

Field-Installed

Direct Mount Luminaires
Canopy Upgrade Kits (18 ga. steel, except where noted)
CPY-AP304* - for use with Cree Lighting CAN-304 luminaires, 16 ga. 5052 aluminum
XA-BXCCMW - for use with Jet-Philips, 21.60" (549mm) square, white
XA-BXCCNW - for use with Elsco Franciscan, 22.06" (560mm) square, white
XA-BXCCPW - for use with LSI Dakota or Masters, 22.50" (572mm) square, white
XA-BXCCQW - for use with Whiteway Riviera or Rig-A-Lite, 20.60" (523mm) square, white
XA-BXCCRW - for use with Elsco Merrit, 18.06" (459mm) square, white
XA-BXCCSW - for use with LSI Richmond or Whiteway Civic, 23.00" (584mm) L x 13.00" (330mm) W, white
Direct Mount Junction Box/Stem Kit
XA-BXCCJBOX - 6.0" (152mm) H x 3/4" (19mm) NPT Stem
- Watertight
- Rated for feed through 8 (4 in, 4 out) #12 AWC conductors
Direct Mount Beauty Plates
XA-BXCCBPW - 26.17" (665mm) Beauty Plate Only (18 ga. steel), white
XA-BXCCBPB12W - 26.17" (665mm) Beauty Plate (18 ga. steel) w/12" (305mm) Backer Plate (16 ga. steel), white
- For use in canopies where deck opening is larger than what is required for mounting the CPY250 luminaire. Maximum deck opening 10.75" x 15" (183mm x 375mm)
XA-BXCCBPB16W - 26.17" (665mm) Beauty Plate (18 ga. steel) w/16" (406mm) Backer Plate (16 ga. steel), white
- For use in canopies where deck opening is larger than what is required for mounting the CPY250 luminaire. Maximum deck opening 12" x 15" (305mm x 375mm)

Pendant Mount Luminaires
Pendant Mount Kits
XA-PS12KIT* - 5" (127mm) pendant
XA-PS18KIT* - 11" (279mm) pendant
XA-PS22KIT* - 15" (381mm) pendant
- Includes two conduit fittings and 3/4-14 NPT pipe threaded on two ends
Hand-Held Remote
XA-SENSREM
- For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

*Must specify color: BK (Black), BZ (Bronze), SV (Silver) or WH (White)

Ordering Information
Example: CPY250-B-DM-D-A-UL-SV

Product	Version	Mounting	Optic	Lumen Package/ Input Power Designator	Voltage	Color Options	CCT	Options
CPY250	B							
CPY250	B	DM Direct HC Hook & Cord PD Pendant	D 0.91" (23mm) Drop Lens F Flat Lens	A 60W 13L 91W B 96W C 31W E 145W F 85W	UL Universal 120-277V UH* Universal 347-480V - Available with B, E & F input power designators only - Must specify either 34 or 48 voltage with 13L, A and C 34* 347V - Available with 13L lumen package and A & C input power designators only 48* 480V - Available with 13L lumen package and A & C input power designators only	BK Black BZ Bronze SV Silver WH White	30K 3000K 40K 4000K 57K 5700K	DIM 0-10V Dimming - Control by others - Refer to Dimming spec sheet for details - Can't exceed wattage of specified lumen package/ Input Power Designator HZ Class I, Div. 2 Hazardous Location Certification - Available with DM and PD mounts only - A & C input power designators are available for DM and PD mounts except PD mount with 34 & 48 voltages in Canada - Not available with K or PML options K NSF 2 Certification - Luminaires include NSF certification mark - Available with the DM mount only - Not available with the HZ or PML options PML Programmable Multi-Level - Available with UL voltage only - Refer to PML spec sheet for details

* 13L lumen package and A & C input power designators utilize a magnetic step-down transformer. For input power for 347 and 480V, refer to the Electrical Data table

CREE LIGHTING
US: creelighting.com T (800) 236-6800
Canada: creelighting-canada.com T (800) 473-1234

CANOPY LIGHT FIXTURE 'E SPECIFICATIONS

NOT TO SCALE

5

XSP Series
XSPW™ LED Wall Mount Luminaire featuring Cree TrueWhite® Technology

Rev. Date: VersionB V4 02/25/2020

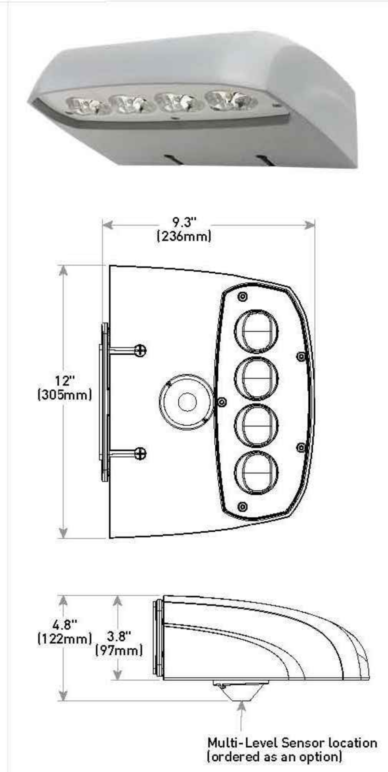
Product Description

The XSPW™ LED wall mount luminaire has a slim, low profile design intended for outdoor wall mounted applications. The rugged lightweight aluminum housing and mounting box are designed for installation over standard single gang J-Boxes and mud ring single gang J-Boxes. The luminaire allows for through-wired or conduit entry from the top, bottom, sides and rear. The housing design is intended specifically for LED technology including a weathertight LED driver compartment and thermal management. Optic design features industry-leading NanoOptic® Precision Delivery Grid™ system in multiple distributions.
Applications: General area and security lighting

Performance Summary

- NanoOptic® Precision Delivery Grid™ optic
- Assembled in the U.S.A. of U.S. and imported parts
- **CRI:** Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)
- **CCT:** 3000K, 4000K, 5000K, 5700K
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

†See http://creelighting.com/warranty for warranty terms



Lumen Package	Weight
2L, 4L, 6L	11.0 lbs. (5.0kg)
8L	11.8 lbs. (5.4kg)

Accessories

Field-Installed

Beauty Plate
WM-PLT12** - 12" (305mm) Square
WM-PLT14** - 14" (356mm) Square
- Covers holes left by incumbent wall packs

Hand-Held Remote
XA-SENSREM
- For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

** Must specify color

Ordering Information
Example: XSPW-B-WM-2ME-2L-30K-UL-BK

Product	Version	Mounting	Optic	Lumen Package*	CCT	Voltage	Color Options	Options
XSPW	B	WM						
XSPW	B	WM Wall	2ME Type II Medium 3ME Type III Medium 4ME Type IV Medium	2L 2,490 lumens 4L 4,270 lumens 6L 6,100 lumens 8L 8,475 lumens	30K 3000K - 70 CRI 40K 4000K - 70 CRI 50K 5000K - 90 CRI 57K 5700K - 70 CRI	UL Universal 120-277V UH Universal 347-480V 34 347V - For use with P option only	BK Black BZ Bronze SV Silver WH White	ML Multi-Level - Refer to ML spec sheet for details - Available with UL voltage only P Button Photocell - Not available with ML or PML options - Available with UL and 34 voltages only PML Programmable Multi-Level - Refer to PML spec sheet for details - Available with UL voltage only

* Lumen Package selection codes identify approximate light output only. Actual lumen output levels may vary depending on CCT and optic selection. Refer to Initial Delivered Lumen tables for specific lumen values

CREE LIGHTING
US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

WALLPACK LIGHT FIXTURE 'F' SPECIFICATIONS

NOT TO SCALE

6

LUMEC by Signify

Urban
Domus
DOS Small

Project:
Location:
Cat.No:
Type:
Lamps: Qty:
Notes:

The **Domus Series** of products – **Domus, Domus 55**, and **Domus Small** – are all designed to complement each other and bring balance to any environment. Their charm is undeniable. Simplicity, refinement, and elegance, all fuse together to create harmonious beauty through designed equilibrium.

Ordering guide

example: DOS-30W16LED4K-T-LE4F-240-HS-DALI -DBA-1A-BKTX

Prefix	Lamp or LED	Lamp Type	Optical System	Ballast	Luminaire Options	Driver Options	Adaptor	Mounting	Configuration	Pole*	Finish
DOS		T									
DOS Domus Small LED	24W16LED4K 30W16LED4K 35W32LED4K 55W32LED4K 24W16LED3K 30W16LED3K 35W32LED3K 55W32LED3K	T	LE2F Type 2 LE3F Type 3 LE4F Type 4 LE5F¹ Type 5	120 120V 208 208V 240 240V 277 277V	HS House Side Shield SP2 Surge Protection, 20KV 20KA 120-277	AST Adjustable Start Time CLO Constant Light Output DALI Digitally Adressable Lighting Interface Dynadimmer OTL Over The Life CDMGP Dimming Level determined by user Economy Profile CDMGE25 CDMGE50 CDMGE75 Median Profile CDMGM25 CDMGM50 CDMGM75 Safety Profile CDMGS25 CDMGS50 CDMGS75	MA$ Adaptor for an existing mounting supplied by others for 1-1/4 NPT nipple	DBA DBB DBC DBF	1A 2 M		BE2TX Textured Midnight Blue BE6TX Textured Ocean Blue BE8TX Textured Royal Blue BG2TX Textured Sandstone BKTX Textured Black BRTX Textured Bronze GN4TX Textured Blue Green GN6TX Textured Forest Green GN8TX Textured Dark Forest Green GNTX Textured Green GR Gray Sandtex GY3TX Textured Medium Grey NP Natural Aluminum RD2TX Textured Burgundy RD4TX Textured Scarlet TG Hammertone Gold TS Hammertone Silver WHTX Textured White

* Consult signify.com/outdoorluminaires for details and the complete line of Signify poles and brackets.
1. Not available with HS option.

DOS-LED 01/19 page 1 of 4

GOOSENECK LIGHT FIXTURE 'G' SPECIFICATIONS

NOT TO SCALE

7

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.
PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE No. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: B-19007

TITLE: LIGHTING CONSTRUCTION DETAILS

DRAWING: C-19

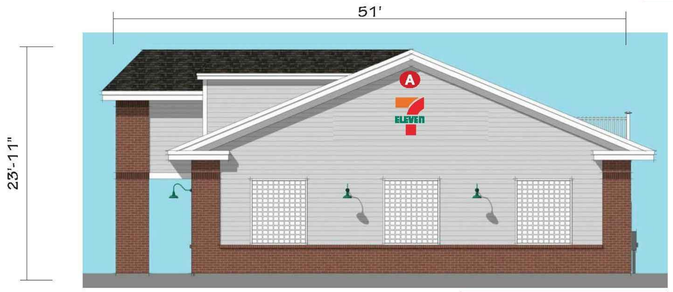
Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-14-DETL.DWG

SCALE: 3/32" = 1'-0'

ELEVATION - WALL SIGNAGE

FRONT ENTRANCE

PROPOSED: 87.2 SQ. FT.



RIGHT SIDE

PROPOSED: 14.1 SQ. FT.

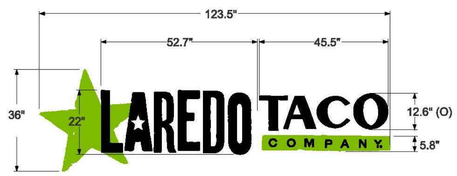
Job Location: 1046634
1033 N. Colony Rd.,
Wallingford, CT 06492
Date: October 12, 2020

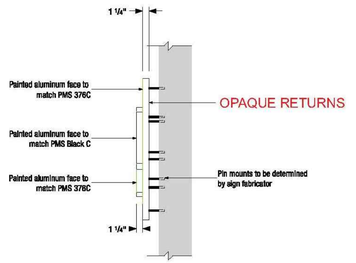
CUMMINGS

D-ORDER# 100835.07 TDP
Project Mgr.: Michelle Hoffman
michelle.hoffman@cummingssigns.com

CHANNEL LOGO & LETTER SET (HALO)

B





HALO ILLUM.
CHANNEL LETTER FORMS
SIDES TO BE OPAQUE

NOTES:
1. LAREDO TACO LOGO: 1 1/4" DEEP FLUSH FACE, HALO AND OPAQUE SIDES TO BE MOUNTED TO THE BUILDING FACADE.
2. FACE OF THE LOGO TO BE PAINTED.
3. NO JEWELITE ATTACHED TO THE LOGO.
4. RETURNS TO BE FROSTED ACRYLIC OPAQUE SIDES
5. PRIMARY ELECTRICAL TO BE STUBBED OUT BY GC PRIOR TO INSTALLATION.

Color Legend

Color Code and Swatch	Match Color
P-05	Paint to match PMS Black
P-06	Paint to match PMS 376

Material Legend

Material Code	Match Spec
M-09	Aluminum
M-10	Acrylic

Display Square Footage : 30.8

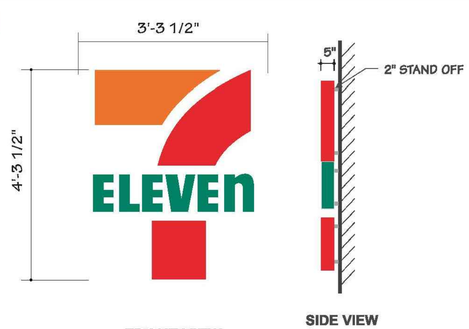
Job Location: 1046634
1033 N. Colony Rd.,
Wallingford, CT 06492
Date: October 12, 2020

CUMMINGS

D-ORDER# 100835.07 TDP
Project Mgr.: Michelle Hoffman
michelle.hoffman@cummingssigns.com

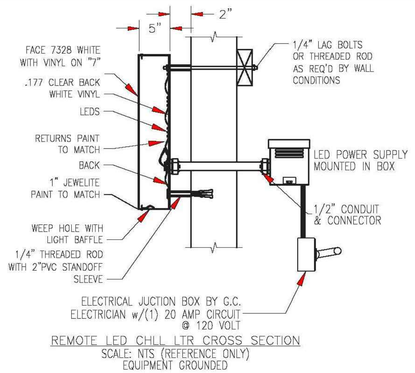
WALL CHANNEL LOGO (FACE & HALO LIT) - CUSTOM SIZE

A



FRONT VIEW

SIDE VIEW



REMOTE LED CHLL LTR CROSS SECTION
SCALE: NTS (REFERENCE ONLY)
EQUIPMENT GROUNDED

COLOR NOTES:
BACKS: PH517000 CLEAR,.177 WITH PY711400 FILM,3M,#3635-30 WHITE
FACES: (1) PART OF "7" PH517080 WHITE,.177,(7328) WITH PY711050 FILM,3M,#3630-44 ORANGE
FACES: (2,3) PARTS OF "7" PH517080 WHITE,.177,(7328) WITH PY711035 FILM,3M,#3630-33 RED
FACES: "ELEVEN" PH517080 WHITE,.177,(7328) **3630-26GREEN VINYL - PY711030**
JEWELITE: XC200110 JEWELITE,1 X 1/4,WHITE PAINT TO MATCH RETURN
RETURNS: CY890050 .050 X 5.33" MILL FINISH PAINT TO MATCH FACE COLOR
LED: EN400281 GE2/GEMM2471-W1

GENERAL NOTES:
SECURE THE TRIM CAP TO THE LETTER RETURN WITH AT LEAST (4) #8 SCREWS SPACED NO GREATER THAN
(A) 12" IF RETURN IS AT LEAST .031" THICK & LESS THAN .050" THICK
(B) 24" IF RETURN IS EQUAL TO OR GREATER THAN .050" THICK
ATTACH TO WALL WITH LAG SCREWS OR THREADED ROD AS REQUIRED BY WALL CONDITIONS

ELECTRICAL NOTES:
TOTAL AMPS - 2.2A
TOTAL CIRCUITS - 1 20A REQUIRED
VOLTS - 120V
THIS SIGN WILL BE UL OR cUL LISTED AND IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN. #12 DRAIN @ 8" ON CENTERS OR AS REQUIRED BY UL. MIN 12 MTW, PER UL REQUIREMENT, ALL ELECTRICAL COMPONENTS AND WIRING MUST BE FIXED & SUPPORTED A MINIMUM OF 1/2" ABOVE THE BOTTOM OF SIGN. WARNING LABELS TO BE VISIBLE DURING INSTALL/AVAILABLE AFTER INSTALLATION

3630-33
3630-44
WHITE
3630-26

ENGINEERING REQUIRE. SIZE PRE-APPROVED BY ERIC.

Display Square Footage : 14.1

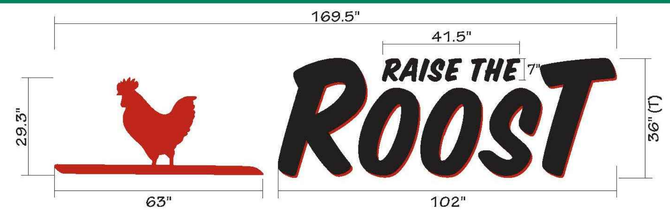
Job Location: 1046634
1033 N. Colony Rd.,
Wallingford, CT 06492
Date: October 12, 2020

CUMMINGS

D-ORDER# 100835.07 TDP
Project Mgr.: Michelle Hoffman
michelle.hoffman@cummingssigns.com

ROUTED ACRYLIC / HALO ILLUMINATED LETTER SET

C

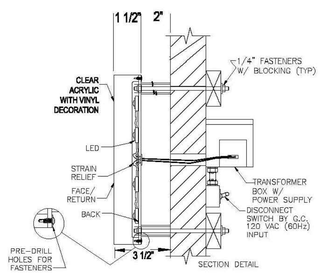


DIMENSION TO BE CONFIRMED

ROUTED ACRYLIC HALO ILLUMINATED LETTER SET.

- LOGO TO BE FACE & HALO ILLUMINATED
- "RAISE THE" & "ROOST" COPY TO BE HALO ILLUMINATION.
- RED ACCENTS ON "ROOST" TO BE FACE ILLUMINATED.
- CLEAR ACRYLIC WITH CAVITY ROUTED FROM BACK.
- RETURNS - OPAQUE

3630-53 (PMS 2350 CP)
WHITE
BLACK



SECTION DETAIL

NOTE:
TYPICAL DETAIL FOR PRESENTATION ONLY - NOT FOR MFG.

Display Square Footage : 42.3

Job Location: 1046634
1033 N. Colony Rd.,
Wallingford, CT 06492
Date: October 12, 2020

CUMMINGS

D-ORDER# 100835.07 TDP
Project Mgr.: Michelle Hoffman
michelle.hoffman@cummingssigns.com

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37.29 LOT 'A'
1031 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D. OLIVO
PEN0026843
CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE NO. 26943
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

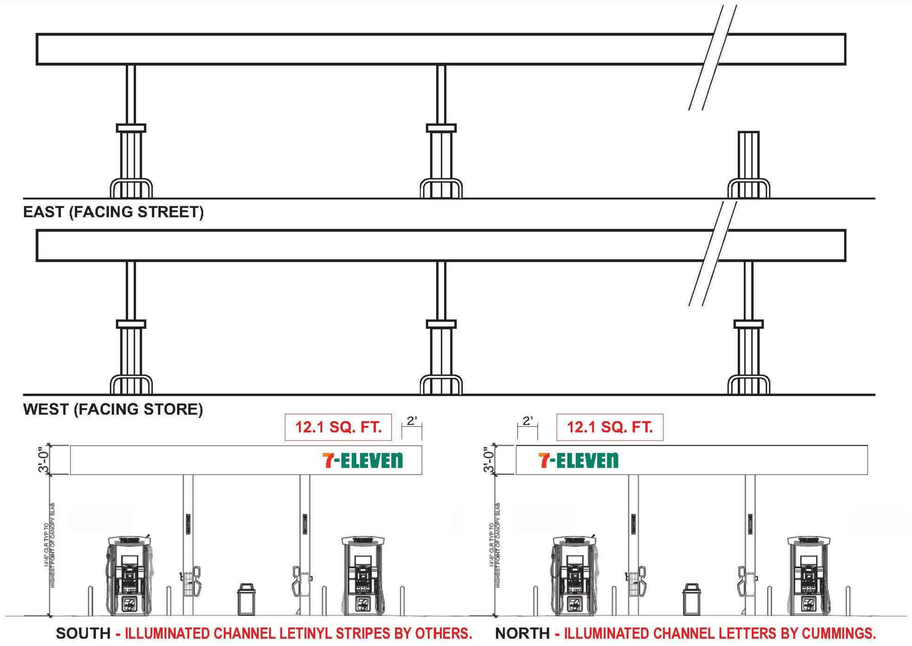
SCALE: AS SHOWN | PROJECT ID: B-19007

TITLE: SIGNAGE CONSTRUCTION DETAILS

DRAWING: C-20

Z:\SOTO\19\B19116 1900 7 ELEVEN - 1031 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOTFOX\1-LEFT1.DWG

CONCEPT ELEVATIONS ONLY — FUEL CANOPY FASCIA CHANNEL LETTERS



Job Location: 1046634
1033 N. Colony Rd.,
Wallingford, CT 06492
Date: October 12, 2020

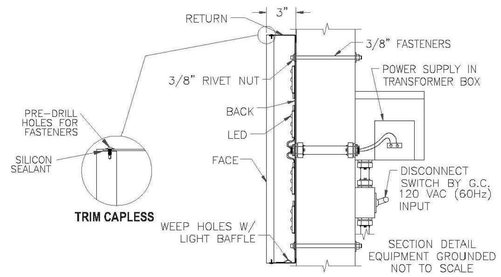
CUMMINGS

D-ORDER# 100835.07 TDP
Project Mgr.: Michelle Hoffman
michelle.hoffman@cummingssigns.com
Page: 6 of 12

1

INTERNALLY ILLUM. REMOTE CHANNEL LETTERS - CUSTOM SIZE

F1 — 12.1 SQ. FT.



COLOR NOTES:
(PAINT INTERIOR SURFACES OF LETTERS W/ LEP)
BACKS: 3mm WHITE ACM
FACES: .750" PLAIN CLEAR ACRYLIC
W/1ST SURFACE TRANSLUCENT VINYL:
"7": TOP OF "7" ORANGE 3630-44,
BOTTOM OF "7" 3630-33 RED, WHITE STRIPE
"- ELEVEN": 3630-26 GREEN
2ND SURFACE: 3635-30 WHITE DIFFUSER
RETURNS: .040" X 3.3" ALUMINUM COIL,
PAINT TO MATCH FACE COLORS:
PMS 021 ORANGE, PMS 485 RED & PMS 349 GREEN
TRADEMARK: .125" ALUM, PAINTED WHITE
W/ 3630-26 GREEN FILM
ILLUMINATION: FACE LIT WITH GE GEMX2471-1 WHITE LEDS

Job Location: 1046634
1033 N. Colony Rd.,
Wallingford, CT 06492
Date: October 12, 2020

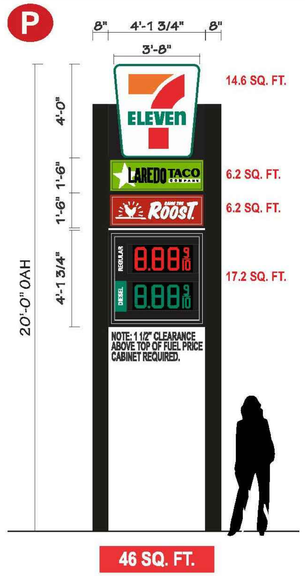
CUMMINGS

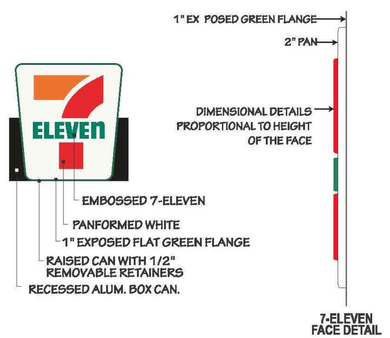
D-ORDER# 100835.07 TDP
Project Mgr.: Michelle Hoffman
michelle.hoffman@cummingssigns.com
Page: 7 of 12

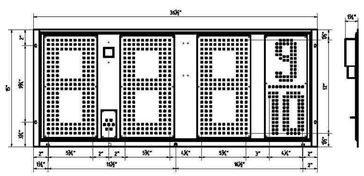
2

SCALE: 1/4" = 1'-0" — 4' KEYSTONE DF PYLON - (2) RESTAURANTS

P







DF INTERNALLY ILLUMINATED PYLON SIGN

7-ELEVEN SIGN HEAD
- 8" DEEP, DF EXTRUDED ALUMINUM CABINET & RETAINERS PAINTED GREEN TM PMS 341C.
- PAN-FORMED & EMBOSSED POLYCARBONATE FACES W/1ST SURFACE DECORATION
- LED ILLUMINATION
- FABRICATED ALUM. RECESSED BOX CAN TO BE PAINTED TRICORN BLACK.

RESTAURANT SIGN HEADS
- 8" DEEP, DF EXTRUDED ALUMINUM CABINETS & RETAINER PAINTED TRICORN BLACK SW 6258
- PAN-FORMED WHITE POLYCARBONATE FACES W/1ST SURFACE FLAT DECORATION
- LED ILLUMINATION

FUEL PRICE SIGN HEAD
- 8" DEEP, DF EXTRUDED ALUMINUM CABINET & RETAINER PAINTED TRICORN BLACK SW 6258
- PAN-FORMED CLEAR POLYCARBONATE FACES BACK SPRAYED BLACK WITH WHITE COPY & 12" RED & GREEN DIGITS (PWM)
- LED ILLUMINATION

7-ELEVEN COLORS
3M 3630-26 | 3M 3630-33 | 3M 3630-44 | WHITE

LAREDO TACO COLORS
GREEN PMS 376 | WHITE | BLACK

RAISE THE ROOST COLORS
3630-53 RED | WHITE | BLACK

Job Location: 1046634
1033 N. Colony Rd.,
Wallingford, CT 06492
Date: October 12, 2020

CUMMINGS

D-ORDER# 100835.07 TDP
Project Mgr.: Michelle Hoffman
michelle.hoffman@cummingssigns.com
Page: 8 of 12

3

Z:\ROOT\D#100835\R8 / R007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOT\XXX-14SITE1.DWG

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37.29 LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

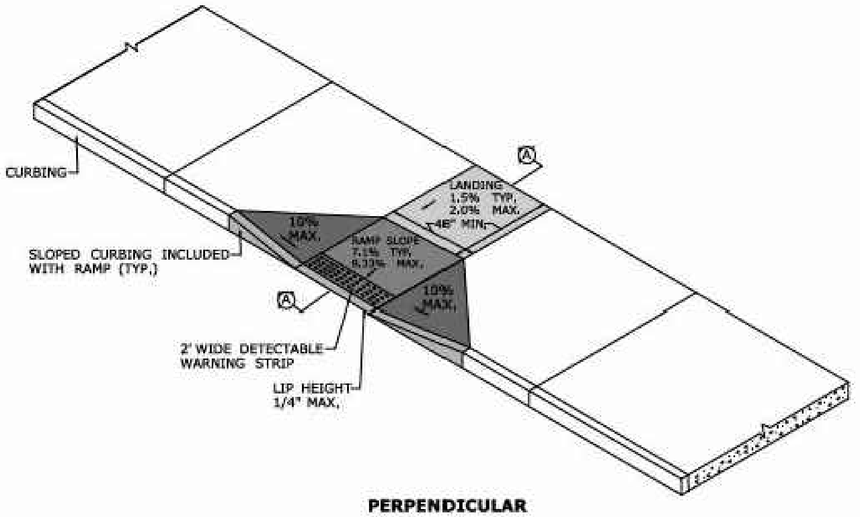
STATE OF CONNECTICUT — CHARLES D. OLIVO — PEN0026843 — CHARLES D. OLIVO, P.E. — CONNECTICUT LICENSE NO. 26943 — LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: B-19007

TITLE: SIGNAGE CONSTRUCTION DETAILS

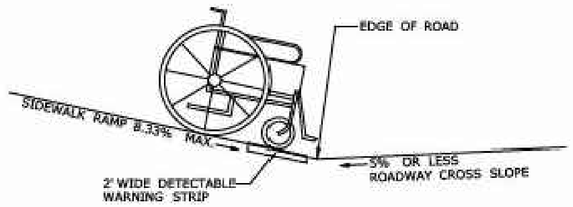
DRAWING: C-21



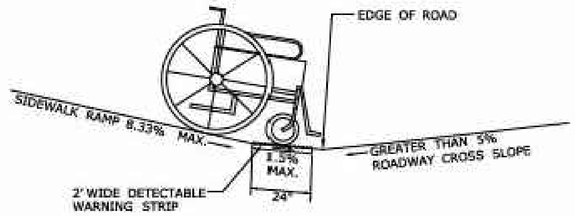
PERPENDICULAR SIDEWALK RAMP

GENERAL NOTES:

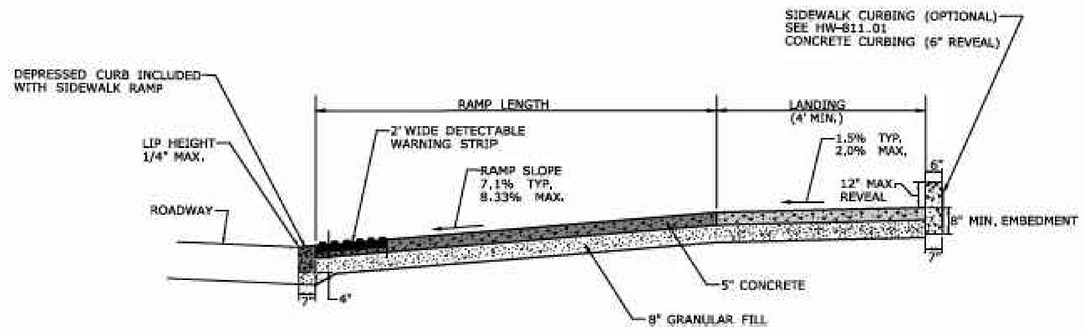
1. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRAVERSE TO THE SLOPE OF THE RAMP.
2. VERTICAL SURFACE DISCONTINUITIES AT JOINTS SHALL NOT EXCEED ¼ INCH.
3. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION OR CONTRACTION JOINT.
4. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 PERCENT MAXIMUM BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET.



