



# Town of Wallingford, Connecticut

JAMES SEICHTER  
CHAIRMAN PLANNING & ZONING COMMISSION  
KACIE A. HAND, A.I.C.P.  
TOWN PLANNER

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## LEGAL NOTICE

The following Public Hearings will be heard at the Wallingford Planning and Zoning Commission's meeting of  
Monday,

April 12, 2021 at 7:00 p.m. REMOTELY ONLY. The meeting can be accessed through:

<https://global.gotomeeting.com/join/468233877>

You can also dial in using your phone.

(For supported devices, tap a one-touch number below to join instantly.)

United States (Toll Free): 1 877 309 2073

- One-touch: tel:+18773092073,468233877#

United States: +1 (571) 317-3129

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Access Code: 468-233-877

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](http://www.town.wallingford.ct.us)

### PUBLIC HEARINGS

1. #401-21- Special Permit for a 219,000sf warehouse facility on 179.85 acres on property located at 5 Research Parkway. Zone(s): IX, WPD
2. #402-21- Special Permit for a 250,000sf warehouse/office facility on 46.05 acres on property located at 1171 Northrop Road and 2 Northrop Industrial Park Road East. Zone: IX

WALLINGFORD PLANNING AND ZONING COMMISSION

  
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ROCCO MATARAZZO, SECRETARY

DATED AT WALLINGFORD

March 29, 2021

PUBLICATION DATES

April 1, 2021

April 8, 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.

**Wallingford Planning & Zoning Commission**  
**Monday, March 8, 2021**  
**Remote Meeting**  
**MINUTES**

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; JP Venoit, Vice-Chair; Jim Seichter, Chairman; Jaime Hine, Alternate; Staff: Thomas Talbot, Planner; Amy Torre, Zoning Enforcement Officer.

Absent: Rocco Matarazzo, Secretary; Steven Allinson, Alternate; Armand Menard, Alternate.

Chairman Seichter noted that Jaime Hine will be voting for Rocco Matarazzo.

**Approval of Minutes – January 11, 2021**

**Commissioner Venoit: Motion to approve the Planning and Zoning Minutes of the January 11, 2021 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.

1. Special Permit (Convenience Store/Fueling Facility)/7-11 Inc./1033 No. Colony Rd #412-20
4. Special Permit (warehousing)/Montante Construction/5 Research Parkway #401-21

**PUBLIC HEARING**

**2. Special Permit Revision/Rocha/694 North Colony Road #413-20**

Commissioner Fitzsimmons read the legal notice and noted all correspondence. Special Permit Revision for Rocha to add a second lane for drive-thru service. Drive-thru lane for a restaurant on property located at 694 North Colony Road zoned RF-40. Correspondence dated January 6, 2021, from Atty. Jerry Farrell, Jr. to Thomas Talbot, Planner; Inter-Departmental Referral, dated December 17, 2020, from the Fire Marshal; correspondence dated December 24, 2020 from Thomas Talbot, Planner to Manuel Rocha; memo dated December 30, 2020, from the Department of Engineering to Planning and Zoning Commission; Inter-Departmental Referral, dated January 11, 2021, from Erik Krueger, Senior Engineer, Water and Sewer; Interoffice Memorandum, dated January 29, 2021, from Erik Krueger, Senior Engineer, Water and Sewer to Thomas Talbot, Planner; correspondence dated January 15, 2021, from Gary Reola, P.E., GR Engineering to Planning and Zoning Commission; Memo dated February 5, 2021, from Department of Engineering to Planning and Zoning Commission; Revised Inter-Departmental Referral, dated February 11, 2021, from Fire Marshal; correspondence dated February 26, 2021, from Gary Reola, P.E., GR Engineering to Planning and Zoning; correspondence dated March 3, 2021 from Department of Engineering to the Planning and Zoning Commission.

Mr. Talbot had no comment. Hearing no public comment, Chairman Seichter asked for a motion to close the public hearing.

**Commissioner Venoit: Motion to close the public hearing for application #413-20 Special Permit Revision/Rocha/694 North Colony Road.**

**Commissioner Fitzsimmons: Second**

**Vote: Venoit – yes; Fitzsimmons – yes; Kohan – yes; Hine – yes; Chairman Seichter – yes**

**Commissioner Venoit: Motion to approve application #413-20 Special Permit Revision for Rocha to add the second lane for drive-thru service for a restaurant on property located at 694 North Colony Road as shown on plans entitled Site Plan Modification Prepared for 694 North Colony Road Realty, LLC, 694 North Colony Road, Wallingford, CT, dated September 3, 2020, revised to February 26, 2021, subject to:**

- 1. Comments in Interoffice Memorandum from the Fire Marshal to the Planning and Zoning Department, dated December 17, 2020;**
- 2. Comments in Interoffice Memorandum from Erik Krueger, Senior Engineer, Water & Sewer Division to Thomas Talbot, Planner dated November 11, 2021, and January 29, 2021;**
- 3. Comments in Interoffice Memorandum from Department of Engineering to Thomas Talbot, Planner, dated December 30, 2020, and February 5, 2021, and March 3, 2021;**
- 4. Sediment and Erosion Control Bond of \$2,000; and**
- 5. Final plans to reflect outdoor seating.**

**Commissioner Fitzsimmons: Second**

**Vote: Venoit – yes; Fitzsimmons – yes; Kohan – yes; Hine – yes; Chairman Seichter – yes**  
The application is approved.