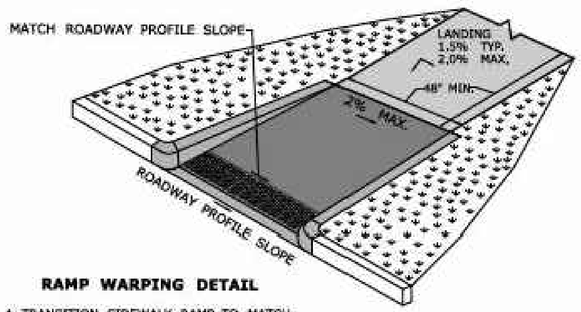
SIDEWALK RAMP GRADE AT ROADWAY CROSS SLOPE OF 5% OR LESS



SIDEWALK RAMP GRADE AT ROADWAY CROSS SLOPE OF GREATER THAN 5%



SECTION AA



RAMP WARPING DETAIL

1. TRANSITION SIDEWALK RAMP TO MATCH ROADWAY PROFILE AS GRADUALLY AS POSSIBLE, DO NOT EXCEED 3 % PER FOOT CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO ROADWAY PROFILE.
2. COMPLETE TRANSITION TO ROADWAY PROFILE BEHIND DETECTABLE WARNING SURFACE.

DESIGN INITIATED CHANGE ORDER NO. Y - mm/dd/yy

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
1.	6/19	REVISED MAX LANDING SLOPE TO 2% AND DRAWING TITLE	

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Release Date: 6/11/2019

DESIGNED/DRAFTED: -
CHECKED BY: -

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

SIGNATURE/INITIAL: OFFICE OF ENGINEERING
APPROVED BY:

Filename: ...\CTDOT_HIGHWAY.dgn [5:33:19]

PROJECT TITLE: - - -

TOWN: - -

DRAWING TITLE: CONCRETE SIDEWALK RAMPS SHEET 1

PROJECT NO.: -
DRAWING NO.:
SHEET NO.:

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1031 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D'OLIVO
PEN0028843
REGISTERED
CHARLES D'OLIVO, P.E.
CONNECTICUT LICENSE NO. 28943
LICENSED PROFESSIONAL ENGINEER

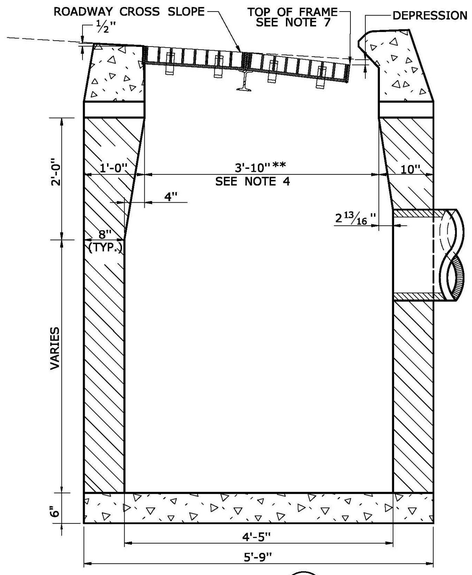
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: B-19007

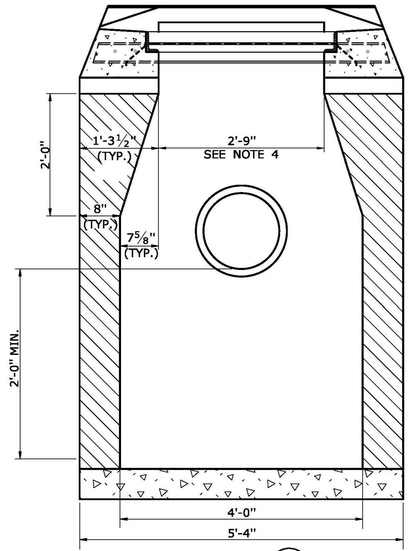
TITLE: CTDOT CONSTRUCTION DETAILS

DRAWING: C-22

Z:\DOT\DWG\B19-1907 7-ELEVEN - 1031 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\LOTXXX-1-DETS.DWG

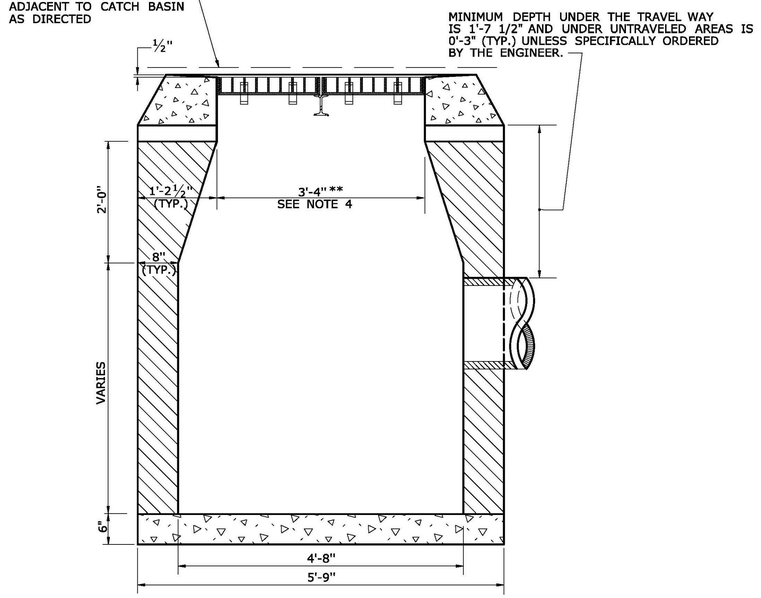


SECTION B

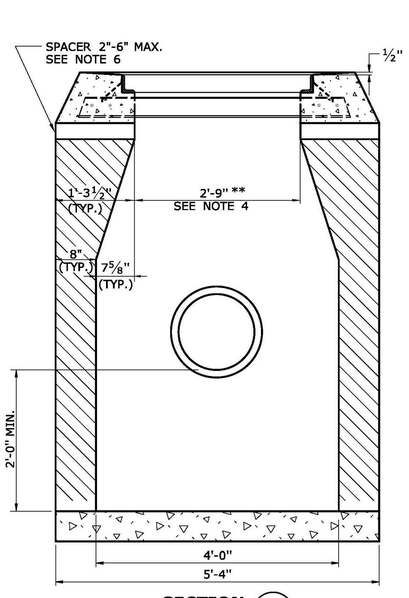


SECTION A

TYPE "C" CATCH BASIN DOUBLE GRATE - TYPE I



SECTION B

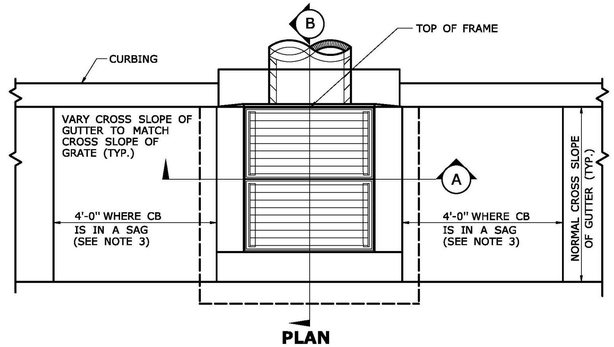


SECTION A

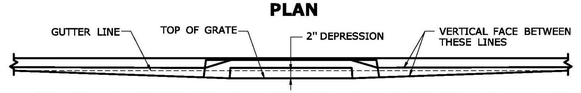
TYPE "C-L" CATCH BASIN DOUBLE GRATE - TYPE I

GENERAL NOTES:

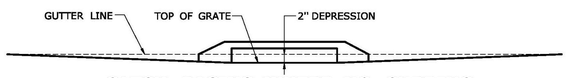
1. FOR CATCH BASIN TOPS, SEE SHEET NO. HW-586_07.
2. ALL FACES OF THE STRUCTURE IN CONTACT WITH CONCRETE PAVEMENT SHALL BE COVERED WITH A LAYER OF TAR PAPER OR APPROVED EQUAL.
3. USE 6'-0" ON THE UPGRADE SIDE (SEE PLAN VIEW) OF CONTINUOUS GRADE AND 1'-0" ON DOWNGRADE SIDE OF CONTINUOUS GRADE AS DIRECTED BY THE ENGINEER.
4. IF MASONRY UNITS ARE REQUIRED, THE BASIN SHALL BE CONSTRUCTED IN CONFORMANCE WITH DIMENSIONS SHOWN. CORBELLING SHALL BE PERMITTED TO A MAXIMUM OF 3". NO PROJECTION SHALL EXTEND INSIDE THE LIMITS BY **.
5. WALL THICKNESS OF ALL CATCH BASINS OVER 10' DEEP SHALL BE INCREASED TO 12" THICK. INSIDE DIMENSIONS SHALL REMAIN THE SAME. 12" THICKNESS SHALL START AFTER THE FIRST 10'.
6. SPACERS CAN BE EITHER CONCRETE MASONRY UNIT OR PRECAST WITH THE REQUIRED REINFORCING (RECOMMENDED BY THE MANUFACTURER) AS NEEDED TO PROVIDE THE PROPER GRADE SHOWN ON THE PLANS.
7. TOP OF FRAME ELEVATION SHALL BE MEASURED IN THE CENTER OF THE GRATE AT THE GUTTER LINE.



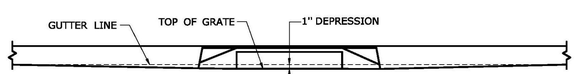
PLAN



CATCH BASINS IN A LINE WITH 4" CONCRETE PARK CURBING OR 4" BITUMINOUS CONCRETE PARK CURBING



CATCH BASINS WHERE NO CURBING OF ANY TYPE EXISTS OR IS PROPOSED



CATCH BASINS IN A LINE WITH 6" CONCRETE CURBING OR 6" STONE CURBING

CATCH BASINS IN A LINE WITH 6" BITUMINOUS CONCRETE LIP CURBING (MACHINE FORMED)

DETAILS OF DEPRESSED GUTTER STRIP FOR TYPE "C" CATCH BASIN

	NOT TO SCALE ###	SIGNATURE BLOCK: OFFICE OF ENGINEERING 2800 BERLIN TURNPIKE NEWINGTON, CT 06111	SUBMITTED BY: Leo Fontaine, P.E. 2020.07.08 09:22:54-04'00'	APPROVED BY: James Fallon, P.E.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	CTDOT STANDARD SHEET	STANDARD SHEET TITLE: CATCH BASIN TOPS (TYPES "C" and "C-L") FOR DOUBLE GRATE TYPE I	STANDARD SHEET NO.: HW-586_02

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWVC RESUBMISSION
3	11/13/2020	BJD	FOR IWVC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWVC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL: 37-29, LOT 'A'
1013 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D. CUVO
PEN0026843
REGISTERED PROFESSIONAL ENGINEER
CHARLES D. CUVO, P.E.
CONNECTICUT LICENSE NO. 26843
LICENSED PROFESSIONAL ENGINEER

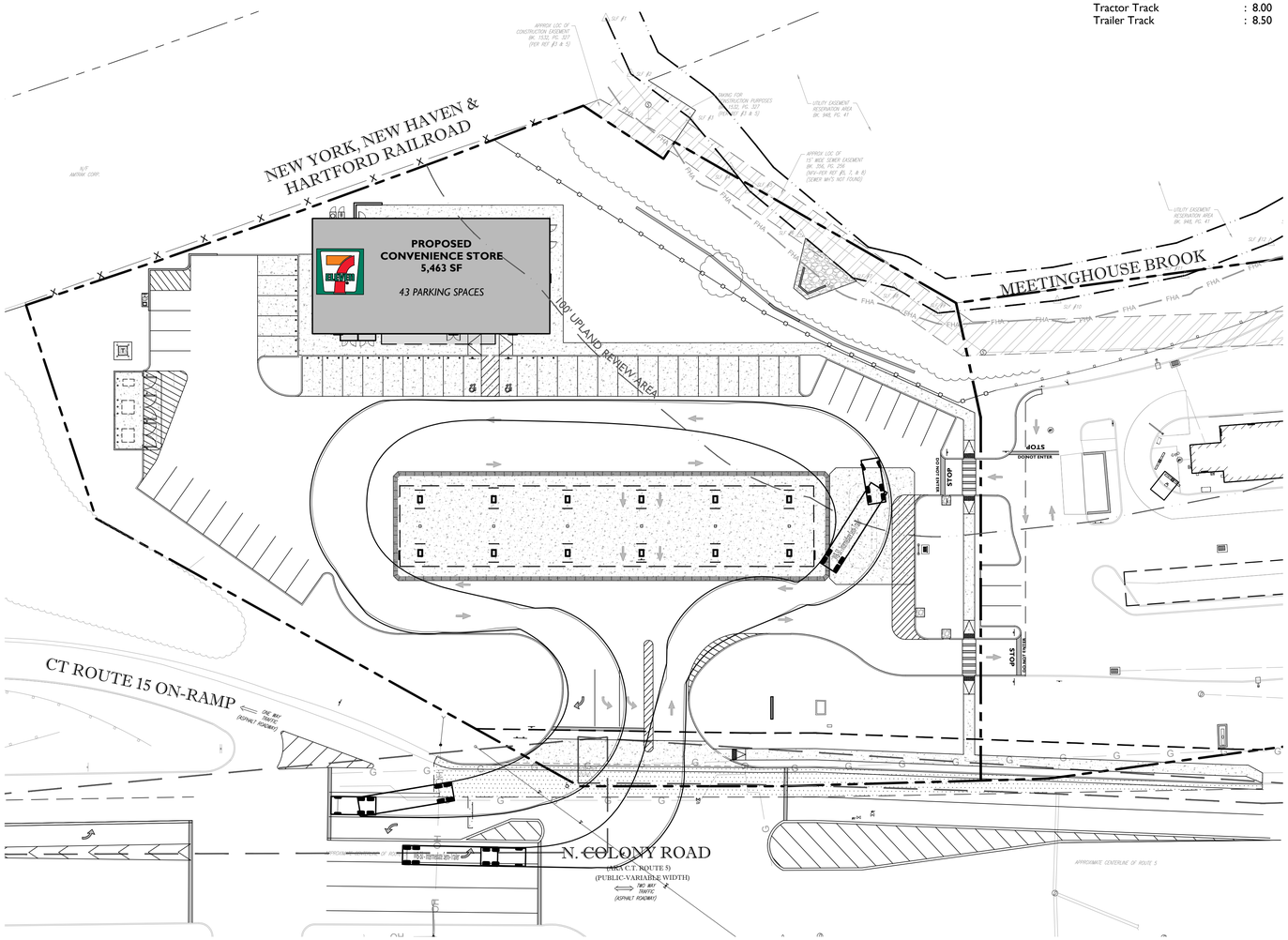
STONEFIELD engineering & design

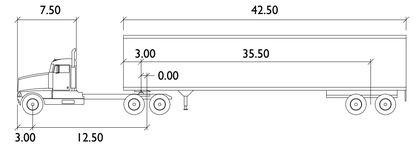
SCALE: AS SHOWN | PROJECT ID: B-19007

TITLE: CTDOT CONSTRUCTION DETAILS

DRAWING: C-23

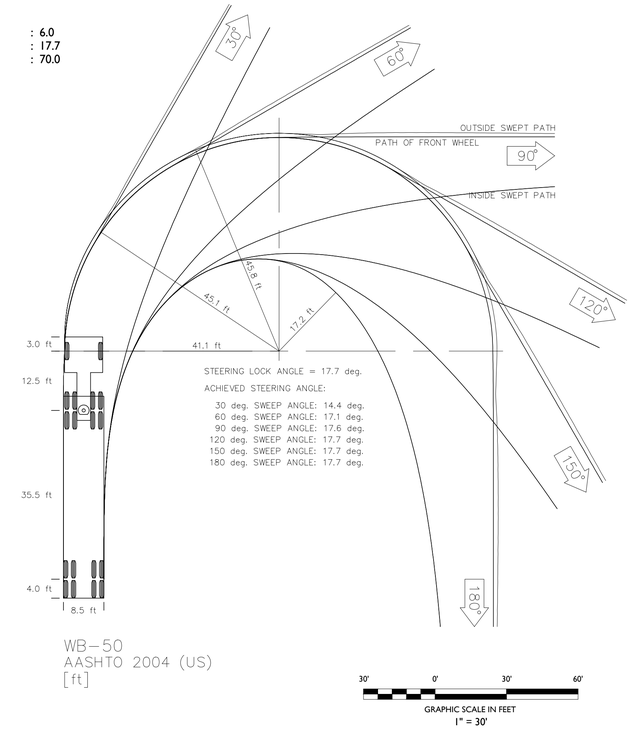
Z:\BOSTON\B19\B19007 7-ELEVEN - 1013 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOT\XXX-14-DETL.DWG

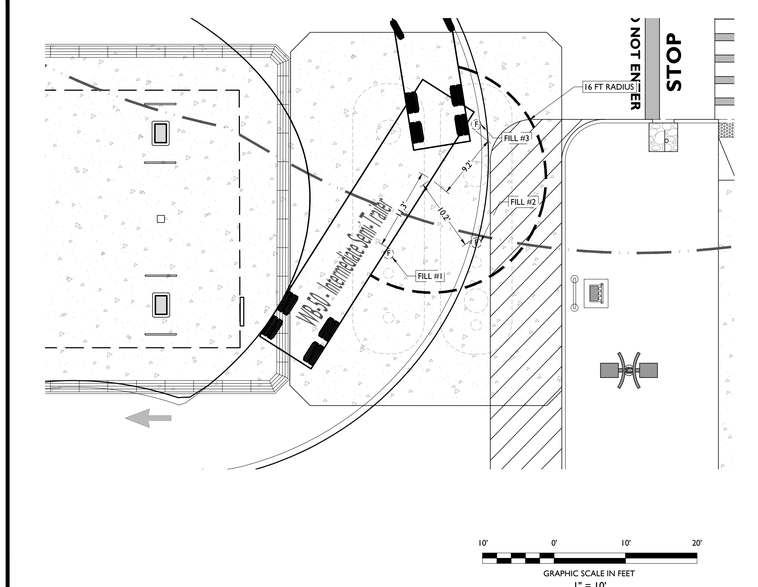




WB-50 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		





ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37-29, LOT 'A'
1033 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

STATE OF CONNECTICUT
CHARLES D. OLIVO
PEN0028843
CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE NO. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: B-19007

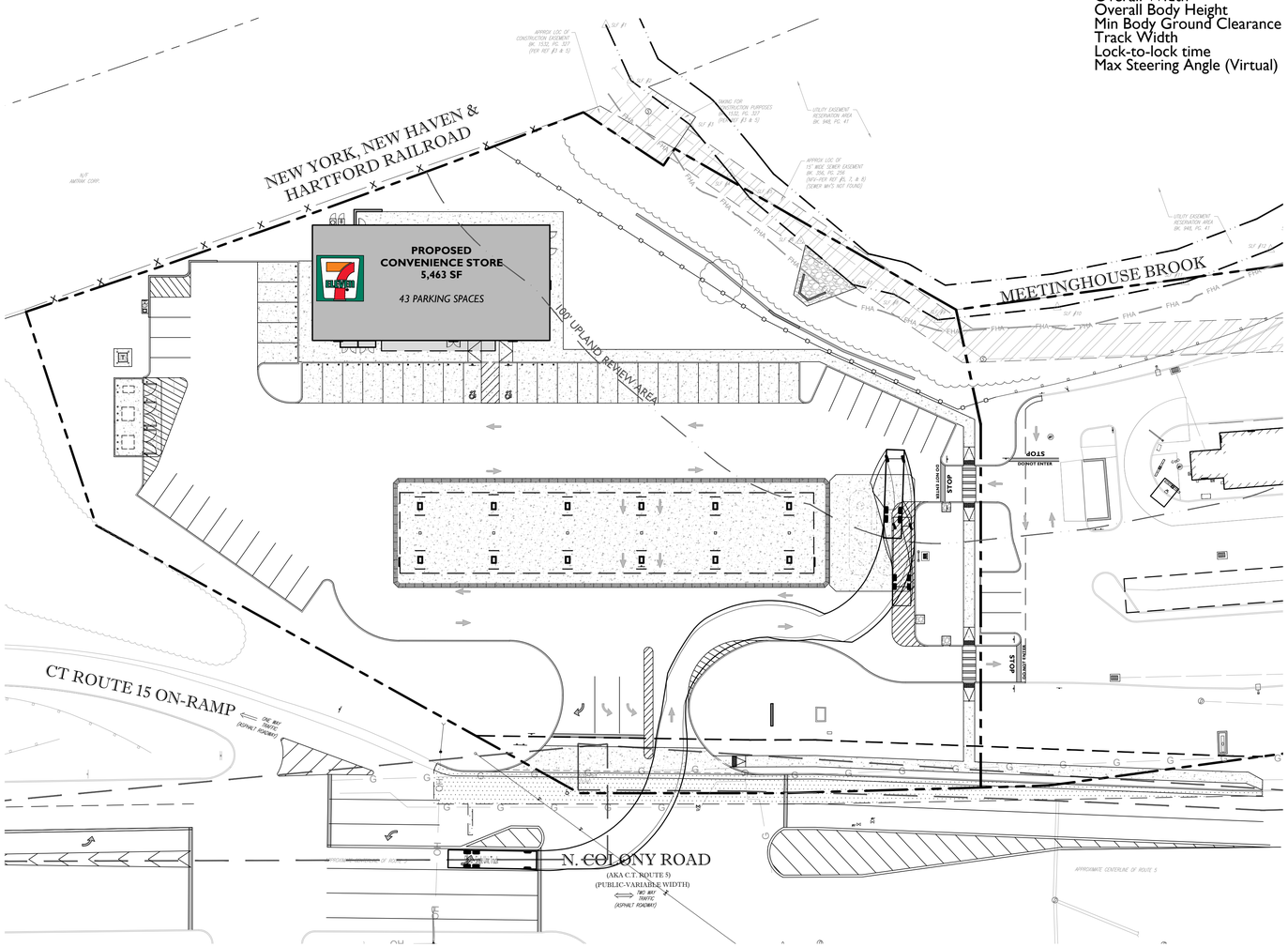
TITLE:

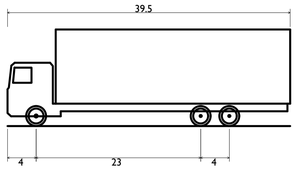
VEHICLE CIRCULATION PLAN

DRAWING:

1 OF 2

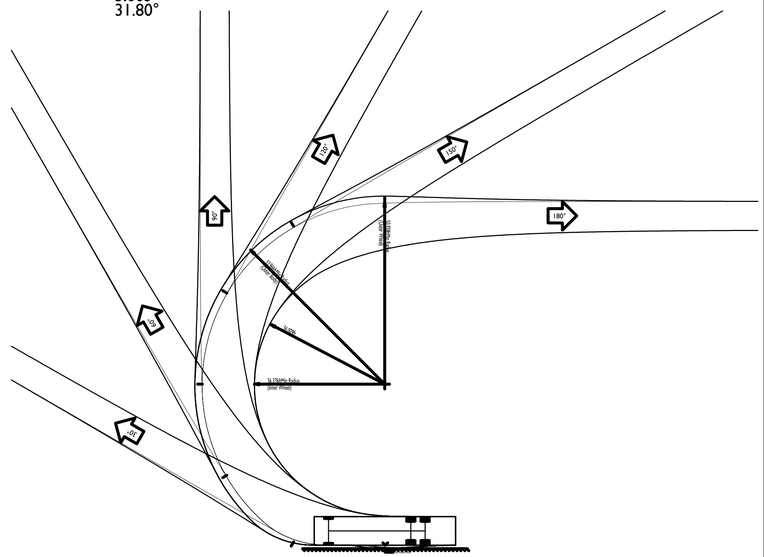
Z:\BOSTON\B\2019\B-19007 7-ELEVEN - 1033 NORTH COLONY ROAD, WALLINGFORD, CT\CADD\PLOT\XXX-23-TRCK.DWG



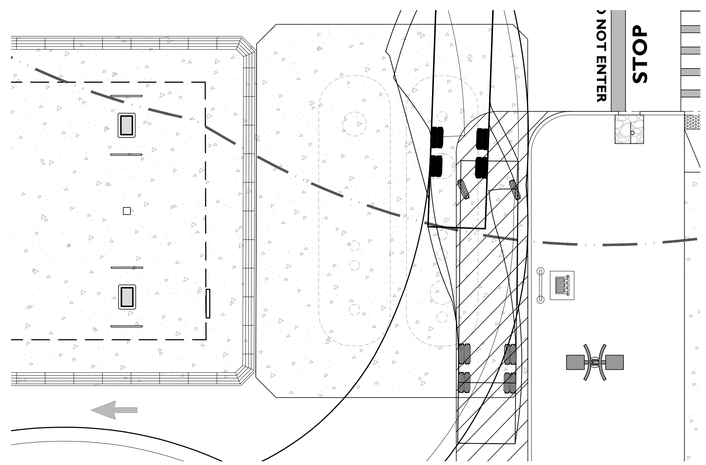


SU-40 - Single Unit Truck

Overall Length	39.500ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°



GRAPHIC SCALE IN FEET
1" = 30'



GRAPHIC SCALE IN FEET
1" = 10'

ISSUE	DATE	BY	DESCRIPTION
5	01/28/2021	BJD	FOR PLANNING & ZONING RESUBMISSION
4	12/29/2020	BJD	FOR IWWC RESUBMISSION
3	11/13/2020	BJD	FOR IWWC SUBMISSION
2	11/05/2020	BJD	FOR PLANNING & ZONING SUBMISSION
1	10/06/2020	BJD	FOR IWWC SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefieldeng.com
1 Beacon Street, Boston, MA 02108
Phone 617.203.2076

SPECIAL PERMIT SITE PLAN APPLICATION

7-ELEVEN, INC.

PROPOSED CONVENIENCE STORE WITH FUELING OPERATIONS

TAX PARCEL 37.29, LOT 1A
103 NORTH COLONY ROAD (U.S. ROUTE 15)
TOWN OF WALLINGFORD
NEW HAVEN COUNTY, CONNECTICUT

CHARLES D. OLIVO, P.E.
CONNECTICUT LICENSE NO. 26843
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: B-19007

TITLE:

VEHICLE CIRCULATION PLAN

DRAWING:

2 OF 2

Z:\BOSTON\B\B19\B-19007 7-ELEVEN - 103 NORTH COLONY ROAD, WALLINGFORD, CT\CAD\PLOT\XXX-13 FACE.DWG

Law Office of Jerry Farrell, Jr., LLC

54 N Elm Street, Wallingford, CT 06492
Telephone Number (203) 774-5002

413-20A

Attorney Jerry Farrell, Jr.
jerry@ctliquorlaw.com

January 6, 2021

RECEIVED
JAN - 6 2021
WALLINGFORD
PLANNING & ZONING

Tom Talbot
Planning and Zoning
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

Re: Manuel Rocha
Special Permit Revision Application 413-20
Drive Through Lane 694 North Colony Road

Dear Mr. Talbot:

Please be advised we are asking for no action at the January 2021 meeting for the above referenced application as we work to modify the plans. Thank you.

Sincerely,

Jerry Farrell, Jr.

413-20B

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

RECEIVED
DEC 16 2020
WALLINGFORD
PLANNING & ZONING

APPLICATION: **#413-20**

DATE OF SUBMISSION: November 25, 2020

DATE OF RECEIPT: December 14, 2020

SCHEDULED MEETING: January 11, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit Revision (donut shop with single customer drive thru lane to donut shop with double customer drive thru lane)/Dunkin Donuts - M. Rocha/694 North Colony Road

LOCATION: 694 North Colony Road

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	____OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: NO COMMENT

SIGNED BY: _____ / FM (Title)

DATE: 12/17/20

RECEIVED
DEC 17 2020
BY: _____

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KACIE A. HAND, A.I.C.P.
TOWN PLANNER

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

December 24, 2020

413-20C

Manuel Rocha
c/o Attorney Gerald Farrell, Jr.
54 North Elm Street
Wallingford, CT 06492

RE: Special Permit Revision Application #413-20
Addition of second customer drive- through lane, 694 North Colony Road

Dear Mr. Rocha:

This office has the following preliminary regarding your application and associated plans:

1. As this property is located in the RF-40 District a second means of access to North Colony Road is not permitted. (Sec.4.16.E3.b.)
2. This application does not include (as it should) an A-2 survey map. Does this property as shown include both 694 and 690 North Colony Road? If so that should be reflected in Assessor's Records. (Sec.7.4.)
3. Staff has no clear understanding of submitted parking requirement calculations or the actual revised layout of parking on the site. Attached are recent amendments to the Wallingford Zoning Regulations concerning restaurant parking. Submission of floor plans of the restaurant along with patio area will be necessary to determine actual level of required parking.
4. Staff does not understand the 42ft length of what appear to be parallel parking spaces and views their location on both the north and south sides of the building as not just puzzling but also as highly problematic

Further review of this plan has made it clear to staff that this is not just about a second stacking lane for the existing service window. It involves significant revisions to not only the existing site but even more significantly to the previously unused property to the south. Plans as submitted show no engineering detail at all. No storm drainage no elevational information (except for a benchmark elevation). It shows little apparent attempt to meet the standards of Sections 4.16, 7.4 and 7.5 in respect to landscaping and sidewalk requirements as well as those concerning outside lighting or sedimentation and erosion controls. Finally staff would suggest that the applicant review Section 6.9 (signage) of the Wallingford Zoning Regulations and adjust the submission accordingly.

Based upon the current level of deficiency this office recommends that this application be withdrawn and resubmitted at such time as complete and compliant plans can be submitted to the Commission.

Should you wish to discuss these comments or the application further, please call the Planning Office at 203-294-2090.

Regards,

Thomas Talbot
Planner

printed on 100% recycled paper

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

Alison Kapushinski, P.E.
Town Engineer

MEMO

413-20D

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #413-20**
694 North Colony Road / Special Permit Revision

DATE: December 30, 2020

Dear Commissioners:

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

- Site Layout Plan, Site Construction Details, and Dunkin Signage Plans dated September 2, 2020.

In general, the submitted application materials lack sufficient detail for complete review. However, I was able to complete a preliminary review and have the following comments:

1. An existing conditions plan, signed and sealed by a licensed Land Surveyor, including boundary and abutting property information is required.

2. Pavement area that is not proposed to be used for parking (i.e., end of the 42-foot long parking spaces, both ends of the proposed 60° parking spaces) to be striped with a hatch.

3. Add dimensions for parking in area of proposed accessible spaces (length of stalls, width of drive aisle).

4. Add a "No Left Turn" sign at the end of entrance drive, forcing all traffic straight to either drive thru or bypass lanes.

5. Proposed stop bar at exit of proposed parking area should span the entire width since this area is one-way traffic.

6. Provide stop sign at the stop bar after the drive thru exit.

7. Stop bars to be located 4-feet from edge of crosswalk striping.

8. Provide truck turning movements showing largest size truck used for deliveries circulating the site.

9. It appears there are no proposed light fixtures. Prepare photometric lighting plan showing all parking and drive aisle areas properly illuminated.

10. Proposed grading information (spot elevations, contours) to be provided. "Grade-to-Drain" is not sufficient for review as the resulting slopes appear to be flat. Proposed drainage structures are likely needed in the proposed parking area. Proposed pipe sizing calculations will be required.

11. Applicant to provide existing ground cover and calculations for the change in impervious coverage. With grading work and a change in ground cover, drainage calculations will be required to confirm the proposed work will not increase existing peak flow.

12. Provide soil erosion measures on plan and details.

13. Proposed utilities (electric for proposed drive thru displays and ground loops?) to be shown on plan.

In addition to the above comments, I would be curious to hear if the Applicant has had any discussions with CT DOT regarding the proposed work in the State Right-of-Way associated with the right-only exit driveway. The applicant is utilizing an existing curb cut, which appears to be a hold-over from when this lot was previously developed, and should be evaluated for this new use.

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

⇒ Fax to: Tom Talbot
2095

RECEIVED
JAN 11 2021
WALLINGFORD
PLANNING & ZONING

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

413-20E

APPLICATION: **#413-20**

DATE OF SUBMISSION: November 25, 2020

DATE OF RECEIPT: December 14, 2020

SCHEDULED MEETING: January 11, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit Revision (donut shop with single customer drive thru lane to donut shop with double customer drive thru lane)/Dunkin Donuts - M. Rocha/694 North Colony Road

LOCATION: 694 North Colony Road

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	____ OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: The existing sanitary sewer clean out and manhole frames shall be adjusted to final finished grade in the proposed concrete patio area. (See Attached)

SIGNED BY: Erik Krueger, Senior Engineer Water & Sewer
(Title)

DATE: Jan 8, 2020

cc: D. Sullivan, G. Farrell, Jr, G. Reola.

413-20 F

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

ENGINEERING SECTION
PHONE 203-949-2672
FAX 203-949-2678

RECEIVED
JAN 2021
PLANNING & ZONING

INTEROFFICE MEMORANDUM

TO: TOM TALBOT, ACTING TOWN PLANNER

FROM: ERIK KRUEGER, SENIOR ENGINEER EAK

SUBJECT: **SPECIAL PERMIT REVISION APP. NO. 413-20 – DONUT SHOP WITH DOUBLE DRIVE THROUGH LANE**

694 NORTH COLONY ROAD – M. ROCHA

DATE: JANUARY 29, 2021

CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; M. ROCHA C/O G. FARRELL, JR.; G. REOLA, P.E., GR ENGINEERING, LLC,

The staff of the Water and Sewer Divisions has reviewed the drawing as submitted for the subject application and this memo consolidates their comments and requirements.

It is not clear from our review of the documents if there will be any building modifications.

If the project will include any of the following:

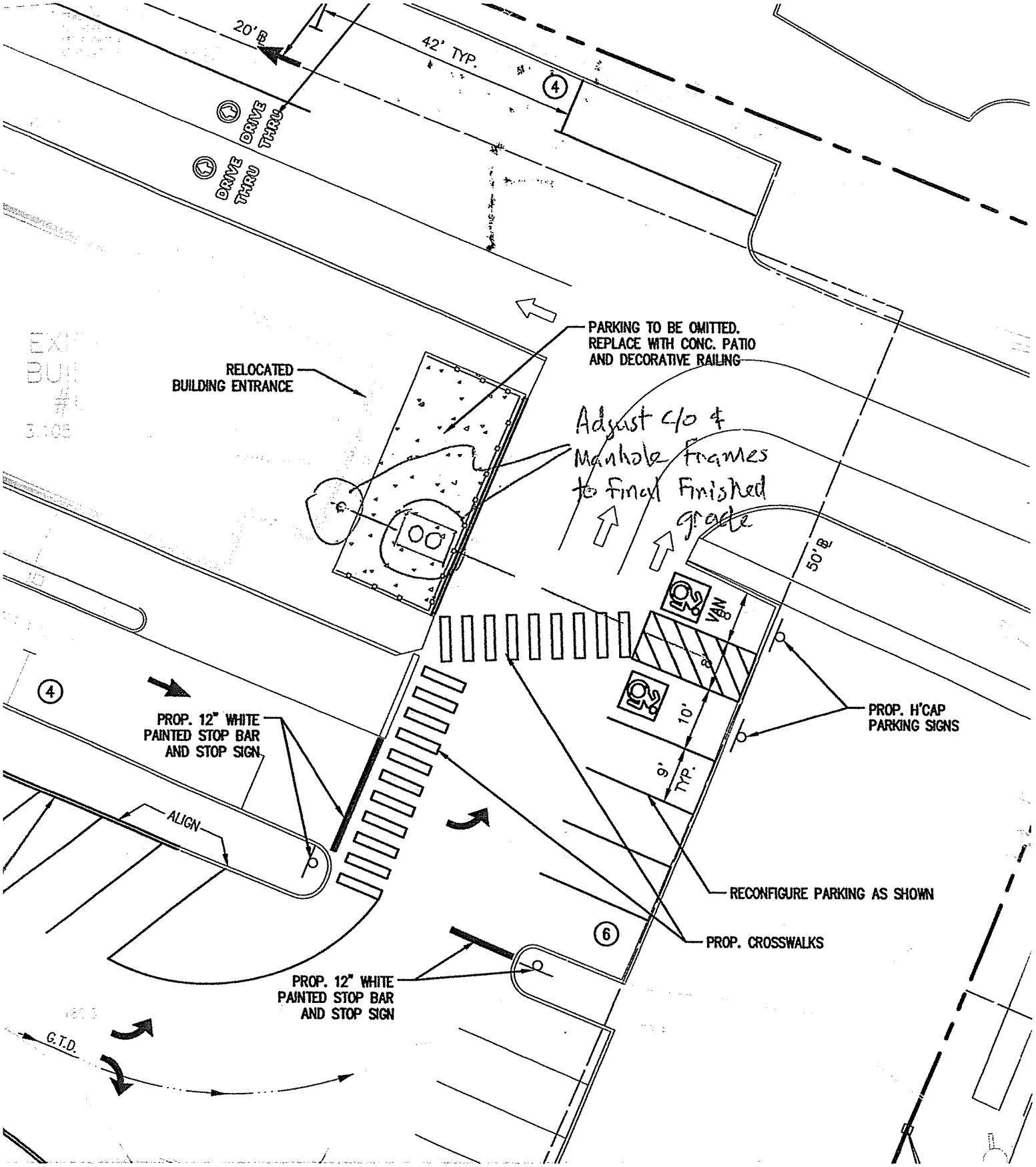
- Additional plumbing fixtures or drains,
- Modifications to the water or sewer service lines,
- Changes to the fire protection system or irrigation system,
- Changes to a Class 3 or 4 food service establishment;

The owner shall:

Submit details of such modifications to allow the Water and Sewer Divisions to determine if the existing service lines and meter are adequate for the proposed modifications. In addition, the Water and Sewer Divisions will determine whether there are other water and sewer related requirements that need to be addressed prior to issuance of a building permit.

Also, as previously noted in my Inter-Departmental Referral dated January 8, 2021 the existing sanitary sewer clean out and manhole frames and covers shall be adjusted to final finished grade in the proposed concrete patio area.

Also, Town Ordinance No. 577 stipulates that if a building permit is issued for improvements/repairs of buildings, costing at least $25,000, then the Town may conduct an inspection of the property in order to determine if any groundwater or storm water drains are connected to the sanitary sewer. Therefore, if the proposed renovations meet these criteria, we hereby request that the property owner contact this office to arrange for an inspection of the property by the Sewer Division to review potential sources of inflow and infiltration that may need to be disconnected from the municipal sanitary sewer system.


20' B
42' TYP.
4
DRIVE THRU
DRIVE THRU
PARKING TO BE OMITTED. REPLACE WITH CONC. PATIO AND DECORATIVE RAILING
RELOCATED BUILDING ENTRANCE
Adjust c/o & Manhole Frames to Final Finished grade
50' B
VAN
8'
10'
9' TYP.
PROP. H'CAP PARKING SIGNS
4
PROP. 12" WHITE PAINTED STOP BAR AND STOP SIGN
ALIGN
RECONFIGURE PARKING AS SHOWN
PROP. CROSSWALKS
6
PROP. 12" WHITE PAINTED STOP BAR AND STOP SIGN
G.T.D.

413-20 G

GR Engineering, LLC

Professional Licensed Engineers
Design/Builders
State of Connecticut

135 East Main Street – Unit #3
Thomaston, Connecticut 06787
Office: (860) 238-5000
Mobile: (860) 916-4269

January 15, 2021

Town of Wallingford – Planning & Zoning Department
45 South Main Street
Wallingford, CT 06492
Attn: Mr. Thomas Talbot

RE: 694 North Colony Road
Special Permit Revision Application #413-20
Site Improvements & Modifications – Addition of Second Customer Drive-through lane

Mr. Talbot,
We are providing this letter in response to your comments in a letter dated December 24, 2020 for the above referenced project.

1. As this property is located in the RF-40 District a second means of access to North Colony Road is not permitted.
RESPONSE: Proposed second access has been removed from the submission

2. This application does not include an A-2 survey map. Does this property as shown include both 694 and 690 North Colony Road?
RESPONSE: Existing conditions survey map is now included in the submission. Both properties are owned by the same entity, listed as Assessors Map 63, Lot 28 (#690) & Map 63, Lot 27 (#694).

3. Staff has no clear understanding of submitted parking requirement calculations....etc. Submission of floor plans of the restaurant along with patio area will be necessary to determine actual level of parking.
RESPONSE: As per the recent parking amendment for restaurants, the plans have been updated to reflect the 1 space per 75 s.f. of customer seating area ratio. For this project, it includes both interior dining area (835 s.f.) plus outdoor patio area (560 s.f.) which requires a minimum of 19 spaces (33 spaces proposed).

4. Staff does not understand the 42ft length of what appears to be parallel parking spaces and views their location on both the north and south sides of the building as not just puzzling but also highly problematic.
RESPONSE: The longer parallel spaces are intended for use by commercial vehicles, perhaps with trailers. Their locations are meant to follow the one-way traffic pattern around the building.

Additionally, the plans have been updated to include information and details as required. Updates are as follows:

- **Proposed grading via spot elevations have been added for the new parking area along with a stone infiltration trench for storm water runoff. All other drainage patterns and grading are to remain as they exist today.**
- **Plans have been updated to show the existing street trees between the parking areas and Route 5.**
- **The sidewalk along Route 5 will be extended across the entire frontage of what was formerly #690 North Colony Road.**
- **All existing parking area lighting is to remain.**
- **Erosion and sedimentation controls have been added for the new parking area.**
- **Signage allowance calculations have been added to sheet C100 showing conformance.**
-

We trust these responses adequately address your concerns and should you have further comments or questions please do not hesitate to contact us.

Sincerely,

GR Reola, PE

Gary Reola, P.E.
GR Engineering, LLC

413-20 H

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

Alison Kapushinski, P.E.
Town Engineer

MEMO

RECEIVED
FEB - 5 2021
WALLINGFORD
PLANNING & ZONING

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #413-20**
694 North Colony Road / Special Permit Revision

DATE: February 5, 2021

Dear Commissioners:

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

- Site Improvements & Modifications, prepared by GR Engineering, LLC dated January 15, 2021.

Due to when updated application materials were received, this Department was able to conduct a cursory review of the submitted plans and would like to offer the following comments.

1. Pavement area that is not proposed to be used for parking (i.e., end of the 42-foot long parking spaces, both ends of the proposed 60° parking spaces) to be striped with a hatch.

2. Add a "No Left Turn" sign at the end of entrance drive, forcing all traffic straight to either drive thru or bypass lanes.

3. Stop bars to be located 4-feet from edge of crosswalk striping.

4. Provide truck turning movements showing largest size truck used for deliveries circulating the site.

5. It appears there are no proposed light fixtures. Prepare photometric lighting plan showing all parking and drive aisle areas properly illuminated.

6. Applicant to provide existing ground cover and calculations for the change in impervious coverage. With grading work and a change in ground cover, drainage calculations will be required to confirm the proposed work will not increase existing peak flow.

7. It appears the areas labeled as "lawn" are not all to be disturbed and re-seeded. Applicant to provide hatch along with limit of disturbance (near proposed 80 contour, demolition of existing drive on southern end of site, etc.). Adjust sedimentation barrier as needed to take account for all disturbance.

8. Treatment of stormwater runoff from parking area is recommended prior to infiltration.

9. Infiltration rates to be provided along with calculations demonstrating the infiltration trench has sufficient capacity and percolation rates to attenuate the peak flow up to the 100-year storm.

10. Sedimentation barrier noted on plans. Provide inlet protection at all inlets downstream of proposed work.

11. Proposed utilities (electric for proposed drive thru displays and ground loops?) to be shown on plan.

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

413-20I

RECEIVED
FEB - 9 2021
WALLINGFORD
PLANNING & ZONING

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

REVISED

APPLICATION: **#413-20**

DATE OF SUBMISSION: November 25, 2020

DATE OF RECEIPT: December 15, 2020

SCHEDULED MEETING: January 11, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit Revision (donut shop with single customer drive thru lane to donut shop with double customer drive thru lane)/Dunkin' Donuts – M. Rocha/694 North Colony Road

LOCATION: 694 North Colony Road

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	____OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: NO COMMENT ON SITE BUT WILL NEED FIT PLAN IF CHANGE OF INTERIOR

RECEIVED
FEB 11 2021
WALLINGFORD
PLANNING & ZONING

SIGNED BY: _____ / _____
(Title)

DATE: _____

413-20 J

GR Engineering, LLC

Professional Licensed Engineers
Design/Builders
State of Connecticut

135 East Main Street – Unit #3
Thomaston, Connecticut 06787
Office: (860) 238-5000
Mobile: (860) 916-4269

February 26, 2021

Town of Wallingford – Planning & Zoning Department
45 South Main Street
Wallingford, CT 06492
Attn: Mr. Thomas Talbot

RE: 694 North Colony Road
Special Permit Revision Application #413-20
Site Improvements & Modifications – Addition of Second Customer Drive-through lane

Mr. Talbot,
We are providing this letter in response to comments from the Town of Wallingford Engineering Department in a letter dated February 5, 2021 for the above referenced project.

1. Pavement area that is not proposed to be used for parking...to be striped with a hatch.
RESPONSE: Crosshatching has been added to the revised site plan.

2. Add a "No Left Turn" sign at the end of the entrance drive...
RESPONSE: Sign has been added to the revised site plan.

3. Stop bars to be located 4-feet from edge of crosswalk striping.
RESPONSE: Stop bar at the drive-thru lane has been adjusted accordingly.

4. Provide truck turning movements showing largest size truck used for deliveries circulating site.
RESPONSE: Turning path for a WB-65 truck has been added to the submission – see sheet C101.

5.It appears there are no proposed light fixtures....
RESPONSE: All existing light poles are to remain with the exception of one that will be relocated due to the new drive-thru menuboard configuration. Light coverage for the new parking area to the south of the building will be via the three existing poles located within the curbed island between the drive-thru lane and the new parking area.

6. Applicant to provide existing ground cover and calculations for the change in impervious coverage. With grading work and a change in ground cover, drainage calculations will be required to confirm the proposed work will not increase existing peak flow.
RESPONSE: Impervious coverage calculations have been added to the Zoning Information Table on sheet C100. The stormwater runoff from the proposed paved parking area is being directed into an infiltration trench sized accordingly to handle the additional runoff.

7. It appears the areas labeled as "lawn" are not all to be disturbed and re-seeded. The applicant to provide hatch along with limit of disturbance...
RESPONSE: A crosshatched area depicting the limits of disturbance has been added to the revised site plan.

8. Treatment of stormwater runoff from parking area is recommended prior to infiltration.
RESPONSE: The infiltration trench has been relocated to 15 feet from the proposed edge of pavement for the new parking area to allow for a grass pre-treatment filter strip.

9. Infiltration rates to be provided along with calculations demonstrating the infiltration trench has sufficient capacity and percolation rates to attenuate the peak flow up to the 100-year storm.
RESPONSE: See attached calculations demonstrating sufficient capacity for the infiltration trench for the 100-year storm as requested.

10. Sedimentation barrier noted on plans. Provide inlet protection at all inlets downstream of proposed work.
RESPONSE: Silt sacks have been called for for the two downstream catch basins and a detail added to sheet C200.

11. Proposed utilities to be shown on plan.
RESPONSE: Underground electrical conduit has been added to the plan for the new menuboards, ground loops and vehicle clearance bar,

We trust these responses adequately address your concerns and should you have further comments or questions please do not hesitate to contact us.

Sincerely,

GARY REOLA, PE

Gary Reola, P.E.
GR Engineering, LLC

413-20K

gR Engineering, LLC
Licensed Professional Engineers
Design Services

135 East Main St.
Unit #3
Thomaston, CT 06787

Phone: 860-238-5000
Email: info@gr-engineering.net

DUNKIN - 694 NORTH COLONY ROAD

INFILTRATION TRENCH CALCULATION:

PROPOSED: CN = 98 + (PAVED)
P = 8.3 (100 YR)
AREA = 0.22 Ac
S = 1000/CN - 10 → S = 0.204
Q = (P - 0.2S)²/(P + 0.8S)
Q = 8.06 in

EXISTING CN = 91 - GRAVEL
P = 8.3 (100 YR)
AREA = 0.82 Ac
S = 0.99
Q = 7.21 in

EXISTING Vr = 53.33 (7.21)(0.00034)
= 0.13 (43,560) = 5,695 Ft³

VOLUME: Vr = 53.33 (Q)(Am)

WHERE: Vr = RUNOFF VOLUME (CU. FT)
Q = RUNOFF (in)
Am = DRAINAGE AREA (mi²)
53.33 = CONVERSION FACTOR FROM in·mi² TO Ac. Ft

PROPOSED - Vr = 53.33 (8.06)(0.00034) = 0.146
0.146 (43,560) = 6,366 Ft³

VOL DIFF = 6,366 Ft³ - 5,695 Ft³
V = 671 Ft³

Ap = V/(n dt + Fc/12)
Ap = SURFACE AREA @ BOTTOM OF TRENCH (SQ FT)
V = 671 Ft³
n = POROSITY OF GRAVEL FILL (USE 0.4)
dt = TRENCH DEPTH (FT) - 4 FT
Fc = DESIGN INFILTRATION RATE (IN/HR) → 1.02 (SANDY LOAM)
t = TIME TO FILL TRENCH (HRS) - ASSUME T = 2.0

Ap = 671 Ft³ / (0.4 X 4') + 1.02 (2.0)/12 = 380 Ft²

TRENCH LENGTH = 380 Ft² / 2.5 Ft (WIDTH) = 152 LF (MIN)

TABLE 2-2

Table 3.4a. Runoff Curve Numbers for Urban Areas[1]

Cover description		Curve numbers for hydrologic soil group—			
Cover type and hydrologic condition	Average percent impervious area[2]	A	B	C	D
Fully developed urban areas (vegetation established)					
Open space (lawns, parks, golf courses, cemeteries, etc.)[3]:					
Poor condition (grass cover < 50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only)[4]		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82
Developing urban areas					
Newly graded areas (pervious areas only, no vegetation)[5]		77	86	91	94
Idle lands (CN's are determined using cover types similar to those in table 2-2c).					

[1]Average runoff condition, and $I_a = 0.2S$.
[2]The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.
[3]CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.
[4]Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.
[5]Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4, based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

NOAA Atlas 14, Volume 10, Version 3
Location name: Wallingford, Connecticut, USA*
Latitude: 41.4788°, Longitude: -72.8123°
Elevation: 79.74 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sandra Pavlovic, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Orlan Wilhite

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.338 (0.263-0.422)	0.411 (0.319-0.514)	0.530 (0.410-0.665)	0.629 (0.484-0.794)	0.765 (0.570-1.01)	0.867 (0.634-1.17)	0.974 (0.692-1.37)	1.10 (0.737-1.58)	1.27 (0.821-1.90)	1.41 (0.892-2.16)
10-min	0.479 (0.372-0.598)	0.582 (0.452-0.728)	0.751 (0.581-0.941)	0.890 (0.685-1.12)	1.08 (0.807-1.43)	1.23 (0.897-1.66)	1.38 (0.980-1.94)	1.55 (1.04-2.24)	1.80 (1.16-2.69)	2.00 (1.26-3.06)
15-min	0.564 (0.438-0.704)	0.685 (0.532-0.856)	0.883 (0.683-1.11)	1.05 (0.806-1.32)	1.27 (0.950-1.69)	1.44 (1.06-1.96)	1.62 (1.15-2.29)	1.82 (1.23-2.63)	2.11 (1.37-3.17)	2.35 (1.49-3.60)
30-min	0.777 (0.604-0.970)	0.941 (0.730-1.18)	1.21 (0.935-1.52)	1.43 (1.10-1.81)	1.74 (1.30-2.30)	1.97 (1.44-2.66)	2.21 (1.57-3.11)	2.48 (1.67-3.58)	2.87 (1.86-4.31)	3.20 (2.02-4.89)
60-min	0.990 (0.770-1.24)	1.20 (0.929-1.50)	1.53 (1.19-1.92)	1.81 (1.40-2.29)	2.20 (1.64-2.91)	2.49 (1.82-3.37)	2.79 (1.98-3.94)	3.14 (2.11-4.53)	3.63 (2.36-5.44)	4.04 (2.56-6.19)
2-hr	1.31 (1.02-1.62)	1.57 (1.23-1.94)	1.99 (1.55-2.48)	2.34 (1.81-2.93)	2.82 (2.12-3.71)	3.18 (2.35-4.29)	3.57 (2.56-5.01)	4.01 (2.71-5.75)	4.67 (3.04-6.96)	5.23 (3.32-7.95)
3-hr	1.52 (1.20-1.88)	1.82 (1.43-2.25)	2.30 (1.81-2.86)	2.71 (2.11-3.38)	3.26 (2.46-4.28)	3.67 (2.72-4.93)	4.11 (2.96-5.77)	4.64 (3.14-6.62)	5.42 (3.53-8.03)	6.08 (3.86-9.20)
6-hr	1.93 (1.53-2.37)	2.31 (1.83-2.84)	2.93 (2.32-3.61)	3.45 (2.71-4.28)	4.16 (3.17-5.43)	4.69 (3.50-6.27)	5.26 (3.82-7.34)	5.94 (4.04-8.43)	6.97 (4.56-10.3)	7.85 (5.01-11.8)
12-hr	2.37 (1.90-2.89)	2.87 (2.29-3.49)	3.68 (2.93-4.50)	4.35 (3.44-5.35)	5.27 (4.04-6.83)	5.96 (4.47-7.91)	6.70 (4.89-9.30)	7.59 (5.18-10.7)	8.94 (5.86-13.1)	10.1 (6.46-15.1)
24-hr	2.78 (2.24-3.36)	3.41 (2.75-4.12)	4.44 (3.57-5.39)	5.30 (4.23-6.47)	6.48 (5.01-8.36)	7.35 (5.57-9.73)	8.30 (6.12-11.5)	9.47 (6.50-13.3)	11.3 (7.43-16.4)	12.9 (8.26-19.1)
2-day	3.13 (2.55-3.75)	3.91 (3.18-4.69)	5.18 (4.20-6.24)	6.24 (5.02-7.56)	7.69 (6.00-9.89)	8.75 (6.70-11.6)	9.93 (7.42-13.8)	11.5 (7.88-15.9)	13.9 (9.15-20.1)	16.0 (10.3-23.6)
3-day	3.40 (2.78-4.06)	4.26 (3.48-5.09)	5.66 (4.61-6.80)	6.83 (5.52-8.24)	8.43 (6.61-10.8)	9.60 (7.39-12.6)	10.9 (8.19-15.1)	12.6 (8.69-17.5)	15.3 (10.1-22.1)	17.7 (11.4-26.1)
4-day	3.65 (3.00-4.34)	4.56 (3.74-5.44)	6.06 (4.95-7.24)	7.30 (5.92-8.78)	9.00 (7.08-11.5)	10.2 (7.90-13.5)	11.6 (8.75-16.1)	13.4 (9.29-18.6)	16.3 (10.8-23.4)	18.9 (12.2-27.7)
7-day	4.35 (3.60-5.14)	5.37 (4.43-6.36)	7.03 (5.78-8.36)	8.41 (6.87-10.1)	10.3 (8.15-13.1)	11.7 (9.05-15.2)	13.2 (9.97-18.1)	15.2 (10.5-20.9)	18.3 (12.2-26.1)	21.0 (13.6-30.6)
10-day	5.05 (4.20-5.95)	6.12 (5.08-7.22)	7.88 (6.51-9.33)	9.33 (7.66-11.1)	11.3 (8.98-14.3)	12.8 (9.93-16.6)	14.4 (10.9-19.5)	16.4 (11.4-22.5)	19.5 (13.0-27.8)	22.3 (14.4-32.3)
20-day	7.24 (6.07-8.47)	8.39 (7.02-9.82)	10.3 (8.56-12.1)	11.8 (9.79-14.0)	14.0 (11.1-17.3)	15.6 (12.1-19.8)	17.3 (12.9-22.9)	19.3 (13.5-26.1)	22.1 (14.8-31.2)	24.5 (15.9-35.3)
30-day	9.08 (7.65-10.6)	10.3 (8.64-12.0)	12.2 (10.2-14.3)	13.8 (11.5-16.3)	16.0 (12.8-19.7)	17.7 (13.8-22.3)	19.5 (14.5-25.4)	21.3 (15.0-28.8)	23.9 (16.1-33.5)	26.0 (16.9-37.3)
45-day	11.4 (9.62-13.2)	12.6 (10.6-14.6)	14.6 (12.3-17.0)	16.3 (13.6-19.1)	18.5 (14.9-22.6)	20.3 (15.8-25.3)	22.1 (16.4-28.4)	23.8 (16.9-32.0)	26.1 (17.6-36.4)	27.9 (18.2-39.8)
60-day	13.3 (11.3-15.3)	14.5 (12.3-16.8)	16.6 (14.0-19.2)	18.3 (15.3-21.4)	20.6 (16.6-25.0)	22.5 (17.5-27.8)	24.3 (18.1-31.0)	25.9 (18.4-34.7)	28.1 (19.0-39.0)	29.5 (19.3-42.1)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).
Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.
Please refer to NOAA Atlas 14 document for more information.