**3. Zoning Reg. Amendment/Sec. 6.26.D (steeple up-lighting)/Knight and Farrell #505/20**

Commissioner Fitzsimmons read the revised draft regulation. “Up-lighting of the steeple, spire, tower, dome, minaret, or other elevated architectural feature of any place of communal religious worship in any zoning district. Such up-lighting shall only be operational between the hours of 6am to 11pm.”

Jerry Farrell, Jr., 54 North Elm Street, and Steve Knight, 289 Ivy Street, presented the proposal. Mr. Farrell explained that he revised the language based on feedback at the last meeting and explained the changes.

Chairman Seichter suggested changing the time to read ‘dusk to 11pm’. Mr. Farrell agreed to that. Chairman Seichter suggested the lighting should be from the base of the steeple, etc. rather than from the ground. He asked why it only references religious communal worship since other buildings have spires or towers. Mr. Farrell replied that he didn’t want to open the door to commercial entities. He agrees that other buildings have architectural interests but didn’t know how to quantify them.

an exemption but do a workshop to talk about it some more because most of the buildings are in residential areas.

Commissioner Kohan stated that he is hesitant in proceeding without details on the type and strength of lighting. He agreed with lighting from the base of the steeple and is willing to go along with the majority for tonight. But he noted that the lighting choice is an issue that we have to deal with.

Commissioner Hine stated that he is prepared to go forward and is okay with having a workshop in the future.

Chairman Seichter invited Stephen Lazarus to comment. Mr. Lazarus suggested adding 'cutoff' or 'focused' to the lighting. He explained that it would require baffles to aim the light at the steeple. He also suggested using the word 'spotlight' to differentiate from a floodlight. Mr. Farrell suggested just adding 'focused'. Mr. Knight noted that requiring baffles would put the churches currently using up-lighting out of compliance. Chairman Seichter stated his concern that when you start the light farther up the steeple, you get light beyond the steeple. Mr. Lazarus recommended using 'focused' and let the lighting designer provide the right lighting for the right job.

Commissioner Kohan stated that adding 'focused' satisfies him.

Commissioner Venoit read the revised exemption to clarify the change. 'Up-light for a steeple, spire, tower, dome, minaret or other elevated architectural features of any place of communal religious worship in any zoning district, such as lighting shall only be operational during the hours of dusk to 11pm and cannot be from ground and must be directed from the base of the steeple, spire, tower, dome, minaret or other elevated architectural feature.'

Commissioner Kohan suggested 'Lights will be focused from the base directly on the steeple, not to allow light to escape off of the steeple.' Commissioner Venoit clarified where the wording would go.

Mr. Talbot suggested retaining the first sentence as presented and then the last sentence would read Such up-lighting shall only be operational between dusk and 11 pm. Such lighting shall be located at the base of the architectural feature. Lights shall be focused directly on the architectural feature so as not to allow light to escape off of the architectural feature.

Hearing no public comment, Chairman Seichter asked for a motion to close the public hearing.

**Commissioner Venoit: Motion to close the public hearing for #505-20 Zoning Regulation Amendment/Sec. 6.26.D (steeple up-lighting)/Knight and Farrell.**

**Commissioner Fitzsimmons: Second**

**Vote: Venoit – yes; Fitzsimmons – yes; Kohan – yes; Hine – yes; Chairman Seichter – yes**

Commissioner Kohan stated that he is confused about the parking. He noted Mr. Talbot's comments and the questions from Engineering about the accessibility of the northernmost parking spaces from the drive aisle.

Chairman Seichter agreed. There is the northernmost space on the drive aisle and one on parcel 1 in the southern angle spaces. Engineering commented on the easternmost of the two parallel spaces. Mr. Talbot understood that while not optimal, that conditioned on an explanation of applicant, Engineering said they can be considered legal parking spaces. But Engineering wanted to hear back from the applicant on these spaces. Mr. Lazarus explained that in proposed parcel 1, they will angle the spaces slightly out so it's easier to parking in the easternmost space by backing in. The other space is next to the one-way signage and is easy enough to back in. The little space behind it is part of a right of way, so will not be occupied. He agreed it is not optimal but works acceptably to downtown standards.