Back to Top

PF graphical

203-21 B

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KACIE A. HAND, A.I.C.P.
TOWN PLANNER

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

February 11, 2021

Armand Costico
568 Burritt Street
Plantsville, CT 06479

RE: Site Plan Application #203-21
Frankie's Restaurant 866 North Colony Road

Dear Mr. Costico:

This office has the following comments and questions regarding your application and associated plans:

1. What is the square footage of the customer service area?
2. Will there be any new outside lighting?
3. Staff is not clear about the three "future "parking spaces. What would that area be used for other than parking and why would you not just use show it as parking now?
4. Plan shows a total of 19 parking spaces. How was the figure of 7 required spaces determined?
5. Plan appears to show new curbing along southern and eastern boundaries of the exiting paved area. Is that in fact the case?
6. Site Plan shows a one way traffic pattern around the rear of the building. Will the rest of the lot (and curb cuts) all have two way circulation access? If so where in the northeast corner of the site does one way circulation end and two way begin?
7. Has consideration been given to closing any of the four existing curb cuts?

Should you wish to discuss these comments or application further, please call the Planning Office at 203-294-2090.

Regards,

Thomas Talbot
Planner

Please note: Any responses/correspondence, additional documents and/or revised plans **must** be received by the Planning & Zoning Department by the close of business on **Wednesday, January 6, 2021** in order to be provided to the Planning & Zoning Commission prior to the Monday, January 11, 2021 meeting. If additional information, responses or documents are necessary to address staff comments and have not been submitted by the cutoff date, Commission policy is that the application will not be considered/discussed at the upcoming meeting since the necessary information has not been provided.

printed on 100% recycled paper

203-21 C

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

RECEIVED
FEB 17 2021
WALLINGFORD
PLANNING & ZONING

APPLICATION: **#203-21**

DATE OF SUBMISSION: February 5, 2021

DATE OF RECEIPT: February 8, 2021

SCHEDULED MEETING: March 8, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan (restaurant)/Armand Castico/866 North Colony Road

LOCATION: 866 North Colony Road

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	____ OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: Spoke to Restaurant owner - will need to submit new floor plan with handsinks, provide a copy of menu and serv Safe Certificate

SIGNED BY: _____ / Chief Sanitarian (Title)

DATE: 2-16-21

203-21D

cole
HARRY E. COLE & SON
engineering · surveying · planning

March 1, 2021

Tom Talbot, Planner
Wallingford Town Hall
Wallingford, CT 06492

Re: Site Plan Application #203-21
Frankie's Restaurant 866 North Colony Road

Dear Mr. Talbot,

I have been forwarded a copy of your comments dated February 11, 2021. This office had prepared a simple parking layout plans for Mr. Castico. My client has requested that I provide this response to your questions and comments. I will provide responses to the plan we had prepared, as well as responses to other items, as provided by Mr. Castico.

1. Our plans indicated approximately 494 square feet of public customer area within the building. This includes the bathroom area. My client has indicated to me that he will have 396 square feet.
2. According to my client, no new outdoor lighting is proposed.
3. The three (3) spaces shown on the plan are "future" are not paved at this time and are not to be used for parking. The intent of the notation was to indicate that there is an area on the site for additional parking in the future if they are needed. At the present time, the area of just gravel, and my client does not plan on paving the area at this time.
4. The seven (7) required spaces indicated on the plan was determined by taking the public customer area (494 SF shown on our plan) and dividing it by required number parking spaces per 75 square feet of customer area (found in the zoning regulations).
494 SF / 75 SF per space = 6.59 or 7 spaces required.
5. It was not the intent to indicate any new curbing on this plan.
6. The only one-way traffic flow we have shown on the site is to the site and rear of the building (south and west). All other traffic flows will be two-way. The one-way traffic flow only impacts the spaces to the along the westerly side of the site.
7. My client does want to close any of the curb cuts within the site.

cole
HARRY E COLE & SON
engineering · surveying · planning

If you have any questions regarding the comments, please feel free to contact Mr. Costico. Or you can e-mail at bbovee@hecole.com.

Sincerely,

Barton N. Bovee, PE
Senior Engineer
Harry E. Cole & Son.
876 South Main Street
P.O. Box 44
Plantsville, CT 06479

HEC Job # 2090

cc: client

203-21 E

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

Alison Kapushinski, P.E.
Town Engineer

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #203-21**
866 North Colony Road/ Site Plan Application

DATE: March 3, 2021

Dear Commissioners:

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

- Proposed Parking Layout Plan by Harry E. Cole & Son dated February 3, 2021

The subject site is situated at the corner of North Colony Road (Route 5) and Ives Road and was previously used as a convenience store with fueling operations. It's our understanding the gas canopies and fuel pumps have been previously removed and the building and storage shed remain. The Applicant is proposing to convert the existing building, with no change to the footprint, into a restaurant.

We offer the following comments based on the submitted materials:

1) An existing conditions plan should be provided.
   a) Aerial imagery suggests the southeast corner might currently have pervious ground cover. If so, drainage improvements may be necessary to ensure stormwater runoff is being handled properly and peak discharge is not exceeding existing conditions.
   b) If bituminous parking spaces are proposed in this southeast corner, details and proposed curbing to be shown on site plan.

2) Typically, dumpsters are accessed from the drive aisle by a front or side loading truck. The proposed dumpster enclosure proposes to open to parking spaces reserved for employee parking. The plan shows a note "Existing Dumpster – To be accessed during low traffic periods of the day". Applicant to confirm whether the dumpster will be solely accessed outside of business hours, where employees won't be parked on-site in the designated spaces.

3) How does the applicant intend on reserving the employee spaces? Will signage or pavement markings be used? Is it necessary to formally reserve certain parking spaces for employees?

4) Door locations shall be shown on the site plan. Per the provided floor plan sketch, a proposed door is located along the eastern building face. Applicant to provide protection, such as bollards, as people exiting the building will be stepping into the drive aisle.

5) Applicant to include access point/door for the existing storage shed on the site plan.

6) Angled parking along the eastern property line should be considered to reinforce the one-way circulation.

7) The subject site has approximately 250-feet of frontage, ±180-feet of that frontage being curb cuts for four full-access driveways ranging in width from 35-feet to 50-feet. The two northwestern driveways currently discharge vehicles to the middle of the intersection. In our opinion, this is excessive for the proposed use. Applicant should consider closing curb cuts where able and narrowing other curb cuts to a maximum width of 24-feet, or as needed for delivery vehicles.

8) Applicant to clarify if existing concrete sidewalk is to remain. If not, applicant to clarify proposed ground cover between the existing building and proposed parking spaces.

9) If the existing sidewalk and curb is to remain, applicant to display accessible route from proposed ADA parking space to the front door. Please note ADA parking hatch is to be kept from of ramps, and any proposed ramp must be ADA compliant with necessary landings and compliant slopes.

10) Existing utilities to remain, including but not limited to water, sewer, gas, and electric, to be shown on site plan.

11) Applicant to confirm size of delivery trucks that may access the site, and provide sufficient truck maneuvering space free from parking spaces, buildings, dumpsters, or any other site feature/obstacle.

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

203-21F

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

ENGINEERING SECTION
PHONE 203-949-2672
FAX 203-949-2678

INTEROFFICE MEMORANDUM

TO: TOM TALBOT, ACTING TOWN PLANNER

FROM: ERIK KRUEGER, SENIOR ENGINEER EAK

SUBJECT: **SITE PLAN APP. NO. 203-21 – RESTAURANT (FRANKIES)**
866 NORTH COLONY ROAD – A. CASTICO

RECEIVED
MAR 01 2021
WALLINGFORD
PLANNING & ZONING

DATE: FEBRUARY 26, 2021

CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; A. CASTICO; B. BOVEE, P.E. HARRY COLE & SON

The staff of the Water and Sewer Divisions has reviewed the application for the subject location and this memo consolidates their comments and requirements.

The proposed site plan indicates the former gas station will be renovated into a restaurant. The renovated building will be serviced by municipal water and sanitary sewer as indicated.

There are some water and sewer utility details that remain to be resolved and therefore we request that they be made conditions of approval to be met by the applicant prior to the issuance of a building permit:

1. Submission of final water use, sewer use and needed fire flow estimates including plumbing fixture counts for the renovated building;

2. Submission of interior plumbing plans and a "Wastewater Discharge Registration Form for Restaurants & Food Preparation Establishments" for review by the Water and Sewer Divisions and application for any CT-DEEP Wastewater Discharge Permits that may be required;

3. Submission of an architectural and plumbing floor plan for the renovated building which indicates the provisions for a utility room, utility closet or dedicated utility area, conforming to Water Division requirements, inside of the proposed building, to house the domestic water meter and pressure reducing valve. The proposed domestic water service must enter the structure directly into the utility/meter area with the details of the plumbing settings for the meter and pressure reducing valves in conformance with the Standard Details of the Water Division. (Note: The sizes of the domestic water service and meter shall be determined by the Water Division based upon the final plumbing fixture count submitted.)

4. The existing 3/4 - inch copper domestic water service from Ives Road and the existing 5/8-inch water meter may not be adequately sized to properly service the proposed new fixture load and may require replacement with an upgraded size. The Water Division will determine the size service and water meter required based upon an evaluation of the proposed total fixture load as submitted by the Owner. The Owner will be responsible for the cost of the installation of the larger water service and water meter, including connection charges if it is determined to be necessary.

5. In order to comply with the requirements of the Connecticut DEEP - "General Permit for the Discharge of Waste Water Associated with Food Preparation Establishments," a segregated greasy wastewater collection system for the food service area and an outside in-ground grease trap for the pretreatment of greasy wastewater prior to its discharge into the sanitary sewer, is required.

6. Submission of detailed plans which identify all of the kitchen equipment and plumbing fixtures in the food prep area. The plan must also delineate the "normal" sanitary sewer piping and the segregated greasy waste discharge piping and designate the discharge piping system proposed for each fixture.

7. Submission of a copy of the plumbing designer's sizing calculations for the grease trap to confirm that the size proposed meets the minimum required to satisfy the CT-DEEP "FOG" General Permit sizing criteria.

204-21A

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION
KACIE A. HAND, A.I.C.P.
TOWN PLANNER
WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

FILE COPY

February 9, 2021

Joseph Corso
3 Juniper Street
Wallingford, CT 06492

RE: Site Plan #204-21
Accessory Apartment, 3 Juniper Street

Dear Mr. Corso:

This office has no comments regarding your application and associated plans.

Should you wish to discuss these comments or your application further, please contact the Planning and Zoning Department at 203-294-2090.

Regards,

Thomas Talbot
Planner

204-21B

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

APPLICATION: **#204-21**

DATE OF SUBMISSION: February 8, 2021

DATE OF RECEIPT: February 8, 2021

SCHEDULED MEETING: March 8, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan (431.07 sq.ft. accessory apartment)/Joseph Corso/3 Juniper Street

LOCATION: 3 Juniper Street

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	____OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: NO COMMENT

RECEIVED
FEB 11 2021
WALLINGFORD
PLANNING & ZONING

SIGNED BY: _____ / FIRE MARSHAL
(Title)

DATE: 2/11/21

RECEIVED
FEB 10 2021
BY: _____

204-21C

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

APPLICATION: **#204-21**

DATE OF SUBMISSION: February 8, 2021

DATE OF RECEIPT: February 8, 2021

SCHEDULED MEETING: March 8, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan (431.07 sq.ft. accessory apartment)/Joseph Corso/3 Juniper Street

LOCATION: 3 Juniper Street

REFERRED TO:

X ELECTRIC	X HEALTH	X BUILDING
X ENGINEERING	X INLAND WETLANDS	____ OTHER
X FIRE	X WATER & SEWER	

DEPARTMENT COMMENTS: No comments

SIGNED BY: [signature] / Town Engineer (Title)

DATE: 3/3/21

204-21D

TOWN OF WALLINGFORD
Department Of Public Utilities
Water and Sewer Divisions
Engineering Section

377 South Cherry Street
Wallingford, Ct 06492
Phone 203-949-2672
Fax 203-949-2678

INTEROFFICE MEMORANDUM

TO: TOM TALBOT, ACTING TOWN PLANNER

FROM: ERIK KRUEGER, SENIOR ENGINEER, WATER AND SEWER DIVISIONS EAK

SUBJECT: APPLICATION #204-21/ CORSO / 3 JUNIPER STREET
SITE PLAN – ACCESSORY APARTMENT

DATE: MARCH 3, 2021

CC: N. Amwake, P.E.; D. Sullivan; J. Pawlowski; Curso

The staff of the Water and Sewer Divisions has reviewed the application as submitted for the subject project and this memo consolidates their comments and requirements. The existing building is currently served by municipal water and sanitary sewer service and the Wallingford Water and Sewer Divisions are committed to serving the proposed accessory apartment.

It is not apparent whether any utility service revisions or modifications will be required or if the existing water service and meter are capable of delivering the water demands associated with the proposed accessory apartment. The existing water service from the main to the building is 1-inch copper tubing installed in 1987. The water meter is a 5/8-inch meter.

Therefore we request that the following water and sewer utility items be made conditions of approval to be resolved prior to the issuance of a building permit for any renovations to the building:

1. Submission of water use and sewer use estimates including plumbing fixture counts for all proposed and all existing fixtures to remain within the building in accordance with Water and Sewer Division requirements.
2. If it is necessary to upgrade the water service or meter in order to accommodate the proposed fixture demand it will be the owner's responsibility to pay all costs to perform the upgrade including connection charges and fees.
3. Submission of a site utility plan incorporating any modifications or revisions to the water and sanitary sewer services to the building (if required) subject to the final review and approval of the Water and Sewer Divisions prior to the start of construction.

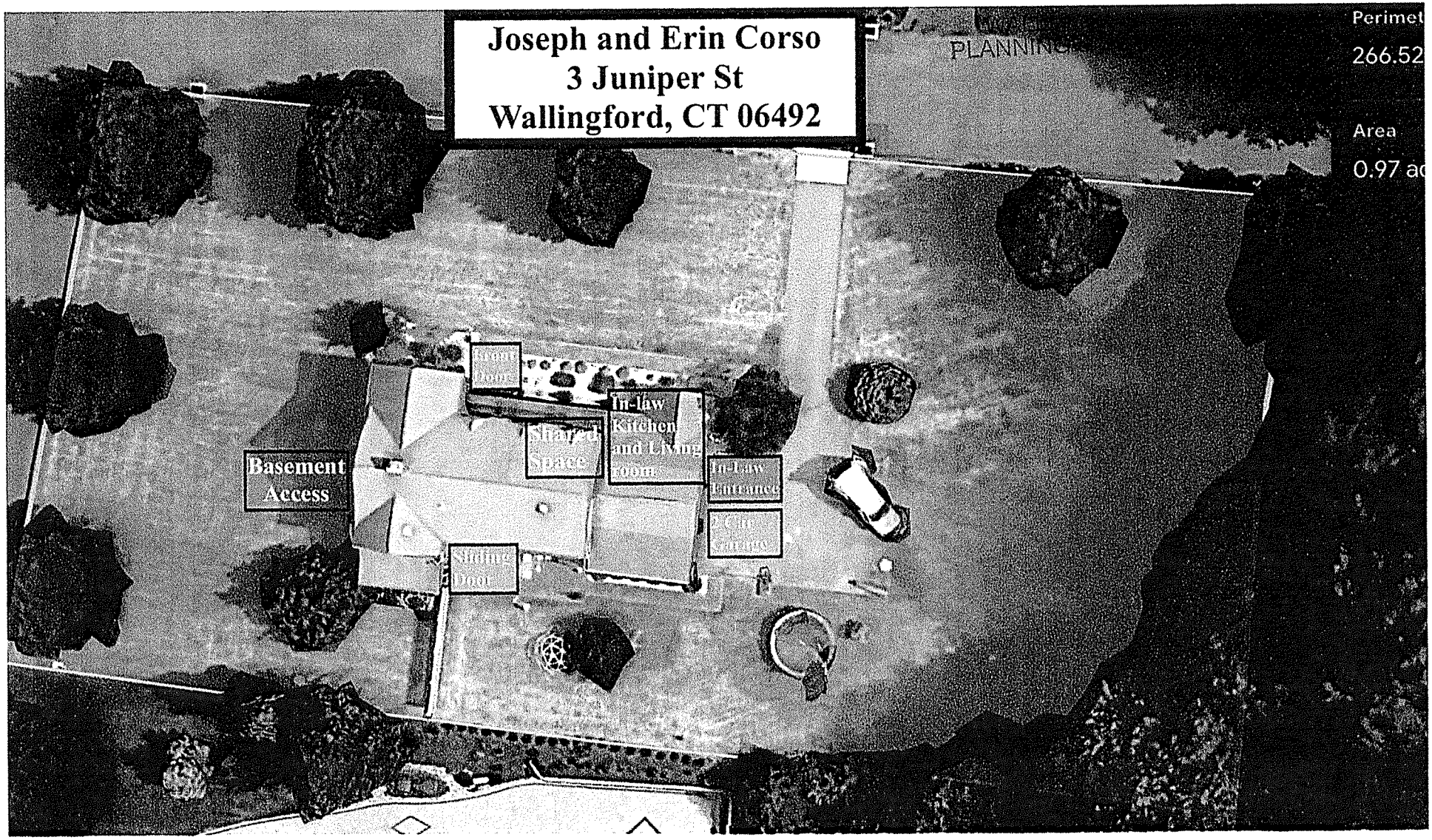
Also, Town Ordinance No. 577 stipulates that if a building permit is issued for improvements/repairs of buildings, costing at least $25,000, then the Town may conduct an inspection of the property in order to determine if any groundwater or storm water drains are connected to the sanitary sewer. Therefore, if the proposed renovations meet these criteria, we hereby request that the property owner contact this office to arrange for an inspection of the property by the Sewer Division to review potential sources of inflow and infiltration that may need to be disconnected from the municipal sanitary sewer system.

204-21E

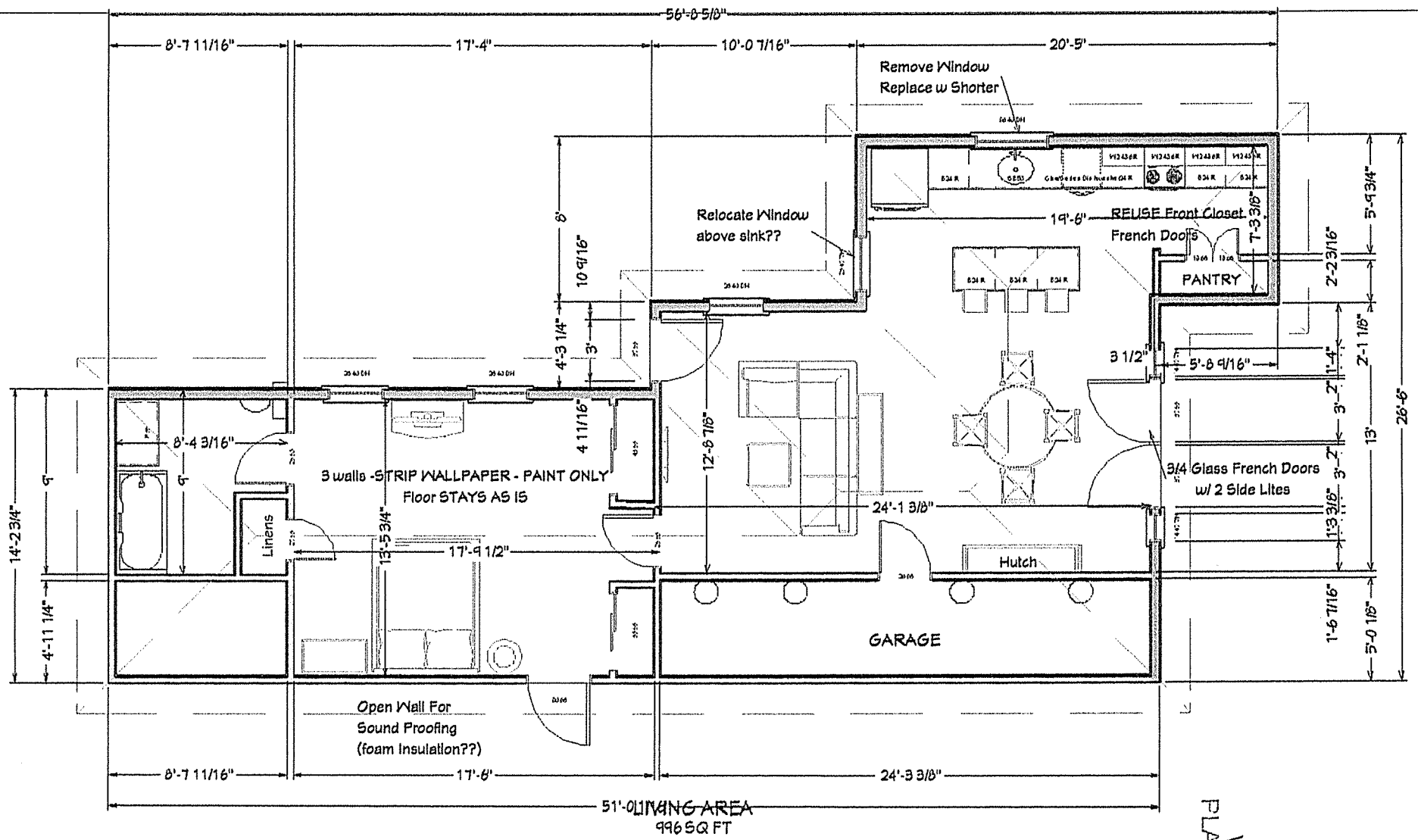
RECEIVED

FEB - 8 2021

PLANNING



204-21 F



RECEIVED
FEB - 8 2021
WALLINGFORD
PLANNING & ZONING

9A

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS
ENGINEERING SECTION
949-2672

RECEIVED
JAN 11 2021
PLANNING & ZONING

INTEROFFICE MEMORANDUM

TO: PLANNING & ZONING COMMISSION

FROM: THOMAS FLANNERY., ENGINEER/PLANNER

SUBJECT: **APPROVAL OF WATER MAIN REPLACEMET PROJECTS UNDER CONN. GENERAL STATUTE SECTION 8-24**

DATE: JANUARY 7, 2021

CC: E. KRUEGER; R.C.VANSKI

The attached sketch is being submitted for your approval of the water main replacement projects scheduled to be completed this year. The water main replacement projects are located on High Street (Town), Woodhouse Avenue and Center Street. Your approval is necessary to comply with Section 8-24 of the Connecticut General Statutes.

The water mains are being replaced in order to increase capacity of the system and to eliminate old, small diameter pipes that have outlived their usefulness.

O:\Engineering\WATER MAIN CONTRACTS\Contract 37-High-Woodhouse\PZ Water Main Memo.doc

93

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS
ENGINEERING SECTION
949-2672

RECEIVED
JAN 29 2021
WALLINGFORD
PLANNING & ZONING

INTEROFFICE MEMORANDUM

TO: THOMAS TALBOT, ACTING TOWN PLANNER

FROM: ERIK KRUEGER, SENIOR ENGINEER EAK

SUBJECT: **APPROVAL OF WATER MAIN REPLACEMET PROJECTS UNDER CONN. GENERAL STATUTE SECTION 8-24**

DATE: JANUARY 29, 2021

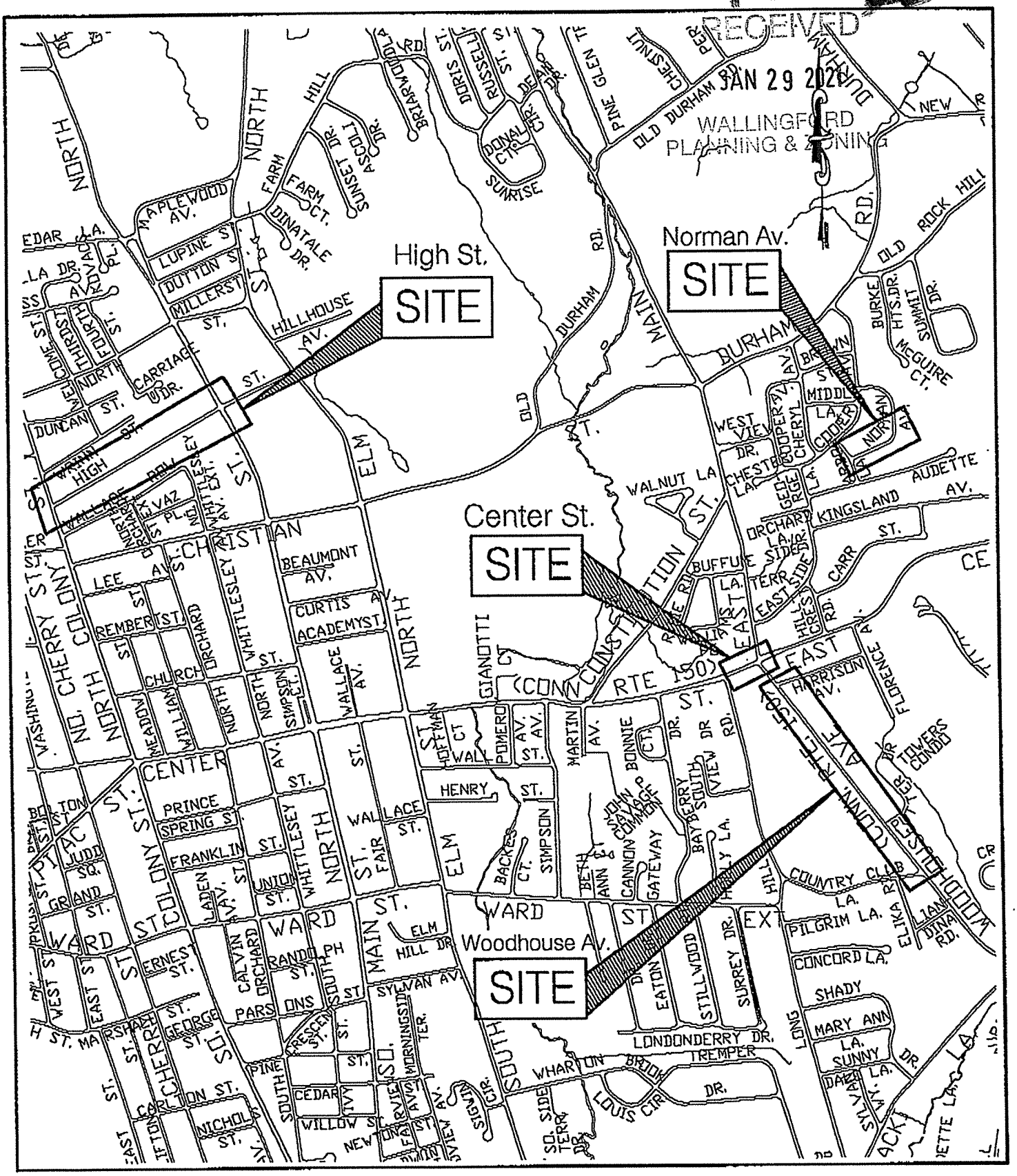
CC: N. AMWAKE, P.E.; R.C.VANSKI; T. FLANNERY

One additional road, Norman Avenue, is being added to the list of water main replacements for 2021. Please see the attached revised map showing all four of the proposed water main replacement project locations scheduled for 2021. Planning and Zoning Commission approval is necessary to comply with Section 8-24 of the Connecticut General Statutes.

O:\Engineering\WATER MAIN CONTRACTS\Contract 37 - High St, Woodhouse Av, Center St\PZ Water Main Memo - revised.doc

9c 5c

RECEIVED
JAN 29 2021
WALLINGFORD
PLANNING & ZONING



(Contract 37)

High St, Woodhouse Av., Center St. & Norman Av.

Proposed Work Locations

N.T.S.

S:\Water\Contract 37 Alt Cover Sheet.dwg

CENEVIVA LAW FIRM, LLC
721 BROAD STREET
MERIDEN, CONNECTICUT 06450
TELEPHONE (203) 237-8808 • (203) 238-3600
FAX (203) 237-4240
www.cenevivalaw.com

DENNIS A. CENEVIVA, ESQ.
dennis@cenevivalaw.com

ARIANA F. CENEVIVA, ESQ.
ariana@cenevivalaw.com

December 4, 2020

Mr. James Seichter, Chairman
Wallingford Planning & Zoning Commission
Wallingford Town Hall
45 South Main Street
Wallingford, Ct 06492

VIA FACSIMILE AND REGULAR MAIL

Re: Request For Extension of Approval – Special Permit #414.15
70 North Plains Industrial Road

Dear Chairman Seichter,

My client, Cariati Developers, requests an EXTENSION of its Special Permit approval on Special Permit #414.15 for a period of TWO (2) YEARS. The developer has not completed a portion of the approved parking as there remains unleased square footage within the building.

Thank you for your consideration.

Very truly yours,

Dennis A. Ceneviva, Esq.
Ceneviva Law Firm LLC

DAC/dmm
c: D. Cariati

Town of Wallingford, Connecticut

15 A

LEGAL NOTICE

The Wallingford Zoning Board of Appeals, at its meeting of February 16, 2021, voted to take the following actions:

They voted to approve:

1. #20-033 – Variance Request/Hare/side yard of 10 ft. (20 ft. required) to construct an attached garage at 5 Gaye Lane in an R-18 District.

2. #20-035 – Variance Requests/Baker/side yard of 1 ft. (6 ft. required) and front yard of 6 ft. (12 ft. required) to construct an accessory building at 4 Union Street in an R-6 District.

They denied:

1. #20-035 – Variance Request/Baker/building coverage of 34.5% (maximum 33.5% permitted) to construct an accessory building at 4 Union Street in an R-6 District.

WALLINGFORD ZONING BOARD OF APPEALS

Louis Czerwinski

LOUIS CZERWINSKI, SECRETARY

DATED AT WALLINGFORD
February 17, 2021

POSTING DATE
February 19, 2021

16A

Town of Wallingford, Connecticut

LEGAL NOTICE

The Wallingford Zoning Board of Appeals will hold the following public hearing(s) REMOTELY ONLY at their meeting of Monday March 15, 2021, 7:00 p.m.

The meeting can be accessed through:
https:/global.gotomeeting.com/join/992897717
YOU CAN ALSO DIAL IN USING YOUR PHONE:
United States (Toll Free): +1 (877)-309-2073
Access Code: 992-897-717

Live Stream of the meeting will also be available on the Town of Wallingford You Tube Channel:
https://www.youtube.com/c/wallingfordgovernmenttelevision

1. #21-001 – Variance Requests/Andrade/side yard of 8 ft. (20 ft. required) and front yard of 28.5 ft. (40 ft. required) at 26 Beechwood Drive in an R-18 District.

Should you wish to review any of the above-listed application(s), or have any questions regarding these matters, please contact the Wallingford Planning Office at 203-294-2090.

WALLINGFORD ZONING BOARD OF APPEALS

LOUIS CZERWINSKI, SECRETARY

DATED AT WALLINGFORD
February 23, 2021

POSTING DATES
March 2, 2021
March 9, 2021

"Individuals in need of auxiliary aids for effective communication in programs and services of the Town of Wallingford are invited to make their needs and preferences known to the ADA Compliance Coordinator at 203-294-2070 five (5) days prior to meeting date."

Current Zoning Complaints Closed

17A

Complaint Closed	Complaint ID	Complaint Open	Violation	Street #	Street Name	Owner Last Name	Owner First Name
2/10/2021	2020-031	12/23/2020	Commercial in Residential, Outside Storage	3	Norman Avenue	Rose	Lauri and Christopher
2/26/2021	2020-022		Commercial in Residential	132	Quigley Road	Gibson	Justin

Current Zoning Complaints

Violation	Complaint Date	Complaint ID	Street #	Street Name	Business/Owner Last Name
Accessory Structure					
	1/1/2014	2014-001	14	School House Road	Sagnella
Animal(s)					
Goats	1/8/2020	2020-002	11	Deer Run Road	Kieslich
Rooster(s)	7/31/2018	2018-032	610R	South Elm Street	Joaquim
Donkey, Mini Horse	5/1/2017	2017-020	79	Kondracki Lane	Briles
Commercial in Residential					
	1/17/2020	2020-008	5	Audette Drive	Jean Schwindenhammer
Commercial Vehicle					
	4/3/2013	2013-016	5	Stegos Drive	Shuda
Coverage					
outbuildings, Garage	6/14/2019	2019-045	408	North Elm Street	Sousa
Dwelling Unit(s)					
potentially 2 illegal u	3/25/2020	2020-011	7	Wisk Key Wind Road	Francis
3+ dwelling units in	1/7/2020	2020-004	5	Cedar Street	
illegal dwelling in ou	10/8/2019	2019-077	297	Grieb Road	Oldani

Violation	Complaint Date	Complaint ID	Street #	Street Name	Business/Owner Last Name
illegal 2 family	9/13/2019	2019-073	40	Third Street	Giarratana
Dwelling in camper	8/21/2019	2019-060	108	North Whittlesey Avenue	Lariviere
Garage Height, illega	5/29/2019	2019-031	15	Hemingway Drive	Diana
Detached Garage as	5/28/2019	2019-035	310	North Main Street	Corbett & Craig
8-10 rooms rented-	5/1/2019	2019-026	162	Mansion Road	Lebov
2 Units	4/1/2019	2019-019	160	Woodhouse Avenue	McCoy
2 Units	3/18/2019	2019-018	59	Sawmill Drive	
4 Units	11/28/2018	2018-040	91	North Orchard Street	Rocco
3-4 units	3/2/2018	2018-008	184	North Airline Road	Cerrone
3 Units	1/16/2018	2018-001	15	Washington Street	Valentino
	9/14/2017	2017-047	1266	Barnes Road	Joan and Graham Dale, Catherine McDowell
	8/10/2017	2017-044	58	North Branford Road	Ibar
Accessory Apartmen	2/27/2017	2017-011	68	Old Lane	McManus
Accessory Apartmen	3/16/2016	2016-003	283	Highland Avenue	Drucker
Accessory Apartmen	3/7/2016	2016-002	10	Cooke Road	Soderman

Violation	Complaint Date	Complaint ID	Street #	Street Name	Business/Owner Last Name
Garage	3/4/2016	2016-004	14	Overlook Drive	Berube
	6/18/2015	2015-101	1179	Old Colony Road	Smith
	5/5/2014	2014-023	73	Pent Highway	
4th unit	12/1/2013	2013-050	19	South Whittlesey Avenue	Venegas
2nd unit	5/20/2013	2013-026	6	Pauline Court	Cone
2nd unit	4/27/2012	2012-012	505	Church Street, Yalesville	You and Zhen
3rd unit	2/7/2012	2012-006	85	Christian Street	Souza
3rd unit	2/7/2012	2012-009	19	North Street	Ostrofsky
3rd unit	2/7/2012	2012-007	30	Duncan Street	Laudano Family LLC
3rd unit	2/7/2012	2012-008	104	North Cherry Street	Lewko
4th unit	2/6/2012	2012-005	30-34	Hope Hill Road	Bennett
2 units	9/24/2009	2009-070	52	Grieb Trail	Ridley
Accessory Apt	7/18/2008	2008-050	57	Jobs Rd	Citak
Excavation/filling					
	8/11/2016	2016-035	980	New Rock Hill Road	Dubec
Excavation/Filling, Stockpiling					

Violation	Complaint Date	Complaint ID	Street #	Street Name	Business/Owner Last Name
Material being brou	9/26/2019	2019-070	1173	South Broad Street	Romar Properties LLC (Robert Cone)
Floodplain					
unpermitted filling	5/20/2020	2020-013	950	South Colony Road	
Illegal Rooming/Boarding House					
renting rooms indivi	12/19/2019	2019-089	180	Cook Hill Road	Rivers
illegal subdivision					
	3/26/2003	2003-025	84	Chimney Hill Road	Lippold
Lighting					
	1/25/2019	2019-012	54	Williams Road	Gagliardi
Open Space					
	6/29/2016	2016-023	19	Harvest Lane	Pugliese
	7/13/2015	2015-120	159	Pond Hill Road	
	5/26/2009	2009-029	5	Megan Lane	Yu
Outside Storage					
Camper in front yar	1/22/2020	2020-006	627	North Elm Street	Vumback
	4/8/2019	2019-021	19	Claremont Avenue	Yasensky
Container	3/1/2018	2018-005	11	Backes Court	Girard
signage, Site Plan	6/27/2017	2017-032	283	South Colony Road	Philip Scagnelli (Estate)

Violation	Complaint Date	Complaint ID	Street #	Street Name	Business/Owner Last Name
Camper/Boat/Com	6/26/2017	2017-030	14	Martin Trail	Scranton
Fill, Floodplain	10/31/2016	2006-046b	8-10	Summerwood Drive	Lohmann
	7/1/2012	2012-028	25	Meadow Street	Allen
	7/1/2012	2012-029	37	Meadow Street	McInvale
Boat/Camper/Com	8/17/2009	2009-056	140-144	Dudley Avenue	Thorsen, LLC
	7/3/2009	2008-048	136	Dudley Ave	Nalcerio
, Streamline Encroac	12/12/2006	2008-009	471	South Elm Street	Miller
	9/18/2006	2006-046	1150	Old Colony Road	Lohmann
	7/11/2005	2005-072	84	Grieb Road	Self
Outside Storage, Site Plan/Special					
unscreened dumpst	7/10/2019	2019-053	99	North Colony Street	Checker's Food Store
Parking					
	3/17/2015	2015-067	189	South Cherry Street	Torelli
Signage					
	5/7/2018	2018-011	144	Center Street	Words on Wood
	5/7/2018	2018-016	18	Center Street	Center Street Luncheonette
	5/7/2018	2018-015	156	Center Street	DHI Too

Violation	Complaint Date	Complaint ID	Street #	Street Name	Business/Owner Last Name
	5/7/2018	2018-013	88	Center Street	Catalyst Studio
	10/2/2017	2017-050	400	North Colony Street	Wallingford Tire & Auto
	6/28/2017	2017-033	424	North Colony Street	Rick's Antiques
Site Plan/Special Permit					
	3/4/2019	2019-014	30	Barnes Industrial Road South	
Notice Requirement	6/27/2018	2018-028	12-15	Wind Swept Hill Road	Paradise Hills Winery
Also Signage	11/20/2017	2016-008	765	North Colony Road	Rick's on 5
Stockpiling, Illegal re	4/24/2017	2005-026b	400	Washington Street	Taylor
	2/23/2017	2017-012	60	Prince Street	Henry McCully, Director
	4/21/2016	2016-011	250	Main Street	Brother's Pool
	7/13/2011	2011-051	315	North Colony Street	Wallingford Sam's Gulf
	5/4/2011	2011-023	128	East Street	Eagle Realty, LLC
	8/3/2009	2009-054	384	South Colony Street	dba Cheap Auto Rental
	7/27/2009	2009-045	197	Ward Street	Doolittle (CDZ, LLC)
	11/7/2007	2007-090	120	Church Street	Yalesville Properties, LLC
Stockpiling, Illegal re	1/3/2005	2005-026	400	Washington Street	Taylor

Violation	Complaint Date	Complaint ID	Street #	Street Name	Business/Owner Last Name
Stockpiling					
	6/10/2015	2015-108	279	Parker Farms Road	
Subdivision Approval					
	9/27/2009	2009-044	1370	Durham Road	DeBaise Construction Company, Inc.
Use					
Unpermitted Mobile	5/30/2019	2019-038	991	North Colony Road	Papale
Storage	5/29/2019	2019-032	156	Center Street	DHI too (business)
Commercial in Resid	1/11/2017	2017-001	63	Carriage Drive	Summers
Auto Repair	4/25/2016	2016-001	323	North Cherry Street Extension	
Commercial in Resid	10/19/2015	2015-154	6	Blakeslee Road	Smith
	6/4/2014	2014-036	187	Williams Road	Maier
Commercial in Resid	5/19/2014	2014-029	97	Saw Mill Road	Valley Racing Pigeon Club, LLC
Commercial in Resid	4/24/2014	2014-009	27	Bailey Avenue	Bailey Ave Associates
Scrap Yard Expansio	4/15/2013	2013-024	1131	South Broad Street	DFT Inc.
Commercial Vehicle	4/2/2013	2013-013	715	North Farms Road	Binnix and Mappa
motor vehicle	9/15/2012	2012-039	253	South Cherry Street	Acosta
Greenbelt	6/15/2012	2012-051	151	North Plains Industrial Road	151 North Plains Industrial Road, LLC

Violation	Complaint Date	Complaint ID	Street #	Street Name	Business/Owner Last Name
	9/21/2011	2011-061	130	East Street	Yumbla
	4/12/2011	2011-032	940	Church Street	Verner
Signage	2/3/2011	2011-010	391	Main Street	Duszynski
	10/23/2009	2009-080	412	Main Street, Yalesville	Splitting Images
Motor vehicle	9/30/2009	2003-027b	20	North Plains Highway	Stone
	4/11/2001	2013-021	12 & 15	Wind Swept Hill Road	Ruggiero
Use & Excavation/Filling					
filling in wetlands/fl	6/3/2019	2019-036	1245	Old Colony Road	Pytel
Use, Dwelling Unit(s)					
3 residential units wi	9/17/2019	2019-071	340	Quinnipiac Street	Delta Arsenal
Variance, Conditions of Variance					
	2/7/2017	2017-009	369	North Colony Street	North Colony Properties, LLC

18A

Town of Wallingford, Connecticut

TOWN ATTORNEY
GERALD E. FARRELL, SR.

ASSISTANT TOWN ATTORNEY
GEOFFREY T. EINHORN

CORPORATION COUNSEL
JANIS M. SMALL

DEPARTMENT OF LAW
WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2140
FAX (203) 294-2112
lawdept@wallingfordct.gov

MEMORANDUM

TO: Thomas Talbot, Planning and Zoning Department

FROM: Janis M. Small, Corporation Counsel

RE: Mobile Food Vendors

DATE: December 7, 2020

RECEIVED
DEC 08 2020
WALLINGFORD
PLANNING & ZONING

---

1. I agree with your comments regarding food trucks in residential zones. I question why we would allow them to be on a residential property for ten (10) consecutive days. I suggest the Commission give this further consideration. Certainly, a food truck at a family event would be a normal, residential accessory use. Permitting the ten days takes it out of that category. It makes sense to limit them to wineries (or other specific uses) in such zones with whatever restrictions the Commission deems appropriate.

2. With respect to the commercial zones, I agree with consolidating and clarifying the sections. Is the section intended to allow the trucks as a separate use or associated with a business? If the latter, the new 2.b should be reworked to state that the business/property owner is permitted to have a food truck on the property for no more than twenty (20) days per year.

If the trucks are simply being allowed in these zones, independent of the use on the property, then different trucks/vendors could be on the same property for twenty (20) days each, throughout the entire year. Is that the intent? If not, the regulation needs to be revised to reflect that the property and/or business may have a food truck on the premises for a limited number of days on the property.

Janis M. Small
Corporation Counsel

JMS/bjc

18B

Food Trucks (Mobile Food Vendor)

A.

The following language is currently found in the Wallingford Zoning Regulations under the category of "permitted and do not require any zoning approval" in zoning districts 4.1, 4.2, 4.4(A), 4.4(B), and 4.22
All residential except for 4.22 = Tracy Zone:

The following uses are permitted and do not require any zoning approval:
1.Mobile Food Vendor provided all of the following conditions are met:
a.Will not be located/parked on a property for more than ten 10 consecutive days; AND
b.Will not be located/parked on a property for more than twenty (20)days in any 365-day period. 06/14/14

If Wineries are the only issue in these districts than I might suggest the following along with complete deletion from Section 4.22 :

Add Section 4.2.E.3.i.IX;
Mobile Food Vendors limited to one vehicle at any one time and limited to Thursday through Sunday operation/location on the site.

Add to Section 4.2.H.
1.Mobile Food Vendor ***(except for Farm Wineries per Section 4.2.E.3.i.IX)*** *provided all of the following conditions are met:*
a.Will not be located/parked on a property for more than ten (10 consecutive days; AND
b.Will not be located/parked on a property for more than twenty (20)days in any 365-day period. 06/14/14

Commissioners may want to consider the extremely permissive food truck regulations in residential districts. Is it really the goal of the Commission to permit food trucks on any residential property except somehow where there are wineries? Maybe worth a discussion .

B

The following language is currently found in the Wallingford Zoning Regulations under the categories of both "subject to approval of a zoning permit" and "permitted and do not require any zoning approval" in commercial zoning districts 4.5, 4.6, 4.8, 4.9, 4.10, 4.11, and 4.16 and 4.22:

The following uses are permitted subject to approval of a Zoning Permit:

2. Mobile Food Vendor, subject to the following: 06/14/14

a. Must be removed from the permitted location for at least four (4) hours in any 24 hour period.

b. Must be located on private property, and provide written permission from the owner of said property.

c. Must be located within permitted parking area, not within any required landscaped areas.

d. If vendor occupies parking spaces, those spaces must be in excess of the other current uses on the site. Should such use(s) on the site change so as to require said spaces so as to comply with parking requirements, the mobile food vendor shall no longer be permitted occupy said spaces.

e. Must also have available tow (2) parking spaces in addition to those required for the other current uses on the site. Should such use(s) on the site change so as to require said spaces so as to comply with parking requirements, the mobile food vendor shall no longer be permitted to utilize said spaces.

f. Must be mounted on wheels or other method of moveable design, and must be readily moveable. If the operation is not immediately mobile, it shall be considered a "building" and be required to comply with applicable regulations for buildings.

g. Must be self-contained; connections to external utilities shall not be permitted.

h. Shall not have any signage beyond that which is affixed to the food service unit; temporary signage per Section 6.9.C shall not be permitted for a mobile food vendor.

i. No storage or location of any materials, seating, or other items associated with the mobile food vendor shall be permitted to be kept or located outside of the food service unit.

j. Shall obtain any necessary approvals under Health Code, Ordinance, or any other state or local requirements.

And

The following uses are permitted and do not require any zoning approval:

1. Mobile Food Vendor provided all of the following conditions are met:

a. Will not be located/parked on a property for more than ten (10 consecutive days; AND

b. Will not be located/parked on a property for more than twenty (20) days in any 365-day period. 06/14/14

It is clear that existing language is already significantly permissive in respect to food trucks in these districts. Commissioners should review these current standards to determine what standards need to be added or deleted.
Are there specific uses where food trucks are of particular concern? Should we be calling out those uses specifically (as I have done for residential districts) or should standards for food trucks on commercial properties be revised for all uses?

In any event I believe that the two above existing sections are somewhat contradictory and confusing.
They should be consolidated.

Eliminate the "Permitted and do not require any zoning approval" wording from all of the above sections of the regulations and add to the "subject to a zoning permit" wording in all the above sections plus Section 4.22

The following uses are permitted subject to approval of a Zoning Permit:

2. Mobile Food Vendor, subject to the following: 06/14/14

a. Must be removed from the permitted location for at least four (4) hours in any 24 hour period.

b. Will not be located/parked on a property for more than twenty twenty (20) days in any 365 day period.

~~b~~c. Must be located on private property, and provide written permission from the owner of said property.

~~c~~d. Must be located within permitted parking area, not within any required landscaped areas.

~~d~~e. If vendor occupies parking spaces, those spaces must be in excess of the other current uses on the site. Should such use(s) on the site change so as to require said spaces so as to comply with parking requirements, the mobile food vendor shall no longer be permitted occupy said spaces.

~~e~~f. Must also have available tow (2) parking spaces in addition to those required for the other current uses on the site. Should such use(s) on the site change so as to require said spaces so as to comply with parking requirements, the mobile

food vendor shall no longer be permitted to utilize said spaces.

~~f~~g. *Must be mounted on wheels or other method of moveable design, and must be readily moveable. If the operation is not immediately mobile, it shall be considered a "building" and be required to comply with applicable regulations for buildings.*

~~g~~h. *Must be self-contained; connections to external utilities shall not be permitted.*

~~h~~i. *Shall not have any signage beyond that which is affixed to the food service unit; temporary signage per Section 6.9.C shall not be permitted for a mobile food vendor.*

~~i~~j. *No storage or location of any materials, seating, or other items associated with the mobile food vendor shall be permitted to be kept or located outside of the food service unit.*

~~j~~k. *Shall obtain any necessary approvals under Health Code, Ordinance, or any other state or local requirements.*

Then add the following to Sections 4.8 (Industrial), 4.9 (I-X), 4.10 (I-5), 4.11, and 4.16 (RF-40 and 4.22(T-30)

The following uses are permitted subject to approval of a Zoning Permit:

2. Mobile Food Vendor, subject to the following:

a. Must be removed from the permitted location for at least four (4) hours in any 24 hour period ***and will not be located/parked on a a property for more than twenty (20) days in any 365 day period except per Section ----b., below .***

b. For any brewery or cidery operating under a Manufacturers Permit for Beer or Cider issued by the State of Connecticut Division of Liquor Control Mobile Food Vendors will be limited to one vehicle at any one time and limited to Thursday through Sunday operation/location on the site.They will not be subject to the time limitations of Section….a.

~~b~~c. *Must be located on private property, and provide written permission from the owner of said property.*

~~c~~d. *Must be located within permitted parking area, not within any required landscaped areas.*

~~d~~e. *If vendor occupies parking spaces, those spaces must be in excess of the other current uses on the site. Should such use(s) on the site change so as to require said spaces so as to comply with parking requirements, the mobile food vendor shall no longer be permitted occupy said spaces.*

~~e~~f. Must also have available tow (2) parking spaces in addition to those required for the other current uses on the site. Should such use(s) on the site change so as to require said spaces so as to comply with parking requirements, the mobile food vendor shall no longer be permitted to utilize said spaces.

~~f~~g. Must be mounted on wheels or other method of moveable design, and must be readily moveable. If the operation is not immediately mobile, it shall be considered a "building" and be required to comply with applicable regulations for buildings.

~~g~~h. Must be self-contained; connections to external utilities shall not be permitted.

~~h~~i. Shall not have any signage beyond that which is affixed to the food service unit; temporary signage per Section 6.9.C shall not be permitted for a mobile food vendor.

~~i~~j. No storage or location of any materials, seating, or other items associated with the mobile food vendor shall be permitted to be kept or located outside of the food service unit.

~~j~~k. Shall obtain any necessary approvals under Health Code, Ordinance, or any other state or local requirements.

19 A

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KACIE A. HAND, A.I.C.P.
TOWN PLANNER

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

ANNUAL REPORT 2020

The year 2020 was, unsurprisingly, an outlier in terms of both the rate of land development in the Town of Wallingford as well as the corresponding workload for both Planning and Zoning Department staff and Commission. The overall economic slowdown occasioned by the spread of the Covid 19 virus was clearly reflected in the relative lack of land use development activity over the last 12 months. In addition to economic uncertainty, personal quarantining and lack of accessibility to many government services may have also contributed to reduced levels of activity.

What was of some surprise, however, was that although the overall number of applications was down from 2019 (and a little below the five year average shown below) the office and the Commission were fairly busy. In fact the Commission had enough in the way of applications of one sort or another to result in the conducting of every scheduled Regular Meeting of 2020 with the exception of April. In addition to the approval of a 36-unit Housing Opportunity Development 12 additional multi family dwelling units (a combination of accessory apartments, R-6 multifamily conversions and Town Center second floor apartments) were approved over the course of the year.

Commercial activity is somewhat underreported in Table 2 below in that the most significant approval of the year, an 80,000sf conversion of a trucking terminal into an Amazon distribution facility on South Cherry Street, involved only minor new building construction. Other significant approvals which did not include new building construction involved Fill an Excavation permits for Toelles and Northrop Roads as well as outside storage on Sterling Drive. Approvals for new commercial/ institutional uses were limited to the Choate Rosemary Hall, Wallingford Funeral Home and a small warehouse on North Plains Industrial Highway.

The Planning and Zoning Commission and staff continue to pursue recommendations in the Plan of Conservation and Development (POCD); workshops were held to discuss modifications to the Industrial Expansion (IX) and Interchange (I-5) Districts. Proposed regulation amendments were brought to Public Hearing late in the year. It was determined during the Public Hearings that more research was necessary before amendments could be considered. They were withdrawn with an intent to resubmit in the Spring of 2021. Other regulation amendments introduced Wellness Centers into the Zoning Regulations as a permitted use in the Town Center Districtas well as reduced parking requirements for restaurants in all districts in which they are allowed.

Table 1. Count of applications (by year) submitted over the last 10years:

Year	Subdivisions	Site Plans	Changes of Use	Special Permits	Reg./Zone Changes	Zoning Permits	PZC Initiated	TOTAL
2020	0	21	15	13	5	19	2	75
2019	0	36	22	14	0	17	3	92
2018	3	24	20	13	2	6	3	71
2017	2	44	17	11	2	-	7	83
2016	3	40	20	16	4	-	1	81
2015	1	43	22	15	7	1	2	91
2014	5	55	13	20	4	6	6	109
2013	2	38	21	24	1	7	2	95
2012	2	31	21	9	1	6	1	71
2011	-	27	19	12	3	-	10	70

printed on 100% recycled paper

Table 2. Commercial/Ind/Inst Building (by sf) and Residences(by unit) approved (by year)over the past fifteen (15) years:

Year		Comm./Ind./Inst. Sq.Ft.	Multi-Family* Units	Subdivision Lots Res.	Subdivision Lots Comm./Ind.	TOTAL
2020		14,360	48	0	0	0
2019		237,644	17	0	0	0
2018	Approved	47,303	27	0	0	0
2018	Applied For	1,404,023	27	0	2	2
2017		43,328	46	5	2	7
2016		145,686	193	9	0	9
2015		95,622	7	1	0	1
2014		43,684	46	26	0	26
2013		493,656	0	5	0	5
2012		104,398	0	0	5	5
2011		102,694	36	0	8	8
2010		246,573	0	1	33	34
2009		100,382	46	0	0	0
2008		226,621	0	0	25	25
2007		528,053	16	0	84	84

*Includes single-family detached condominium units, multi-family conversions, Town Center conversionsand Accessory Apartments\

Number of applications in 2020 was the fourth lowest over the documented 10 year period (Table 1). This reduction was most clearly reflected in the number of approved site plans in 2019 (36) compared to 2020 (21).The most notable information from Table 1, however, (Site Plan approval reductions notwithstanding) is the consistency of most 2020 approval numbers with those of the previous five years. In particular, the 13 Special Permits approved in 2020 is only slightly below the five year median figure of 13.4.

Looking forward the Planning and Zoning Commission will, in the near term, not only be looking at IX and I-5 regulation amendments, but also at possible revisions to the recently enacted Town Center District as well as regulations concerning the location of food trucks throughout Town. The Plan of Conservation and Development Implementation Committee will also be working on bring about change on a variety of regulatory levels intended to reflect policies called for in the POCD. Of immediate concern would be the creation of administrative process to enable the Town to receive payment in lieu of on-site parking in the Town Center District as well as working with the Regional Council of Governments as well CT Transit to more closely coordinate efforts to maximize the benefit of public transit resources to the citizens of Wallingford.

In terms of private development it is difficult at this point to predict what even the near future may hold for Wallingford. Although the department does still deal with a fair number of inquiries concerning economic development opportunities it is simply not possible to determine who is waiting for a more stable social and economic climate to develop, who may have given up on plans or who may come in with an application in a month. Even the economic currency of a use such as an e-commerce distribution center could represent either a sign of post pandemic growth to come or simply a land use "one off " with little connection to a wider developmental narrative. What does seem certain however is that this lack of clarity will persist at least until the current pandemic is brought under control.

ZONING ENFORCEMENT 2020

Enforcement activity in 2020 was also reflective of the global pandemic. The year began with nearly as many new and continuing violations as those closed in past years. The onset of the pandemic in March 2020 began to alter this pattern. Residents were working remotely, unemployment surged as businesses were closed either temporarily or permanently and many that stayed open operating with reduced capacity and staff. Business models, site configurations, meeting schedules, deadlines and social interaction adjusted as per Governor's Executive orders.

Enforcement efforts were adjusted accordingly. Residential violations increased as more activity was conducted from the home and neighbors were more aware of such activity. New commercial violations decreased as business activity slowed. The Zoning Board of Appeals saw more applications as the pandemic seemed to allow residents more time for home improvement projects and businesses adapted to the changing environment. Moreover, several long-term violations and problematic sites were brought into compliance as focus was shifted in office.

New zoning violations for 2020 were included a number of unpermitted dwelling units due in part to both an increase in property transfers and the increased need for property owners to seek additional or alternate forms of revenue. There continues to be concerted collaboration among departments seeking compliance for both zoning violations and related violations from other Town Departments.