Commissioner Kohan accepts the explanation but doesn't think it's optimal. Mr. Lazarus stated that the owner will park in the worst spot and staff in the second-worst spot.

Commissioner Hine stated that he is a little surprised that the drive-thru will be used. He asked if they planned for stop lines or signage before the sidewalk. Mr. Lazarus stated that he would welcome a condition that requires signage at the drive-thru that cars need to stop and stop line.

Chairman Seichter reiterated his concern with the active drive-thru and agreed with the suggestion for a stop line. He agreed that it wouldn't generate much traffic.

Commissioner Fitzsimmons asked if the idea of serving food or smoothies would require class 3 or 4 foodservice establishment licensing from Water & Sewer. Mr. Lazarus replied that he welcomes a condition requiring any necessary licensing from the Town. He noted that this would be a business run by a tenant. Commissioner Fitzsimmons stated that he understands that this is not a surprise but notes that foodservice through a drive-thru is not mentioned by any of the agencies. This is a site plan application. He is in favor of downtown development he just doesn't want to be surprised if there was suddenly an issue. Mr. Lazarus stated that if approved with the stipulation that the health department has to approve, and if they don't approve, it won't happen. The Commission is signing off that parking okay with the signage about leaving the drive-thru. He noted the Fire Marshal has already reviewed and approved the plan. The operation of the smoothie serving business is not on your plate. Dr. Malton stated that the lease is not signed yet with the naturopathic and smoothie place. They know they need to work with the town on permits.

Mr. Talbot stated that when the Commission approved a wellness center as a use it involves several particular sub-uses. They didn't come in with any specific tenants in the application. That's why the Commission is not getting the detail that they are expecting. He noted that the drive-thru was overlooked originally.

**Commissioner Fitzsimmons: Second**

**Vote: Venoit – yes; Fitzsimmons – yes; Kohan – yes; Hine – yes; Chairman Seichter – yes**

The amendment is approved

**7. Site Plan (restaurant)/A. Castico/866 North Colony Road #203-21**

Commissioner Fitzsimmons noted the correspondence for the record including: Inter-Departmental Referral dated February 1, 2021, from the Fire Marshal; correspondence dated February 11, 2021, from Thomas Talbot, Planner to Armand Castico; Inter-Departmental Referral, dated February 17, 2021, from Chief Sanitarian; correspondence dated March 1, 2021, from Barton Bovee, P.E., Harry E. Cole & Son to Thomas Talbot, Planner; Memo dated March 3, 2021, from Department of Engineering to Planning & Zoning Commission; Interoffice Memorandum dated February 26, 2021, from Erik Krueger, Senior Engineer, Water & Sewer, to Thomas Talbot, Planner; correspondence dated March 5, 2021, to Thomas Talbot, Acting Town Planner; and an updated memo from the Engineering Department dated March 8, 2021, to the Planning and Zoning Commission; and the map of the revised plans.

Greg Piecuch, of the Law Office of Gregory Piecuch, 750 Main Street, Hartford represented applicant Armand Castico. Mr. Piecuch explained that the property will be adapted into a Frankie's Restaurant and showed photos of the site on the corner of North Colony and Ives. They plan to use the existing building which is less than 1,300 sq. ft. He noted that the front of the house will be less than 500 sq. ft. There will not be a lot of in-house dining. It will mostly be a take-out or short stay. He explained that they will need seven parking spaces and provided a layout with 15 spaces. He stated that the parking in the back will be mostly for the staff. He explained that Mr. Castico will be the tenant and there is no tenant improvement allowance. All they will be doing is striping the parking lot, not reengineering the site. They will bring the façade up, add an ADA ramp and add signage.

Chairman Seichter asked if they received the memo from the Department of Engineering that arrived today. Commissioner Venoit read the memo: "We are in receipt of the following materials for the referenced application for the proposed parking layout plan by Harry E. Cole and Son, dated February 3, 2021, and revised March 4, 2021, and letter to Tom Talbot from Gregory Piecuch dated March 5, 2021. We offer the following comments based on the submitted materials. 1) Eliminating the future parking spaces in the southeast corner of the site addresses previous concerns regarding stormwater and an increase in impervious coverage. 2) This department takes no exception to the following conditions of approval. The application shall coordinate bollard locations at the rear door with the Town Engineer. We would like to note that the installation of bollards will reduce drive aisles to approximately 20 ft. The applicant shall reconsider the use of angled parking spaces in this area. A two-way drive aisle with 90-degree parking stalls is typically a minimum of 24 ft. wide. 3) This department takes no exception to the following conditions of approval. The applicant shall coordinate ADA compliant ramp location with the Town Engineer."