Respectfully submitted,

_____

V. James Seichter, Chairman
Wallingford Planning & Zoning Commission

REGULAR MEMBERS
V. James Seichter, Chairman
J.P. Venoit, Vice-Chair
Rocco Matarazzo, Secretary
James Fitzsimmons
Jeffrey Kohan

ALTERNATE MEMBERS
Armand Menard
Steve Allinson
Jaime Hine

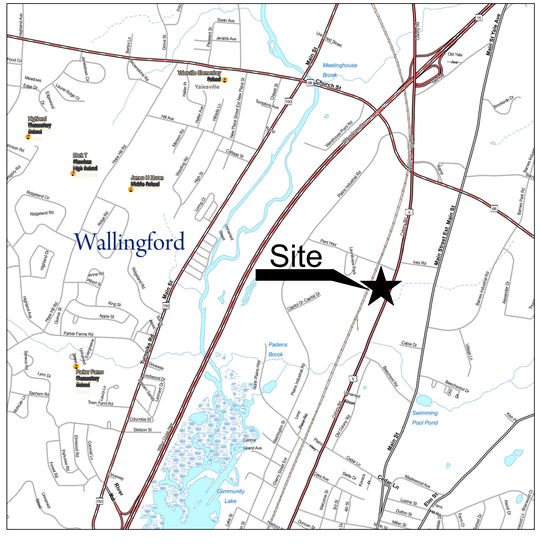
Site Improvements & Modifications

DUNKIN'

694 North Colony Road
Wallingford, Connecticut

Prepared For

694 North Colony Realty, LLC



LOCATION MAP

Owner / Applicant:

694 North Colony Realty, LLC
98 Shore Road
Waterford, Connecticut

SHEET INDEX

C000	TITLE SHEET
--	PROPERTY SURVEY
C100	SITE LAYOUT PLAN
C101	DELIVERY VEHICLE MANEUVERING PLAN
C200	SITE CONSTRUCTION DETAILS
C201	SITE CONSTRUCTION DETAILS - DUNKIN' SIGNAGE

GR Engineering, LLC
Licensed Professional Engineers
Design/Build Services
155 East Main Street - Unit #3
Thomaston, Connecticut 06787
(860)238-5000
info@gr-engineering.net

COPYRIGHT © 2021 BY GR ENGINEERING, LLC. ALL DESIGNS PRESENTED ARE THE SOLE PROPERTY OF GR ENGINEERING, LLC AND MAY NOT BE USED, REPRODUCED OR DISTRIBUTED WITHOUT PERMISSION FROM GR ENGINEERING, LLC

Site Improvements & Modifications
DUNKIN'
694 North Colony Road
Wallingford, Connecticut
Prepared For
694 NORTH COLONY REALTY, LLC

Gary Reola, P.E. #23741

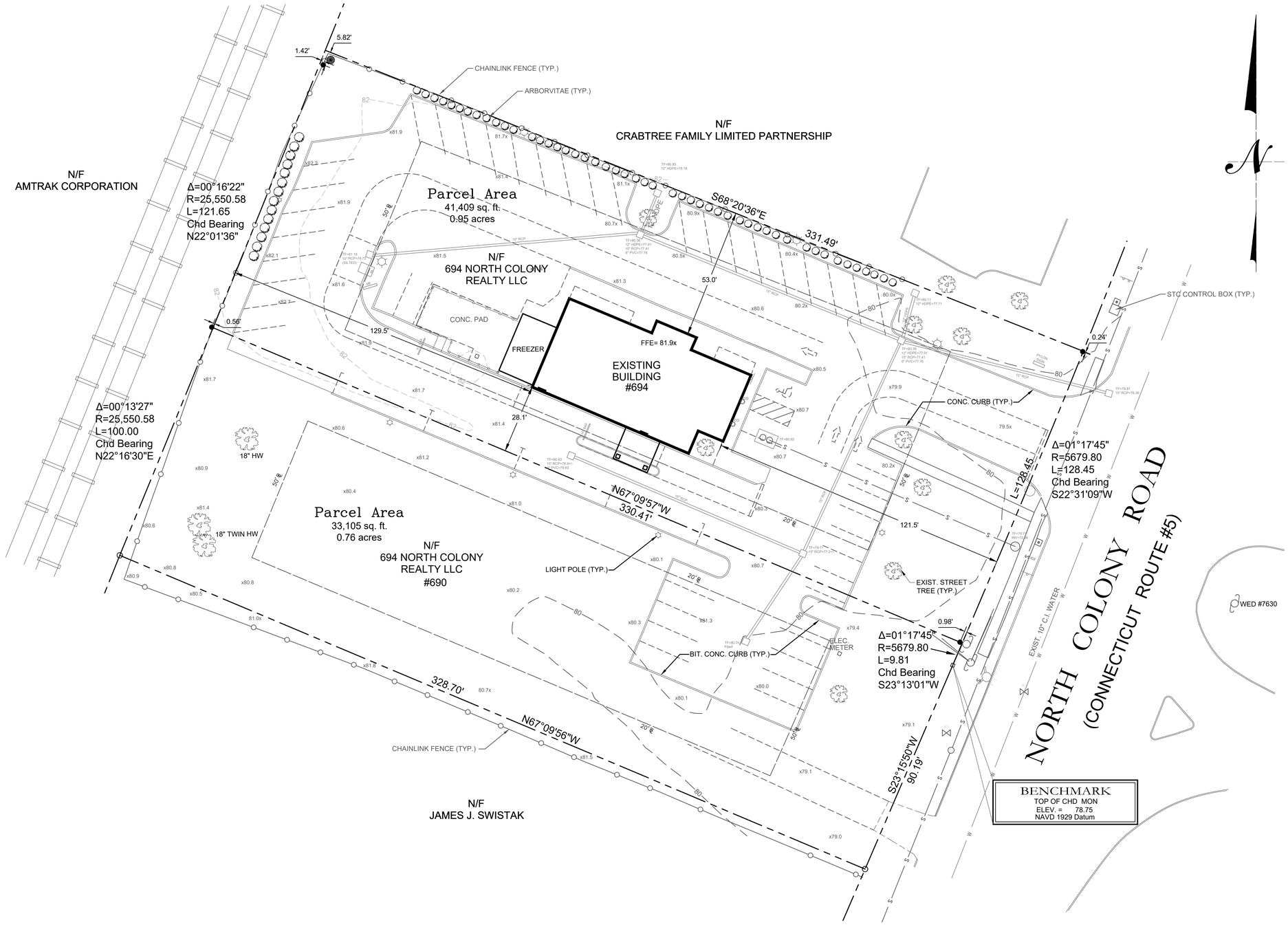
No.	Description	Date
A	Site Plan Application	01/15/21
B	Per Engineering Dept. Comments	02/26/21

Sheet Name: TITLE SHEET

Project #: 18100.10
Issue Date: 09/03/20
Sheet No.: C000
Drawn By: BP
Checked By: GR

LEGEND

- = Existing utility pole
- = Existing light pole
- = Existing fire hydrant
- = Existing water valve
- = Existing gas valve
- = Existing underground pipe
- = Existing edge of pavement
- = Existing bituminous concrete lip curb
- = Existing stonewall
- = Existing well
- = Existing catch basin
- = Existing drainage manhole
- = Existing sanitary manhole
- = Existing utility box
- = Existing contour
- x000.0 = Existing spot elevation
- = Existing iron pin
- = Existing drill hole
- = Existing monument



SURVEY NOTES:

1. This map has been prepared pursuant to the Regulation of Connecticut State Agencies Sections 20-300b-1 through 20-300b-20 and the "Standards for Surveys and Maps in the State of Connecticut" as adopted by the Connecticut Association of Land Surveyors, Inc. on September 26, 1996.

2. Type of survey performed: Property Survey

3. Boundary determination category: Dependent Resurvey

4. Class of accuracy:
Horizontal: A-2
Vertical: T-2

5. The intent of this map is to depict or note the position of boundaries with respect to: (A) locations of all boundary monumentation found or set; (B) Apparent improvements and features, including as a minimum: dwellings, barns, garages, sheds, driveways, roadways, surface utilities, visible bodies of water and swimming pools; (C) record easements and visible means of ingress and egress; (D) record and apparent means of ingress and egress; (E) lines of occupation, including as a minimum: fences, walls, hedges and yards; (F) deed restrictions pertaining to the location of buildings or other apparent improvements; (G) unresolved conflicts with record deed descriptions and maps; (H) all apparent boundary encroachments; and (I) monumentation required to be set at all corners created by a deflection angle of not less than 70 degrees between two consecutive courses at an intervals not to exceed 600 feet (180 meters) along the boundaries between said corners, except where natural or man-made monumentation defines or occupies the line.

6. Map References:

a) "Boundary Survey, Land of, The Dick Corporation, 859 North Colony Road, Wallingford, CT, Date: 8/17/88, Scale:1"=40'," by Conklin & Soroka, Inc.

b) "Map Showing Plots A & B, the Property of, Appolonia Furman, Wallingford, Conn., Scale:1"=40', Mar. 3, 1965," by R.H. Johnson.

c) "Map, Showing Property of, M.E. Swistak, J.F. Dadderio, C.F. Bell & Mathew Furman, Sistuated in the, Town of Wallingford, Connecticut, July 1940, Scale:1"=40'," by Philip A. Meriau.

d) "Connecticut State Highway Department, Right of Way Map, Town of Wallingford, North Colony Road, from North St. Northeasterly to Ives Road, Route U.S. 5-A, Scale:1"=40', Number 148-01, Sheet No. 2 of 2, last dated: May 31, 1932.

7. Per agreement with property owner no boundary corners were set by this survey unless noted hereon. All monumentation found is depicted or noted hereon.

8. Zone: RF-40

9. Total area: #694 - 41,409 S.F. / 0.95Ac. // #690 - 33,105 S.F. / 0.76 Ac.

10. Owner: 694 North Colony Realty, LLC

11. Town of Wallingford Assessors Map #63 / Lot 27 & 28.

12. Deed Filed in volume 1320 / page 135-138.

13. This survey does not include the location of any underground improvements or encroachments, subsurface utility lines or buried debris. Nor does it necessarily reflect the existence of any waste dumps or hazardous materials. The underground items depicted or noted are approximate and are not guaranteed. Notify "CALL BEFORE YOU DIG" 1-800-922-4455 prior to any excavation operations.

09/03/20	Misc. Updates
DATE	REVISION

To the best of my knowledge and belief, this map is substantially correct as noted hereon.

Stephen M. Giudice, L.S. #70145 Reg. No.

NOT VALID UNLESS EMBOSSED SEAL IS AFFIXED HERETO

Existing Conditions Survey
Prepared For
694 NORTH COLONY REALTY, LLC
690 & 694 North Colony Road
Wallingford, Connecticut
January 28, 2014 Scale: 1" =20'
20' 10' 0 10' 20'

PROJECT #: PJN | F.B. #: 473 | DWG. #: D3391

cole
HARRY E. COLE & SON
engineering. surveying. planning.
876 South Main Street
P.O. Box 44
Plantsville, CT 06479 - 0044
Tel: (860) 628-4484
Fax: (860) 620-0196
www.hecole.com

Z:\PROJECTS\DUNN\19100.15 - Rocha - 694 North Colony Rd Wallingford\01_Design\13_Civil\C000 - Survey Map.dwg, 3/1/2021 9:44:23 AM

Notes:

1. Owner: 694 North Colony Realty LLC
2. Applicant: 694 North Colony Realty LLC
3. Assessors: Map 63, Lots 27 & 28.
4. Area of Parcel: 74,514 s.f. or 1.71 acres.
5. Parcel is zoned: RF-40.
6. Present use: Restaurant.
7. Proposed use: Restaurant.
8. Area of disturbance: 20,000 s.q. ft. or 0.45 acres more or less.
9. Prior to any excavation, contractor to notify "CALL BEFORE YOU DIG," 1-800-922-4455.
10. All existing utilities from best information available and field locations, contractor must verify all locations, dimensions, and elevations prior to construction.
11. Contour interval = two (2) foot.
12. Elevations per map reference #1.
13. Site is serviced by town water and sewer.
14. All earth slopes to be two feet horizontal to one foot vertical maximum.
15. Erosion and Sedimentation control to follow Connecticut Council on Soil and Water Conservation Manual entitled "2002 Connecticut Guidelines for Soil Erosion and Sediment Control" as amended to date.
16. Parking spaces provided: 33.
17. Street number: 694 North Colony Road.
18. All work in connection with this plan shall be completed within five years of the date of approval, or the approval is no longer valid.
19. Any regulated activity in a designated Inland Wetland not a part of this plan shall require a separate Inland Wetland Permit.
20. Planning and Engineering Departments to be notified at 203-294-2090 and 203-294-2035, 24 hours before site grading begins.
21. All site work shall conform to specifications as outlined in C.D.O.T. Form 816, dated 2004 as amended to date.
22. No inland wetlands exist on the property or within 100 feet.
23. All areas disturbed by construction to be restored with 5" of loam and seeded.
24. All proposed site lighting fixtures shall be full cut-off type with recessed lenses only. All existing lighting shall be modified, replaced or adjusted to comply with full cut-off requirements.
25. Where feasible, all existing vegetation shall remain.
26. No outside storage is proposed on this plan.
27. All pertinent construction shall conform to all applicable Town of Wallingford standard specifications and details.
28. A pre-construction meeting with the owner/applicant, contractor, consultant, and town planning & engineering officials shall be conducted prior to construction.
29. Parcel is not located in 100 year flood zone per Flood Insurance Rate Maps, Town of Wallingford, Connecticut, New Haven County, Map Number 09009C0306H, effective date December 17, 201 & Map Number 09009c0302J, effective date May 16, 2017.
30. Subject property does not contain any listed endangered species as per State of Connecticut D.E.E.P. Natural Diversity Data Base State and Federal Map of Listed Species and Significant Natural Communities, Wallingford, CT
31. Subject property does not contain any aquifer protection districts.

Map Reference:

1.) Existing Conditions Survey Prepared For 694 North Colony Realty, LLC, 690 & 694 North Colony Road, Wallingford, Connecticut, January 28, 2014, Scale 1"=20" by Harry E. Cole & Son.

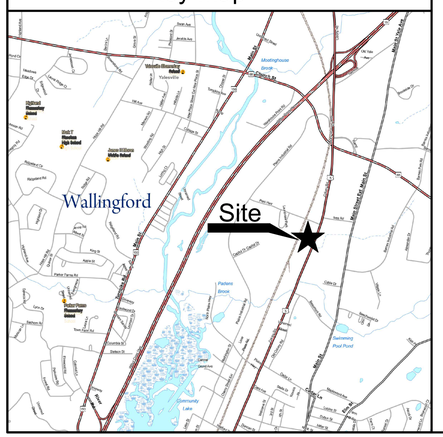
Owner/Applicant:

694 North Colony Realty LLC
98 Shore Road
Waterford, Connecticut 06385

Plan Legend

Existing		Proposed
□	Catch Basin	◪
Ⓓ	Storm Manhole	◔
Ⓢ	Sanitary Manhole	●
========	Storm Sewer Pipe	=========
——S——	Sanitary Sewer	——S——
-x-x-x-x-	Fence	-□-□-□-□-
	Fire Hydrant	
100	Contour	100
x100.0	Spot Elevation	x100.0
	E.O.P.	
	Utility Pole	
W	Water Main	W
G	Gas	G
E	Electric	E
T	Telephone	T
	Light Pole	

Key Map



Signage Allowances

PER SECTION 6.9.D.4.1 OF THE CITY OF WALLINGFORD ZONING REGULATIONS, THE TOTAL AGGREGATE SURFACE AREA OF ALL BUSINESS SIGNS ON A LOT SHALL NOT EXCEED 1 SQUARE FOOT FOR EACH LINEAL FOOT OF THE BUILDING WHERE THE PRIMARY ENTRANCE AND/OR DISPLAY WINDOWS ARE LOCATED.

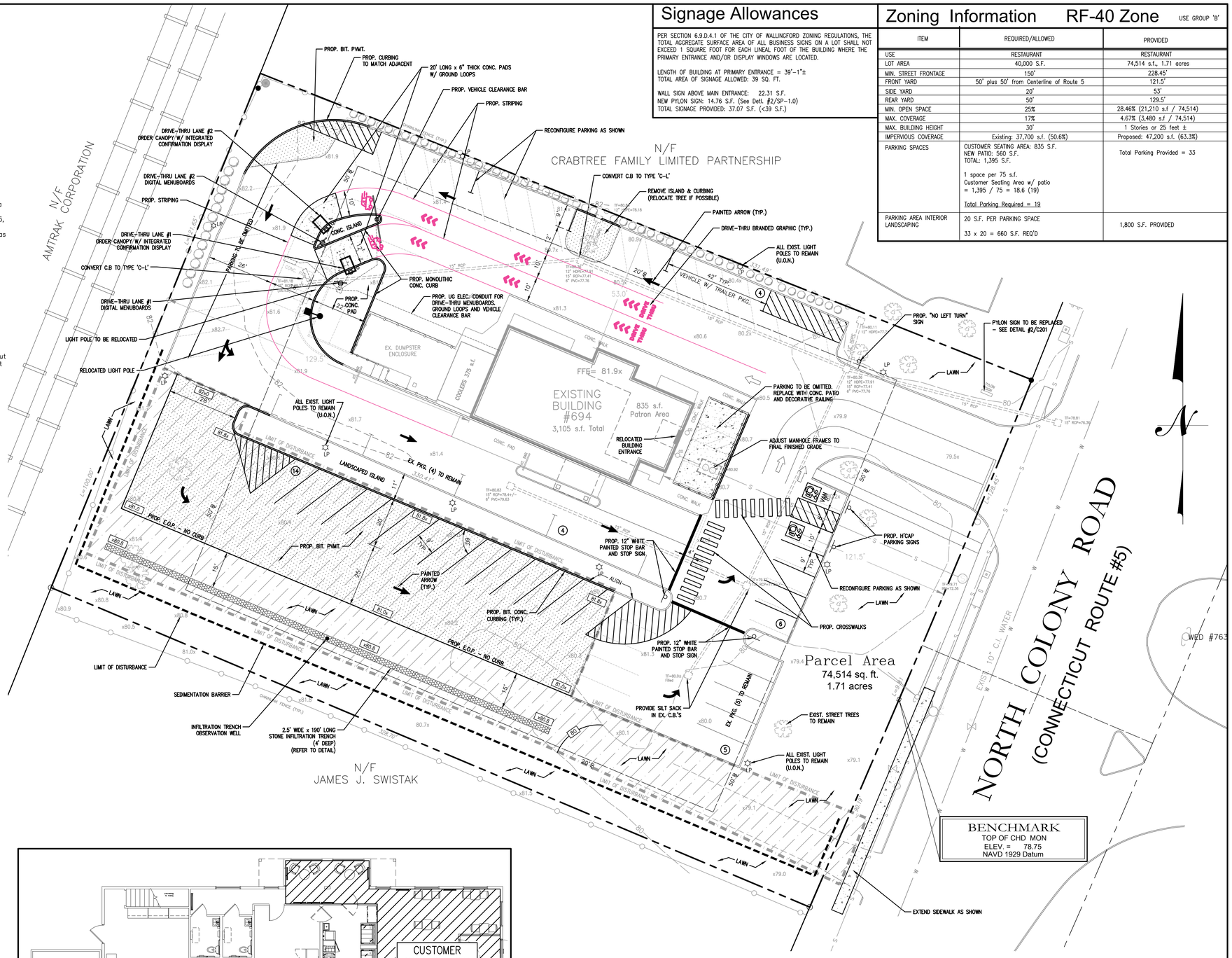
LENGTH OF BUILDING AT PRIMARY ENTRANCE = 39'-1"±
TOTAL AREA OF SIGNAGE ALLOWED: 39 SQ. FT.

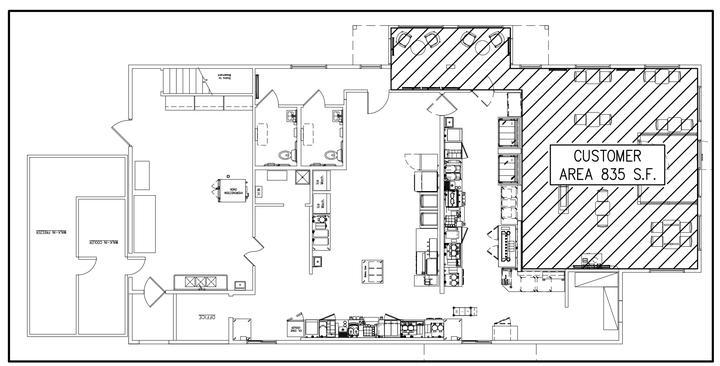
WALL SIGN ABOVE MAIN ENTRANCE: 22.31 S.F.
NEW PYLON SIGN: 14.76 S.F. (See Detl. #2/SP-1.0)
TOTAL SIGNAGE PROVIDED: 37.07 S.F. (<39 S.F.)

Zoning Information RF-40 Zone

USE GROUP 'B'

ITEM	REQUIRED/ALLOWED	PROVIDED
USE	RESTAURANT	RESTAURANT
LOT AREA	40,000 S.F.	74,514 s.f., 1.71 acres
MIN. STREET FRONTAGE	150'	228.45'
FRONT YARD	50' plus 50' from Centerline of Route 5	121.5'
SIDE YARD	20'	53'
REAR YARD	50'	129.5'
MIN. OPEN SPACE	25%	28.46% (21,210 s.f / 74,514)
MAX. COVERAGE	17%	4.67% (3,480 s.f / 74,514)
MAX. BUILDING HEIGHT	30'	1 Stories or 25 feet ±
IMPERVIOUS COVERAGE	Existing: 37,700 s.f. (50.6%)	Proposed: 47,200 s.f. (63.3%)
PARKING SPACES	CUSTOMER SEATING AREA: 835 S.F. NEW PATIO: 560 S.F. TOTAL: 1,395 S.F. 1 space per 75 s.f. Customer Seating Area w/ patio = 1,395 / 75 = 18.6 (19) Total Parking Required = 19	Total Parking Provided = 33
PARKING AREA INTERIOR LANDSCAPING	20 S.F. PER PARKING SPACE 33 x 20 = 660 S.F. REQ'D	1,800 S.F. PROVIDED





FLOOR PLAN

Scale: 1"=10'

SITE LAYOUT PLAN

Scale: 1"=20'

SCALE 1"=20'

0' 10' 20' 40' 60'

THIS DOCUMENT HAS BEEN PREPARED AS PART OF THE TOWN OF WALLINGFORD T.P.Z. APPLICATION PROCESS AND CAN NOT BE CONSIDERED FINAL NOR USED FOR CONSTRUCTION PURPOSES UNTIL ALL NECESSARY APPROVALS HAVE BEEN ATTAINED.

NOTIFY "CALL BEFORE YOU DIG" AT 1-800-922-4455 48 HOURS PRIOR TO ANY EXCAVATION FOR UNDERGROUND UTILITY INFORMATION.

GR Engineering, LLC
Licensed Professional Engineers
Design/Build Services
135 East Main Street - Unit #5
Thomaston, Connecticut 06787
(860)238-5000
info@gr-engineering.net

COPYRIGHT © 2021 BY GR ENGINEERING, LLC. ALL DESIGNS PRESENTED ARE THE SOLE PROPERTY OF GR ENGINEERING, LLC AND MAY NOT BE USED, REPRODUCED OR DISTRIBUTED WITHOUT PERMISSION FROM GR ENGINEERING, LLC

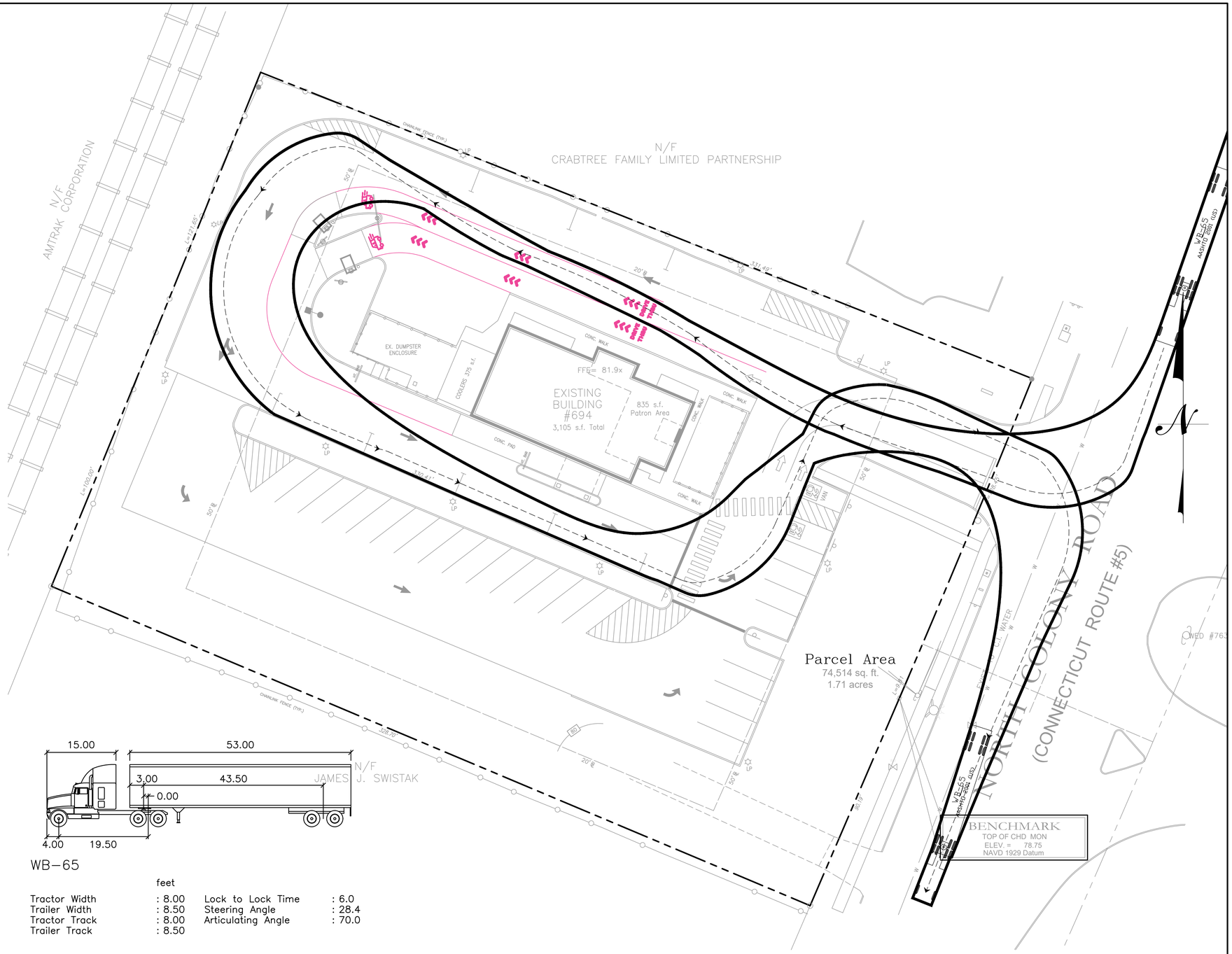
Site Improvements & Modifications
DUNKIN'
694 North Colony Road
Wallingford, Connecticut
Prepared For
694 NORTH COLONY REALTY, LLC

Gary Reolo, P.E. #25741

No.	Description	Date
A	Site Plan Application	01/15/21
B	Per Engineering Dept. Comments	02/26/21

Sheet Name: SITE LAYOUT PLAN
Project #: 18100.10
Issue Date: 09/03/20
Sheet No.: C100
Drawn By: BP
Checked By: GR

Z:\PROJECTS\DUNKIN\18100.10 - Rocky - 694 North Colony Rd Wallingford\01 Design\13_Civil\C100 - Site Layout Plan.dwg, 3/1/2021 8:48:43 AM



WB–65

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

DELIVERY VEHICLE MANEUVERING PLAN - WB-65

Scale: 1"=20'

SCALE 1"=20' — 0' 10' 20' 40' 60'

THIS DOCUMENT HAS BEEN PREPARED AS PART OF THE TOWN OF WALLINGFORD T.P.Z. APPLICATION PROCESS AND CAN NOT BE CONSIDERED FINAL NOR USED FOR CONSTRUCTION PURPOSES UNTIL ALL NECESSARY APPROVALS HAVE BEEN ATTAINED.

GR Engineering, LLC
Licensed Professional Engineers
Design/Build Services
135 East Main Street - Unit #5
Thomaston, Connecticut 06787
(860)238-5000
info@gr-engineering.net

COPYRIGHT © 2021 BY GR ENGINEERING, LLC. ALL DESIGNS PRESENTED ARE THE SOLE PROPERTY OF GR ENGINEERING, LLC AND MAY NOT BE USED, REPRODUCED OR DISTRIBUTED WITHOUT PERMISSION FROM GR ENGINEERING, LLC

Site Improvements & Modifications

DUNKIN'

694 North Colony Road

Wallingford, Connecticut

Prepared For

694 NORTH COLONY REALTY, LLC

Gary Reola, P.E. #25741

No.	Description	Date
A	Sheet Added	01/15/21

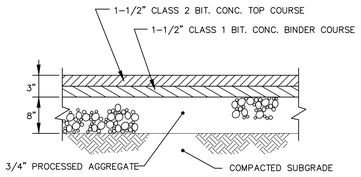
Sheet Name: DELIVERY VEHICLE MANEUVERING PLAN

Project #:	Issue Date:
18100.10	09/03/20

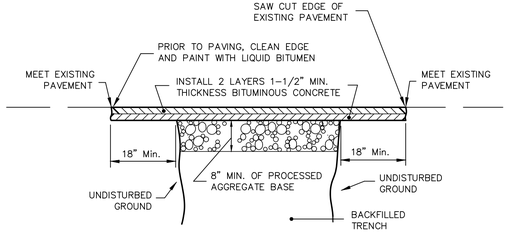
Sheet No.: C101

Drawn By:	Checked By:
BP	GR

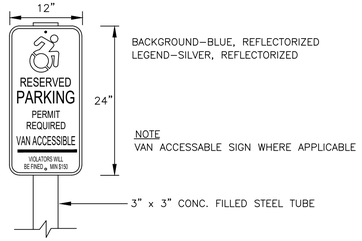
Z:\PROJECTS\DUNKIN\18100.10 - Roche - 694 North Colony Rd Wallingford\01_Design\13_CivilC3D\ - Site Layout Plan.dwg, 3/1/2021 9:46:43 AM



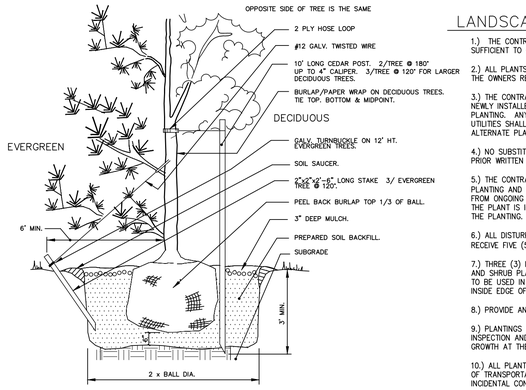
PAVEMENT SECTION
N.T.S.



PERMANENT PAVEMENT REPAIR
N.T.S.



HANDICAP SIGN
N.T.S.



PLANTING DETAIL – TREE
N.T.S.

LANDSCAPE NOTES:

1.) THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIAL IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN.

2.) ALL PLANTS AND MATERIALS SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON SITE.

3.) THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MAY OCCUR BETWEEN PLANTING AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.

4.) NO SUBSTITUTION OF PLANT MATERIALS WILL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.

5.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE (INCLUDING EXISTING TO REMAIN) FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF THE PLANTING.

6.) ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE FIVE (5) INCHES OF LOAM AND SEED.

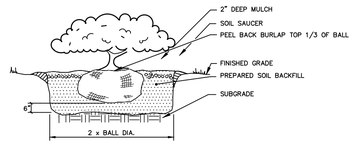
7.) THREE (3) INCHES OF BARK MULCH SHALL BE USED AROUND THE TREE AND SHRUB PLANTINGS AS SPECIFIED IN DETAILS. WHERE BARK MULCH IS TO BE USED IN A CURBED ISLAND THE BARK MULCH SHALL MEET THE TOP INSIDE EDGE OF THE CURB.

8.) PROVIDE AN APPROVED WEED BARRIER UNDER ALL BARK MULCH.

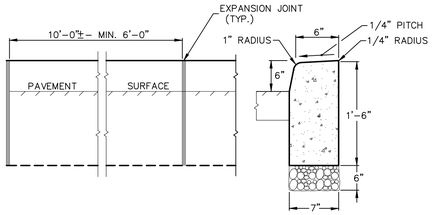
9.) PLANTINGS SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEE PERIOD.

10.) ALL PLANTING SHALL CONFORM TO STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION – LATEST EDITION.

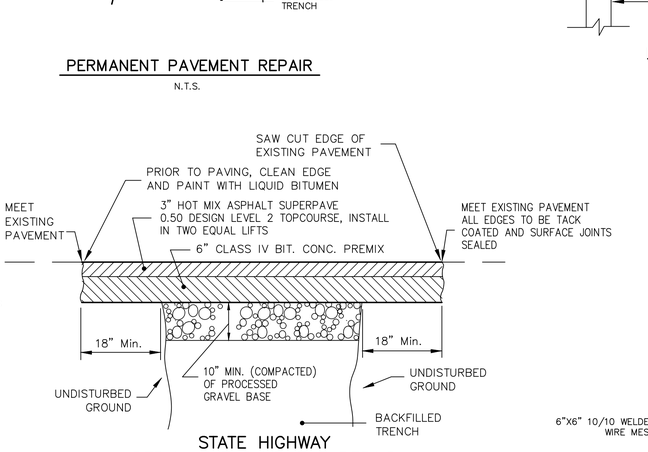
PLANTING DETAILS



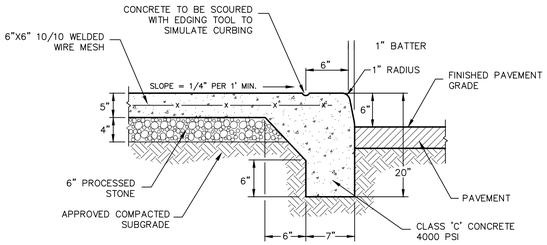
PLANTING DETAIL – SHRUB
N.T.S.



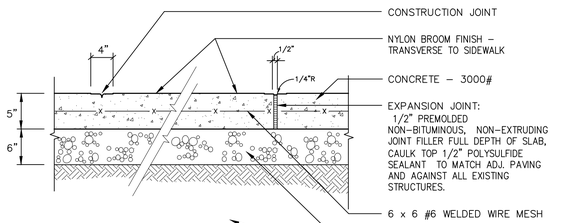
CONCRETE CURBING DETAIL
N.T.S.



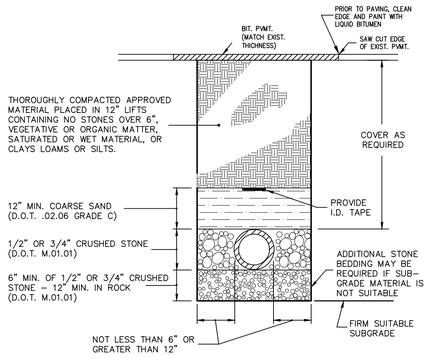
STATE HIGHWAY PERMANENT PAVEMENT REPAIR
N.T.S.



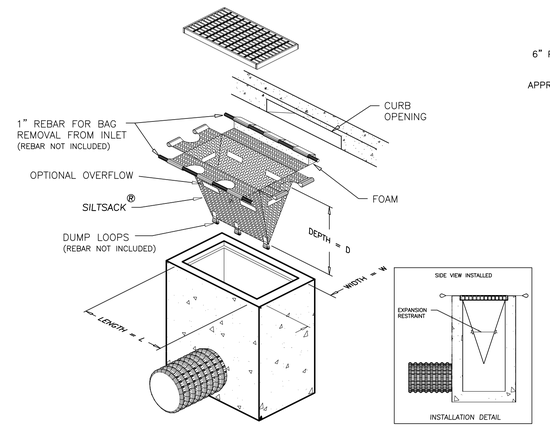
CONCRETE CURB AND SIDEWALK DETAIL
N.T.S.



CONCRETE SIDEWALK DETAIL
N.T.S.



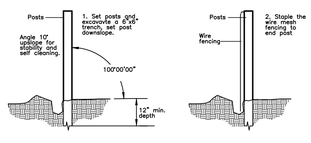
TYPICAL TRENCH FOR ALL UTILITIES
N.T.S.



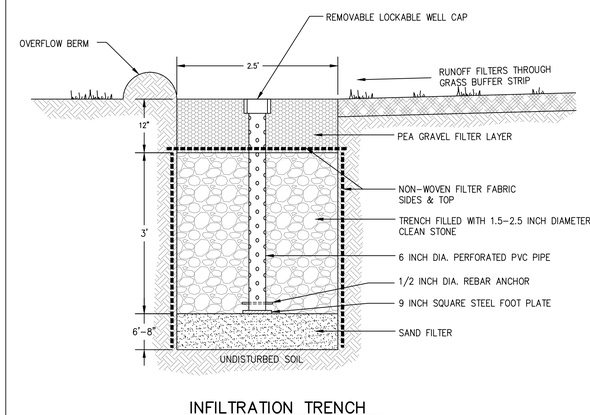
'Siltsack' Inlet Sediment Control Device
N.T.S.

Erosion and Sedimentation Control Notes:

1. Land disturbance will be kept to a minimum; soil stabilization shall be completed within five (5) days of clearing or inactivity in construction.
2. Graded areas are to be loamed and seeded as soon possible after construction work is completed; use a minimum of 5" of topsoil.
3. All other areas affected by construction and not to be filled are to be restored to original grade and seeded; use a minimum of 5" of topsoil.
4. For specific details and the application of erosion and sedimentation controls refer to "2002 Connecticut Guidelines for Soil Erosion and Sediment Control", as amended to date.
5. Silt fence will be installed along the toe of all critical cut and fill slopes.
6. Catch basins will be protected with hay bale filters and silt sacks throughout the construction period and until all disturbed areas are thoroughly stabilized.
7. Erosion and sediment control measures will be installed prior to construction whenever possible.
8. All control measures will be maintained in effective condition throughout the construction period.
9. Additional control measures will be installed during the construction period, if necessary or required.
10. Sediment removed from control structures will be disposed of in a manner which is consistent with the intent of the plan.
11. The owner is assigned the responsibility for implementing this erosion and sediment control plan. This responsibility includes the installation and maintenance of control measures, informing all parties engaged on the construction site of the requirements and objectives of the plan, notifying the planning and zoning office of any transfer of this responsibility, and for conveying a copy of the erosion and sediment control plan in the title to the land is transferred.
12. The contractor is responsible for notifying the design engineer if unforeseen conditions are encountered.
13. All construction to conform to the standards of the Town of Wallingford.
14. Any slope steeper than 3:1 shall be protected with Erosion Control Blankets (S150 by North American Green or approved equal.



Sedimentation Barrier Detail
N.T.S.



INFILTRATION TRENCH

INFILTRATION TRENCH NOTES

1.) CONSTRUCTION OF THE INFILTRATION TRENCH SHOULD TAKE PLACE AFTER THE SITE HAS BEEN STABILIZED TO MINIMIZE THE RISK OF FAILURE DUE TO DEPOSITION OF CONSTRUCTION SEDIMENT, ETC.
2.) DIVERSION BERMS OR SILT FENCE SHOULD BE PLACED AROUND THE PERIMETER OF THE INFILTRATION TRENCH DURING ALL PHASES OF CONSTRUCTION.
3.) HEAVY EQUIPMENT SHOULD NOT OPERATE ON THE SURFACE WHERE THE INFILTRATION TRENCH IS PLANNED. DURING EXCAVATION AND TRENCH CONSTRUCTION, ONLY LIGHT EQUIPMENT SUCH AS BACKHOES OR WHEEL AND LADDER TYPE TRENCHERS SHOULD BE USED TO MINIMIZE COMPACTION OF SURROUNDING SOILS.
4.) SMEARING OF THE SOIL AT THE INTERFACE WITH THE TRENCH BOTTOM AND SIDES MUST BE AVOIDED. SMEARING OF THE TRENCH BOTTOM CAN BE CORRECTED BY RAKING OR ROTOTILLING.
5.) COMPACTION OF THE TRENCH STORAGE MEDIA AND SURROUNDING SOILS DURING CONSTRUCTION MUST BE MINIMIZED.
6.) A MINIMUM OF TWO PERCOLATION TESTS SHOULD BE TAKEN AT THE ACTUAL LOCATION OF THE TRENCH TO IDENTIFY LOCALIZED SOIL CONDITIONS. THE SOIL PERCOLATION RATE MUST BE GREAT ENOUGH TO DRAIN THE STRUCTURE IN A REASONABLE AMOUNT OF TIME, GENERALLY 72 HOURS OR LESS.
7.) AN OBSERVATION WELL, WITH A LOCKABLE ABOVE-GROUND CAP, LOCATED AT THE CENTER OF THE TRENCH IS RECOMMENDED TO MONITOR WATER DRAINAGE FROM THE SYSTEM. THE WELL CAN BE A 4 TO 6 INC DIAMETER PERFORATED PVC PIPE, WHICH IS ANCHORED VERTICALLY TO A FOOT PLATE AT THE BOTTOM OF THE TRENCH AS SHOWN IN THE DETAIL

MAINTENANCE

A.) MAINTENANCE OF THE INFILTRATION TRENCH SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.
B.) ONCE THE TRENCH HAS GONE ONLINE, INSPECTIONS SHOULD OCCUR AFTER EVERY MAJOR STORM FOR THE FIRST FEW MONTHS TO ENSURE PROPER STABILIZATION AND FUNCTION. WATER LEVELS ON THE OBSERVATION WELL SHOULD BE RECORDED OVER SEVERAL DAYS TO CHECK TRENCH DRAINAGE.
C.) AFTER THE FIRST FEW MONTHS OF OPERATION, THE INFILTRATION TRENCH SHOULD BE INSPECTED AT LEAST TWICE PER YEAR. IMPORTANT ITEMS TO CHECK FOR INCLUDE: ACCUMULATED SEDIMENT, LEAVES AND DEBRIS AND PONDED WATER BOTH INSIDE AND ON THE SURFACE OF THE TRENCH.
D.) WHEN PONDING OCCURS AT THE SURFACE OF THE TRENCH, CORRECTIVE MAINTENANCE IS REQUIRED IMMEDIATELY.
E.) GRASS CLIPPINGS, LEAVES AND ACCUMULATED SEDIMENT SHOULD BE REMOVED ROUTINELY FROM THE SURFACE OF THE TRENCH. IF CLOGGING APPEARS ONLY TO BE AT THE SURFACE, IT MAY BE NECESSARY TO REMOVE AND REPLACE THE FIRST LAYER OF PEA GRAVEL AND THE FILTER FABRIC.
F.) PONDED WATER INSIDE THE TRENCH (AS VISIBLE FROM THE OBSERVATION WELL) AFTER 24 HOURS OR SEVERAL DAYS AFTER A STORM EVENT OFTEN INDICATES THAT THE BOTTOM OF THE TRENCH IS CLOGGED, INDICATING A PERCOLATION FAILURE FROM THE BOTTOM. IN THIS CASE, ALL OF THE STONE AGGREGATE AND FILTER FABRIC OR MEDIA MUST BE REMOVED. ACCUMULATED SEDIMENT SHOULD BE STRIPPED FROM THE TRENCH BOTTOM. AT THIS POINT THE BOTTOM MAY BE SCARIFIED OR TILLED TO HELP INDUCE INFILTRATION. NEW FABRIC AND CLEAN STONE AGGREGATE SHOULD BE REFILLED.

GR Engineering, LLC
Licensed Professional Engineers
Design/Build Services
135 East Main Street - Unit #5
Thomaston, Connecticut 06787
(860)238-5000
info@gr-engineering.net

COPYRIGHT © 2021
BY GR ENGINEERING, LLC
ALL DESIGNS PRESENTED ARE THE SOLE PROPERTY OF GR ENGINEERING, LLC AND MAY NOT BE USED OR REPRODUCED DISTRIBUTED WITHOUT PERMISSION FROM GR ENGINEERING, LLC

Site Improvements & Modifications

DUNKIN'
694 North Colony Road
Wallingford, Connecticut
Prepared For
694 NORTH COLONY REALTY, LLC

Gary Reola, P.E. #23741

No.	Description	Date
A	Site Plan Application	01/15/21
B	Per Engineering Dept. Comments	02/26/21

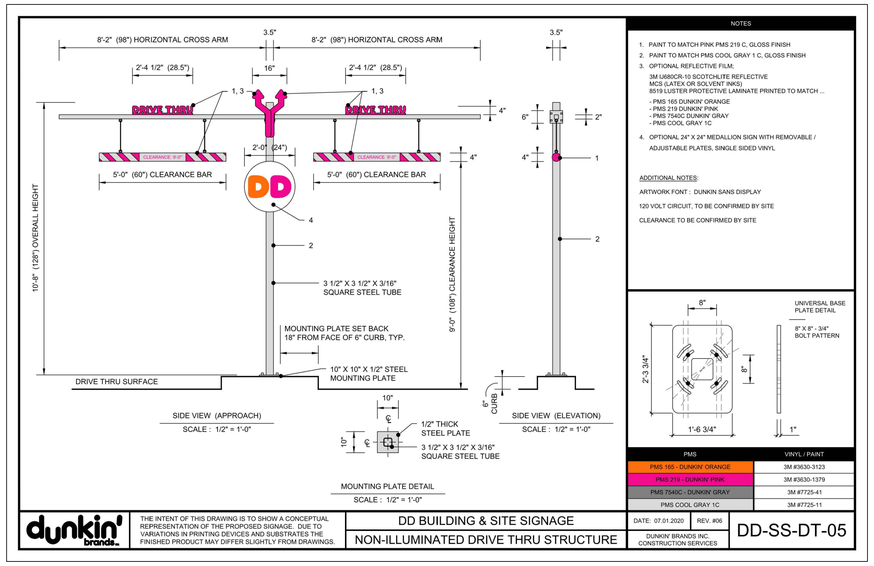
Sheet Name:
SITE CONSTRUCTION DETAILS

Project #:	Issue Date:
18100.10	09/03/20

Sheet No.:
C200

Drawn By:	Checked By:
BP	GR

Z:\PROJECTS\DUNKIN\18100.10 - Rocha - 694 North Colony Rd Wallingford\01_Design\12_Civil\C200 - Site Details.dwg, 3/1/2021 9:48:58 AM



NOTES

1. PAINT TO MATCH PINK PMS 219 C, GLOSS FINISH
2. PAINT TO MATCH PMS COOL GRAY 1 C, GLOSS FINISH
3. OPTIONAL REFLECTIVE FILM:
   3M LIBERCR-10 SCOTCHLITE REFLECTIVE MCS (LATEX OR SOLVENT INKS)
   8519 LUSTER PROTECTIVE LAMINATE PRINTED TO MATCH ...
   - PMS 165 DUNKIN' ORANGE
   - PMS 219 DUNKIN' PINK
   - PMS 7540C DUNKIN' GRAY
   - PMS COOL GRAY 1C
4. OPTIONAL 24" X 24" MEDALLION SIGN WITH REMOVABLE / ADJUSTABLE PLATES, SINGLE SIDED VINYL

ADDITIONAL NOTES:

ARTWORK FONT : DUNKIN SANS DISPLAY

120 VOLT CIRCUIT, TO BE CONFIRMED BY SITE

CLEARANCE TO BE CONFIRMED BY SITE

PMS	VINYL / PAINT
PMS 165 - DUNKIN' ORANGE	3M #3630-3123
PMS 219 - DUNKIN' PINK	3M #3630-1379
PMS 7540C - DUNKIN' GRAY	3M #7725-41
PMS COOL GRAY 1C	3M #7725-11

dunkin' brands

THE INTENT OF THIS DRAWING IS TO SHOW A CONCEPTUAL REPRESENTATION OF THE PROPOSED SIGNAGE. DUE TO VARIATIONS IN PRINTING DEVICES AND SUBSTRATES THE FINISHED PRODUCT MAY DIFFER SLIGHTLY FROM DRAWINGS.

DD BUILDING & SITE SIGNAGE

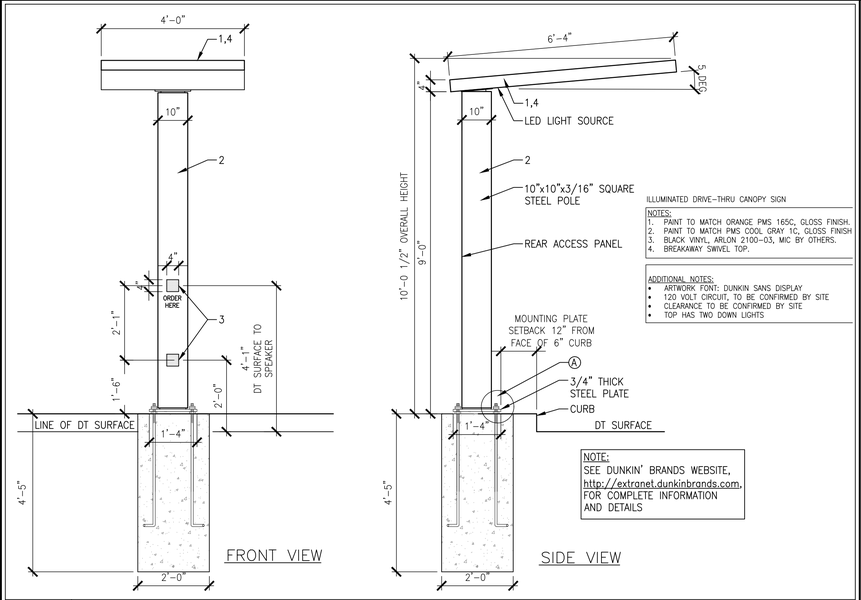
NON-ILLUMINATED DRIVE THRU STRUCTURE

DATE: 07.01.2020 | REV. #06

DUNKIN' BRANDS INC. CONSTRUCTION SERVICES

DD-SS-DT-05

1	DUAL VEHICLE CLEARANCE BAR DETAIL
NONE	NOTE:



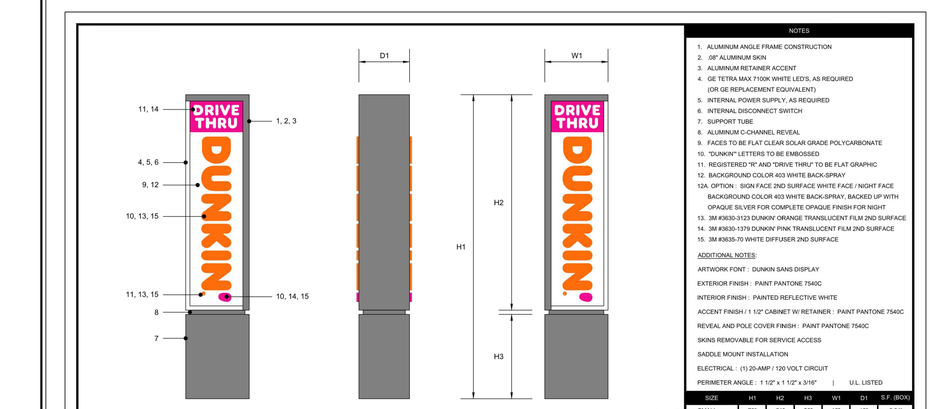
ILLUMINATED DRIVE-THRU CANOPY SIGN

NOTES:
1. PAINT TO MATCH ORANGE PMS 165C, GLOSS FINISH.
2. PAINT TO MATCH PMS COOL GRAY 1C, GLOSS FINISH
3. BLACK VINYL, ARLON 2100-03, MIC BY OTHERS.
4. BREAKAWAY SWIVEL TOP.

ADDITIONAL NOTES:
- ARTWORK FONT: DUNKIN SANS DISPLAY
- 120 VOLT CIRCUIT, TO BE CONFIRMED BY SITE
- CLEARANCE TO BE CONFIRMED BY SITE
- TOP HAS TWO DOWN LIGHTS

NOTE:
SEE DUNKIN' BRANDS WEBSITE, http://extranet.dunkinbrands.com, FOR COMPLETE INFORMATION AND DETAILS

5	ORDER CANOPY
1/2"-1'=0"	NOTE:



NOTES

1. ALUMINUM ANGLE FRAME CONSTRUCTION
2. .08" ALUMINUM SKIN
3. ALUMINUM RETAINER ACCENT
4. GE TETRA MAX 7100K WHITE LED'S, AS REQUIRED (OR GE REPLACEMENT EQUIVALENT)
5. INTERNAL POWER SUPPLY, AS REQUIRED
6. INTERNAL DISCONNECT SWITCH
7. SUPPORT TUBE
8. ALUMINUM C-CHANNEL REVEAL
9. FACES TO BE FLAT CLEAR SOLAR GRADE POLYCARBONATE
10. "DUNKIN" LETTERS TO BE EMBOSSED
11. REGISTERED "R" AND "DRIVE THRU" TO BE FLAT GRAPHIC
12. BACKGROUND COLOR 403 WHITE BACK-SPRAY
12A. OPTION : SIGN FACE 2ND SURFACE WHITE FACE / NIGHT FACE BACKGROUND COLOR 403 WHITE BACK-SPRAY, BACKED UP WITH OPAQUE SILVER FOR COMPLETE OPAQUE FINISH FOR NIGHT
13. 3M #3630-3123 DUNKIN' ORANGE TRANSLUCENT FILM 2ND SURFACE
14. 3M #3630-1379 DUNKIN' PINK TRANSLUCENT FILM 2ND SURFACE
15. 3M #3635-70 WHITE DIFFUSER 2ND SURFACE

ADDITIONAL NOTES:

ARTWORK FONT : DUNKIN SANS DISPLAY

EXTERIOR FINISH : PAINT PANTONE 7540C

INTERIOR FINISH : PAINTED REFLECTIVE WHITE

ACCENT FINISH / 1 1/2" CABINET W/ RETAINER : PAINT PANTONE 7540C

REVEAL AND POLE COVER FINISH : PAINT PANTONE 7540C

SKINS REMOVABLE FOR SERVICE ACCESS

SADDLE MOUNT INSTALLATION

ELECTRICAL : (1) 20-AMP / 120 VOLT CIRCUIT

PERIMETER ANGLE : 1 1/2" x 1 1/2" x 3/16" | U.L. LISTED

SIZE	H1	H2	H3	W1	D1	S.F. (BOX)
SMALL	120"	85"	33.25"	25"	12"	14.76'
MEDIUM	144"	109"	33.25"	25"	12"	17.71'
LARGE	168"	133"	33.25"	25"	12"	20.66'
CUSTOM	-	-	-	-	-	-

PMS	VINYL / PAINT
PMS 165 - DUNKIN' ORANGE	3M #3630-3123
PMS 219 - DUNKIN' PINK	3M #3630-1379
PMS 7540C - DUNKIN' GRAY	3M #7725-41
PMS COOL GRAY 1C	3M #7725-11

dunkin' brands

THE INTENT OF THIS DRAWING IS TO SHOW A CONCEPTUAL REPRESENTATION OF THE PROPOSED SIGNAGE. DUE TO VARIATIONS IN PRINTING DEVICES AND SUBSTRATES THE FINISHED PRODUCT MAY DIFFER SLIGHTLY FROM DRAWINGS.

DD BUILDING & SITE SIGNAGE

PYLON SIGN

DATE: 07.01.2020 | REV. #06

DUNKIN' BRANDS INC. CONSTRUCTION SERVICES

DD-SS-PS-01

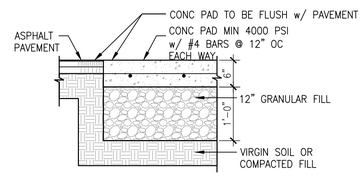
SIGNAGE ALLOWANCES

PER SECTION 6.9.D.4.1 OF THE CITY OF WALLINGFORD ZONING REGULATIONS, THE TOTAL AGGREGATE SURFACE AREA OF ALL BUSINESS SIGNS ON A LOT SHALL NOT EXCEED 1 SQUARE FOOT FOR EACH LINEAL FOOT OF THE BUILDING WHERE THE PRIMARY ENTRANCE AND/OR DISPLAY WINDOWS ARE LOCATED.

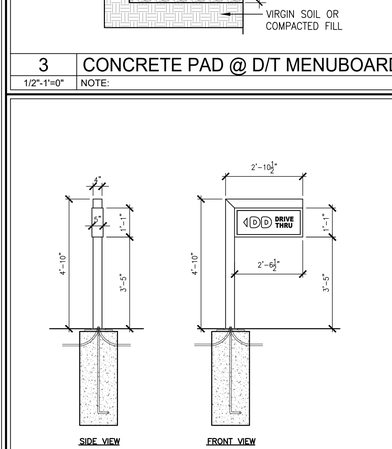
LENGTH OF BUILDING AT PRIMARY ENTRANCE = 39'-1"±
TOTAL AREA OF SIGNAGE ALLOWED: 39 SQ. FT.

WALL SIGN ABOVE MAIN ENTRANCE: 22.31 S.F.
NEW PYLON SIGN: 14.76 S.F. (See Detl. #2/SP-1.0)
TOTAL SIGNAGE PROVIDED: 37.07 S.F. (<39 S.F.)

2	PYLON SIGN
NONE	NOTE:



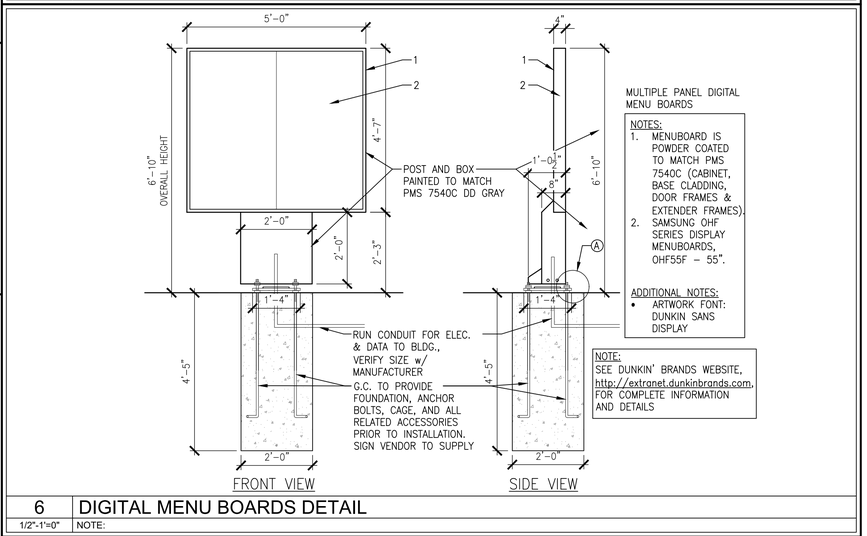
3	CONCRETE PAD @ D/T MENUBOARDS
1/2"-1'=0"	NOTE:



NOTE:
SEE DUNKIN' BRANDS WEBSITE, http://extranet.dunkinbrands.com, FOR COMPLETE INFORMATION AND DETAILS

SIGNAGE BOX AREA: 2.75 SQ. FT.
LED ILLUMINATED DIRECTIONAL SIGN

4	DIRECTIONAL SIGN DETAILS
1/2"-1'=0"	NOTE:



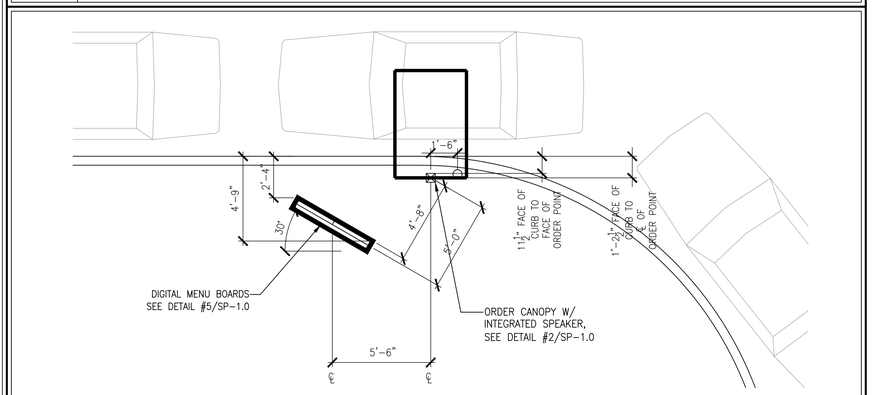
MULTIPLE PANEL DIGITAL MENU BOARDS

NOTES:
1. MENUBOARD IS POWDER COATED TO MATCH PMS 7540C (CABINET, BASE CLADDING, DOOR FRAMES & EXTENDER FRAMES).
2. SAMSUNG OHF SERIES DISPLAY MENUBOARDS, OHF55F – 55".

ADDITIONAL NOTES:
- ARTWORK FONT: DUNKIN SANS DISPLAY

NOTE:
SEE DUNKIN' BRANDS WEBSITE, http://extranet.dunkinbrands.com, FOR COMPLETE INFORMATION AND DETAILS

6	DIGITAL MENU BOARDS DETAIL
1/2"-1'=0"	NOTE:



7	DRIVE-THRU DIGITAL MENU BOARD SETUP
1/4"-1'=0"	NOTE:

SIGNAGE ALLOWANCES

PER SECTION 6.9.D.4.1 OF THE CITY OF WALLINGFORD ZONING REGULATIONS, THE TOTAL AGGREGATE SURFACE AREA OF ALL BUSINESS SIGNS ON A LOT SHALL NOT EXCEED 1 SQUARE FOOT FOR EACH LINEAL FOOT OF THE BUILDING WHERE THE PRIMARY ENTRANCE AND/OR DISPLAY WINDOWS ARE LOCATED.

LENGTH OF BUILDING AT PRIMARY ENTRANCE = 39'-1"±
TOTAL AREA OF SIGNAGE ALLOWED: 39 SQ. FT.

WALL SIGN ABOVE MAIN ENTRANCE: 22.31 S.F.
NEW PYLON SIGN: 14.76 S.F. (See Detl. #2/SP-1.0)
TOTAL SIGNAGE PROVIDED: 37.07 S.F. (<39 S.F.)

gR Engineering, LLC
Licensed Professional Engineers
Design/Build Services
135 East Main Street - Unit #5
Thomaston, Connecticut 06787
(860)358-5000
Info@gr-engineering.net

COPYRIGHT © 2021 BY GR ENGINEERING, LLC. ALL DESIGNS PRESENTED ARE THE SOLE PROPERTY OF GR ENGINEERING, LLC AND MAY NOT BE USED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM GR ENGINEERING, LLC

Site Improvements & Modifications

DUNKIN'

694 North Colony Road

Wallingford, Connecticut

Prepared For

694 NORTH COLONY REALTY, LLC

Gary Reola, P.E. #25741

No.	Description	Date
A	Site Plan Application	01/15/21

Sheet Name:
SITE CONSTRUCTION DETAILS
DUNKIN' SIGNAGE

Project #:	Issue Date:
18100.10	09/03/20

Sheet No.:
C201

Drawn By:	Checked By:
BP	GR

Z:\PROJECTS\DUNKIN\18100.10 - Roche - 694 North Colony Rd Wallingford\01_Design\12_CorA\C201 - Site Details - Dunkin.dwg, 3/1/2021 9:47:11 AM

This survey coordinated, but not performed, by Commercial Due Diligence Services. Survey obtained from and certified to by a land surveyor licensed in the state property is located.

CDS COMMERCIAL DUE DILIGENCE SERVICES

1 TITLE DESCRIPTION

First Parcel (10 Williams Street)

All that certain piece or parcel of land, with all improvements thereon standing, situated in the Town of Wallingford, County of New Haven and State of Connecticut and bounded and described as follows:

NORTH: by land of the Town of Wallingford (Parking Authority);
EAST: by William Street;
SOUTH: by a common driveway, being the property of The Wallingford Bank and Trust Company, Charles Canelli, Helen Fishbein, and Herman Markowitz, in part; and in part by land of the Estate of Margaret Roche;
WEST: by land of the Estate of Margaret Roche, in part; and in part by land formerly of Frank S. Zotolli, now of the Town of Wallingford (Parking Authority).

Containing 82 feet front and rear and 140 feet in depth, more or less.

Second Parcel (100 Center Street)

A certain piece or parcel of land, with all buildings and improvements thereon, situated on the northerly side of center street, in the Town of Wallingford, County of New Haven, and State of Connecticut, and more Particularly bounded and described as follows:

NORTH by land of The Connecticut Bank and Trust Company;
EAST by land of The Connecticut Bank and Trust Company;
SOUTH by Center Street; and
WEST by land now or formerly of Helen Fishbein.

Said premises contain thirty-two (32) feet, front and rear, and contain one hundred forty (140) feet, more or less, in depth.

Third Parcel (100 Center Street)

That certain piece or parcel of land, with all buildings thereon, situated in said Town of Wallingford and bounded:-

NORTH by Common Driveway forty two feet and six inches;
EAST by William Street one hundred thirty five feet and five inches;
SOUTH by Center Street fifty seven feet and three inches; and
WEST by land of T. Frank and Edward Gannon.

Being the same tracts or parcels of land as described in a Title Report prepared by First American Title Insurance Company, File No.: NCS-401470-756-KCTY with an effective date of May 25, 2018 at 8:30 a.m.

2 TITLE INFORMATION

The Title Description and Schedule B items hereon are from a Title Report prepared by First American Title Insurance Company, File No.: NCS-401470-756-KCTY with an effective date of May 25, 2018 at 8:30 a.m.

3 SCHEDULE 'B' ITEMS

NOTES CORRESPONDING TO SCHEDULE "B":

(8) Right of Way set forth in instruments dated January 1, 1897 and recorded in **Volume 88 at Page 151**, **Volume 88 at Page 152**, and **Volume 88 at Page 154** of the Wallingford Land Records.
Shown hereon.

(9) Right of Way set forth in an instrument dated December 26, 1896 and recorded June 1, 1897 in **Volume 89 at Page 53** of the Wallingford Land Records.
Shown hereon.

4 SURVEYOR CERTIFICATION

To: Tracy Melton, Bank of America, National Association, First American Title Insurance Company and Commercial Due Diligence Services.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2018 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, 20, and 21(a) (Graphically depict in relation to the subject tract or property any offsite easements or servitudes benefiting the surveyed property and disclosed in Record Documents provided to the surveyor as part of the Schedule "A").of Table A thereof. The fieldwork was completed on June 05, 2018.

Date of Plat or Map: June 14, 2018

This survey and map has been prepared in accordance with Sections 20-300b-1 through 20-300b-20 of the Regulations of Connecticut State Agencies "Minimum Standards for Surveys and Maps in the State of Connecticut" as endorsed by the Connecticut Association of Land Surveyors, Inc. It is a DEPENDENT RESURVEY conforming with CLASS A-2 HORIZONTAL ACCURACY STANDARDS.

To my knowledge and belief, this map is substantially correct as noted hereon

STATE OF CONNECTICUT · DAVID J. LITTLE · No. 13303 · LICENSED LAND SURVEYOR

DAVID J. LITTLE, LICENSED LAND SURVEYOR # 13303 TORRINGTON, CT
25 Country Club Road, Torrington, Connecticut 860.489.0821 djlittlels@optonline.net

5 FLOOD INFORMATION

By graphic plotting only, this property is located in Zone "X" of the Flood Insurance Rate Map, Community Panel No. 09009C-0304-J, which bears an effective date of May 16, 2017 and is not located in a special flood hazard area. No field surveying was performed to determine this Zone and an elevation certificate may be needed to verify this determination or apply for a variance from the Federal Emergency Management Agency.

Zone "X" - Areas of minimal flooding

No LOMA for the subject property or the subject building was found per the msc.fema.gov.

6 CEMETERY

There is no visible evidence of cemeteries on the subject property at the time of survey.

7 STATEMENT OF ENCROACHMENTS

(A) — STAIRWELL PROTRUDES 0.1' ONTO SUBJECT PROPERTY.

(B) — BUILDING PROTRUDES 0.1' INTO CENTER STREET.

(C) — BUILDING PROTRUDES UP TO 0.2' INTO WILLIAM STREET

(D) — PARKING STRIPE PROTRUDES 2.9' ONTO ADJACENT PROPERTY.

8 ZONING INFORMATION

ZONE:
TOWN CENTER DISTRICT - TC

USE:
WELLNESS CENTER

GROSS AREA:
1ST FLOOR: 5,573
2ND FLOOR: 3,781 (INCLUDES 1,673 SQ. FT. OF NEW 2ND. FL. CONSTRUCTION)

TOTAL: 9,354

PARKING SPACES REQUIRED AT 400 SQ. FT./ SPACE: 23.4

PARKING PROVIDED: 24

NOTE: ZONING INFORMATION AND 4 STRIPED PARKING SPACES ADDED TO SITE PLAN FOR THE WELLNESS CENTER APPLICATION, DATED **FEBRUARY 1, 2021**

PLAN MODIFICATIONS MADE BY LAZARUS & SARGEANT ARCHITECTS, WALLINGFORD, CT

9 LEGEND

- PROPERTY LINE
- SIGN
- S/W SIDEWALK
- ENT. ENTRANCE
- BOLLARD
- DIRECTIONAL ARROW
- T.W TREE WELL
- HANDICAP LOGO
- SET IRON ROD (I.R.)
- O/H OVERHANG
- M.C METAL COVER
- LIGHT POLE
- UTILITY POLE
- FIRE HYDRANT
- TR TRANSFORMER
- (R) RECORDED
- (M) MEASURED
- OVERHEAD ELECTRIC LINES
- BUILDING SETBACK LINE
- EASEMENT LINE

STATE OF CONNECTICUT · STEVEN L. LAZARUS · No. 6277 · LICENSED ARCHITECT

10 BASIS OF BEARINGS

Basis of bearings for this survey is based on North American Datum 1983 (NAD83). Center Street running N 59°34'48" W

11 SURVEYOR'S NOTES

1. No observable evidence of earth moving work, building construction or building additions within recent months.
2. No observable evidence of changes in street right of way lines completed, and available from the controlling jurisdiction and no observable evidence of recent street or sidewalk construction or repairs.
3. Property has direct physical access to Center Street and Williams Street both are public streets.
4. All statements within the certification, and other references located elsewhere hereon, related to: utilities, improvements, structures, buildings, party walls, parking, easements, servitudes, and encroachments; are based solely on above ground, visible evidence, unless another source of information is specifically referenced hereon.
5. The right of way (road boundary) line and property line are one in the same.
6. Acreage was calculated using AutoCAD software.
7. Subject ties at the corner of Center Street and William Street.

12 PARKING INFORMATION

19 Standard Spaces - Existing
1 Handicap Spaces - Existing
4 New spaces
24 Total Parking Spaces

13 LAND AREA

19,179 square feet or 0.440 acres

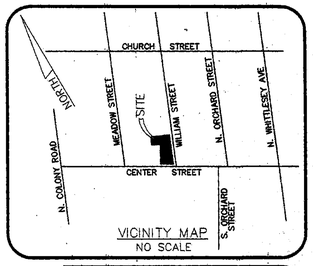
14 BUILDING AREA

5,573 square feet

15 BUILDING HEIGHT

2 stories / 32± feet

16 VICINITY MAP



VICINITY MAP
NO SCALE

17 NORTH ARROW / SCALE

SCALE : 1" = 20'

0 10 20 40

18 ALTA/NSPS Land Title Survey

This survey prepared in accordance with the "2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys" (Effective February 23, 2016)

This Work Coordinated By:
FA Commercial Due Diligence Services Co.

CDS COMMERCIAL DUE DILIGENCE SERVICES
3550 W. Robinson Street, Third Floor
Norman, Oklahoma 73072
Office: 405-253-2444
website: www.firstamcds.com
Toll Free: 888.322.7371

Drwn By: KRH	Date: / Revision:
Surveyor Ref.No: 18-E-131	Date: / Revision:
Aprvd By: DRL	Date: / Revision:
Field Date: June 05, 2018	Date: / Revision:
Scale: 1"=20'	Date: / Revision:

Prepared For:
Bank of America, National Association
Client Ref. No: CT2-128

20 PROJECT ADDRESS

100 CENTER STREET, WALLINGFORD, CT

Project Name:
BOA CT2-128 WALLINGFORD CENTER
CDS Project Number:
18-05-0713

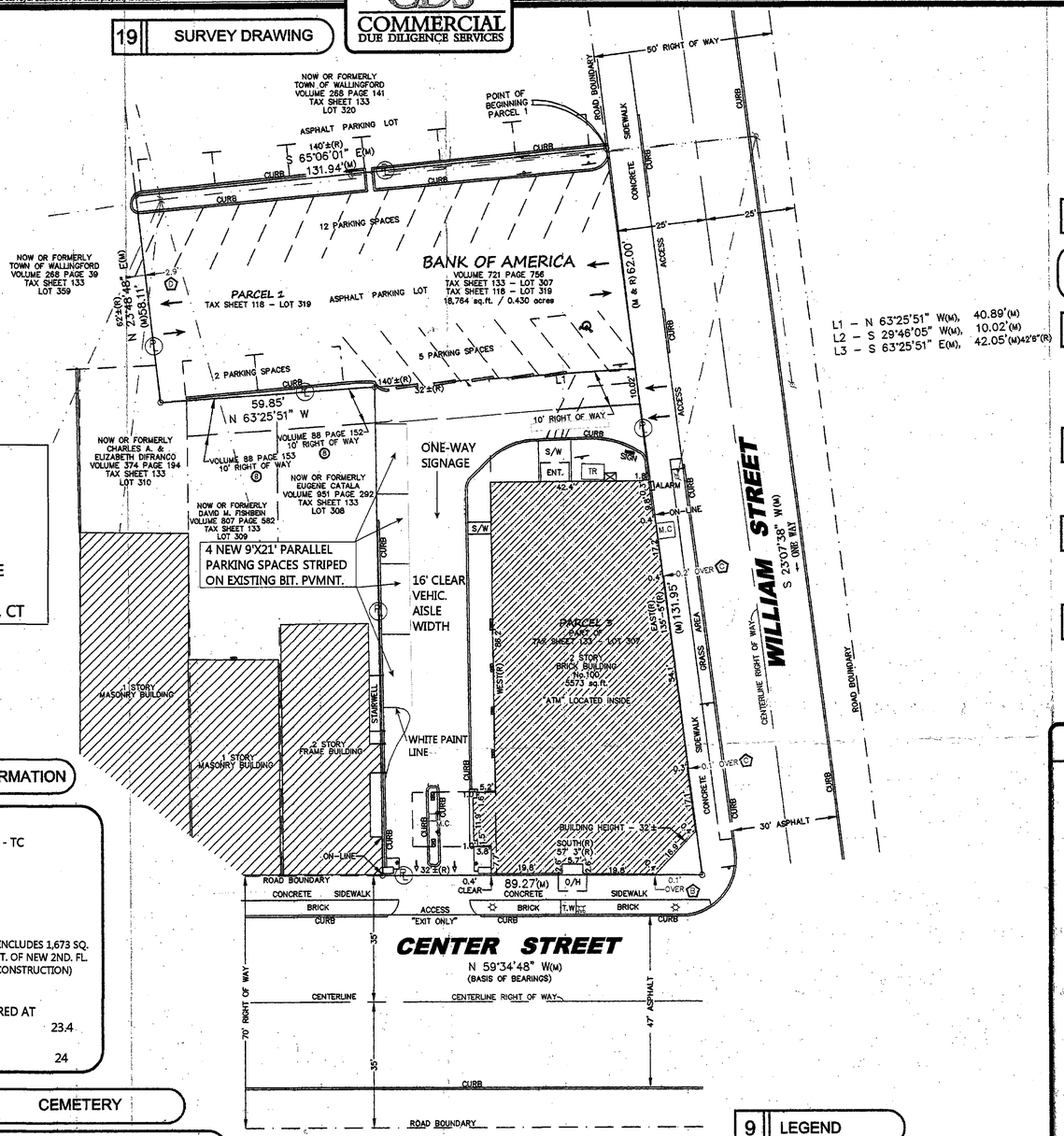
Key to CDS ALTA Survey

1 TITLE DESCRIPTION
2 TITLE INFORMATION
3 SCHEDULE 'B' ITEMS
4 SURVEYOR CERTIFICATION
5 FLOOD INFORMATION
6 CEMETERY
7 POSSIBLE ENCROACHMENTS
8 ZONING INFORMATION
9 LEGEND
10 BASIS OF BEARING
11 SURVEYOR'S NOTES
12 PARKING INFORMATION
13 LAND AREA
14 BUILDING AREA
15 BUILDING HEIGHT
16 VICINITY MAP
17 NORTH ARROW / SCALE
18 CLIENT INFORMATION BOX
19 SURVEY DRAWING
20 PROJECT ADDRESS

Approved CDS Surveyor

LEHR
LAND SURVEYORS
116 SALINA STREET – SUITE 8
LIVERPOOL, NEW YORK 13088
315-451-3333
lehrsurveyors@aol.com

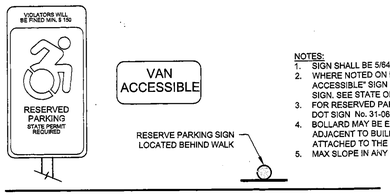
19 SURVEY DRAWING



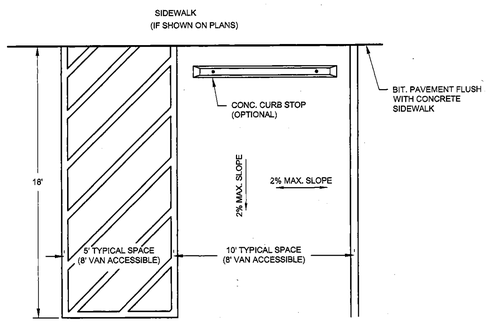
L1 – N 63°25'51" W(M), 40.89'(M)
L2 – S 29°46'05" W(M), 10.02'(M)
L3 – S 63°25'51" E(M), 42.05'(M)42'8"(R)

Copyright © Commercial Due Diligence Services. This format and style is protected by Copyright, all rights are reserved. Any use of this format and style is strictly prohibited without prior all rights are reserved. Any use of this format and style is strictly prohibited without prior written permission from Commercial Due Diligence Services.

DRAWING NAME: P:\Autocad\Temp\plan\PlotCAD 2014 - template.dwg LAYOUT: Landscaping PLOT DATE: Dec 03, 2015 - 4:42pm OPERATOR: landcons



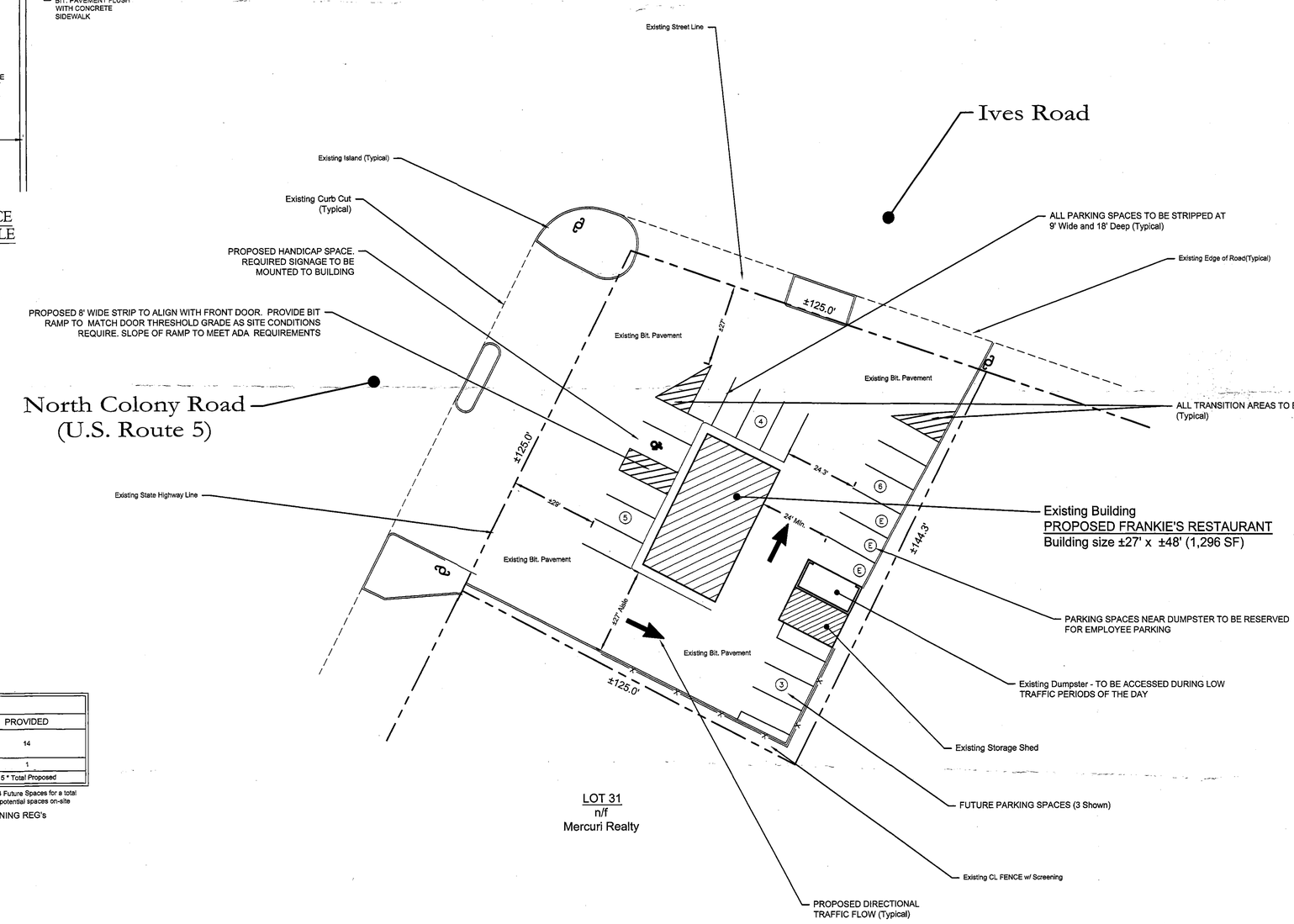
NOTES:
1. SIGN SHALL BE 5/64" THICK SHEET ALUMINUM
2. WHERE NOTED ON PLAN, PROVIDE "VAN ACCESSIBLE" SIGN IN ADDITION TO PARKING SIGN. SEE STATE OF CT. DOT SIGN No. 31-0648
3. FOR RESERVED PARKING SIGN SEE STATE OF CT. DOT SIGN No. 31-0629
4. BOLLARD MAY BE ELIMINATED IF PARKING IS ADJACENT TO BUILDING AND SIGNAGE CAN BE ATTACHED TO THE BUILDING OR BEHIND WALK
5. MAX SLOPE IN ANY DIRECTION IS 2%



RESERVED PARKING SPACE
TYPICAL & VAN ACCESSIBLE
N.T.S.

LEGEND

	= Existing utility pole		= Existing edge of pavement	000	= Existing contour
	= Existing light pole		= Proposed curbing	x000.0	= Existing spot elevation
	= Proposed Light	W	= Existing/Proposed well	000	= Proposed contour
	= Existing fire hydrant		= Existing catch basin	x000.0	= Proposed spot elevation
	= Proposed fire hydrant	D	= Existing drainage manhole	TP	= Deep test location
WV	= Existing water valve	S	= Existing sanitary manhole	PT	= Percolation test location
GV	= Existing gas valve		= Proposed catch basin	G.T.D.	= Grade to drain
	= Existing underground pipe		= Proposed manhole		= Proposed Riprap
	= Existing treeline		= Existing utility box		= Proposed Drainage Pipe
		or	= Proposed sidewalk ramp		



PARKING INFORMATION

ITEM	REQUIRED	PROVIDED
PROPOSED RESTAURANT USE ±494 SF CUSTOMER SEATING OR STANDING AREA 1 SPACE PER 75 SF	7	14
HANDICAP PARKING	1	1
TOTAL # OF SPACES	7 Total Required	15 * Total Proposed

* Plus 3 Future Spaces for a total of 18 potential spaces on-site

OVERALL BUILDING SIZE - 1,296 SF NO LOADING AREA REQUIRED BY ZONING REG's

SITE PLAN NOTES:
1. Owner: D. Porto Realty, LLC
2. Applicant: Armand Castico
3. Street #: 866 North Colony Road (State Route #5)
4. Area of Parcel: Map63/Lot 32
5. Parcel is zoned: RF-40
6. Present use: Vacant -Former Station/Convenience Store
7. Proposed use: Restaurant
8. Property Area : 16,774 Square Feet (0.384 Acres)
9. No Wetlands are present per the Town of Wallingford Wetland Map.
10. Site is serviced by town water and sewer.
11. Existing buildings and all other site improvements shown are existing.
12. This map is not to be construed as a survey. Existing information shown taken from available mapping (supplied by applicant), a review of deeds, and review of existing mapping and aerial resources to determine existing field conditions
13. This plan has been prepared to depict proposed layout and stripping for site parking. No other site improvement are proposed on this plan, other than what are specifically shown or noted .
14. Prior to any excavation, contractor to notify "CALL BEFORE YOU DIG," 1-800-922-4455.
15. All existing utilities are from best available information, contractor to verify all locations, dimensions, and elevations prior to construction. Notify Engineer of any discrepancies.

811 Know what's below. Call before you dig.

STATE OF CONNECTICUT — BARTON N. BOVEE — 13653 — REGISTERED PROFESSIONAL ENGINEER

#13653
Barton N. Bovee P.E. Reg. No.
NOT VALID UNLESS EMBOSSED SEAL OR STAMP IS AFFIXED HERETO

NORTH

cole
HARRY E. COLE & SON
engineering. surveying. planning.

876 South Main Street
P.O. Box 44
Plantsville, CT 06479 - 0044
Tel: (860) 628-4484
Fax: (860) 620-0196
www.hecole.com

PROJECT NAME:

Proposed Frankie's (LUKE'S) Restaurant

866 North Colony Road
Wallingford, CT

PREPARED FOR:

~~PREPARED FOR~~
ARMAND CASTICO

860 877-9001

Sheet Description:

PROPOSED PARKING LAYOUT PLAN

Scale: 20' 10' 0 10' 20' — 1"=20'

Date: February 3, 2021

Project #: 2090	F.B. #:
Drawn By: BNB	Approved By: BNB

Revisions:

Date:	Descriptions:
----	----
----	----
----	----
----	----

Sheet #:

C1