Atty. Piecuch replied that there are existing bollards in the back of the building and plenty of room on the North Colony side to accommodate bollards so it is not an issue. He said there may be more of an

Commissioner Fitzsimmons noted the correspondence for the record: correspondence dated February 9, 2021, from Thomas Talbot, Planner to Joseph Corso; Inter-Departmental Referral dated February 11, 2021, from Fire Marshal; Inter-Departmental Referral dated March 3, 2021, from Town Engineer; Interoffice Memorandum dated March 3, 2021, from Erik Krueger, Senior Engineer, Water & Sewer to Thomas Talbot, Planner; and a map of the proposed site.

Joseph Corso, 3 Juniper Street, Wallingford, explained that he found out late that he needed permits. He built the apartment a few years ago for his mother-in-law. He explained that the in-law kitchen and living room are to the left on the front of the house. He took one garage bay of a three-car garage and a bump-out for the apartment. The only addition was a sink, dishwasher, and fridge. Everything else was already in existence.

Hearing no further comment, Chairman Seichter asked for a motion.

**Commissioner Venoit: Motion to approve application #204-21 Site Plan for Corso for a 431 sq. Ft. accessory apartment at 3 Juniper Street as shown on submitted plans, subject to:**

- 1. Inspection of the Zoning Enforcement Officer prior to issuance of a certificate of occupancy and**
- 2. Comments in Interoffice Memorandum from Erik Krueger, Senior Engineer, Water & Sewer Divisions to Thomas Talbot, Planner, dated March 3, 2021.**

**Commissioner Fitzsimmons: Second**

**Vote: Venoit – yes; Fitzsimmons – yes; Kohan – yes; Hine – yes; Chairman Seichter – yes**  
The amendment is approved

#### **CGS 8-24**

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

Mr. Talbot explained that there are four places in town where the Water Division is replacing water mains over the next year. He has no information on why these particular mains. CT General Statute 8-24 requires any improvement like this that a local utility makes requires approval from the Planning Commission to verify that it is in line with the Town's plan of development.

Hearing no further comment, Chairman Seichter asked for a motion.

**Commissioner Venoit: Motion to approve the Water Main Extensions on High Street, Woodhouse Avenue, Center Street, and Norman Avenue for the Water & Sewer Division.**

**Commissioner Fitzsimmons: Second**

**Vote: Venoit – yes; Fitzsimmons – yes; Kohan – yes; Hine – yes; Chairman Seichter – yes**  
The amendment is approved

suggested focusing on the idea of food trucks for wineries and cideries. He directed Commissioners to the comments from the Corporation Counsel and the draft provided by Mr. Talbot.

Commissioner Fitzsimmons agreed that it makes sense to revise the regulations for the wineries and agreed with the Corporation Counsel that the changes are warranted. He suggested a workshop to discuss.

Chairman Seichter suggested a general discussion on wineries, cideries, and breweries to give some guidance on changes to the regulations. Then there can be further discussion or a workshop on the broader items raised in Atty. Small's memo. Mr. Talbot offered to pull out specifics for wineries, cideries, and breweries for the next meeting. Chairman Seichter and Commissioner Fitzsimmons agreed.

Commissioner Kohan agreed. He noted that on the second to the last page it states that the trucks must be on private property. He noted that Center Street Brewery has no private property. He asked if this would prevent them from being able to have a food truck. Chairman Seichter agreed it would be problematic. Mr. Talbot welcomed any ideas or comments and stated that he will begin drafting the regulation.

**19. Annual Report— no comments**

**Commissioner Venoit made a motion to approve the 2020 Annual Report.**

**Commissioner Fitzsimmons: Second**

**Vote: Unanimous to approve**

**Commissioner Venoit made a Motion to adjourn the March 8, 2021, Wallingford Planning and Zoning Commission meeting at 9:40 pm.**

**Commissioner Fitzsimmons: Second**

**Vote: Unanimous**

Respectfully Submitted,

Cheryl-Ann Tubby

Recording Secretary



401-21A

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INTEROFFICE MEMORANDUM

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**TO:** ERIN O'HARE, ENVIRONMENTAL PLANNER  
**FROM:** ERIK KRUEGER, P.E., SENIOR ENGINEER - WATER AND SEWER DIVISIONS *hkr*  
**SUBJECT:** INLAND WETLANDS AND WATERCOURSES PERMIT APP. NO. A20-10.3  
MONTANTE CONSTRUCTION LLC - 5 RESEARCH PARKWAY  
**DATE:** MARCH 29, 2021

CC: N. AMWAKE, P.E.; R.C. VANSKI; D. SULLIVAN; J. PAWLOWSKI; A. KAPUSHINSKI, P.E., TOWN ENGINEER; T. TALBOT, ACTING TOWN PLANNER; BYRON DELUKE, MONTANTE CONSTRUCTION, LLC; J. DEWEY, BL COMPANIES

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The Wallingford Water and Sewer Divisions received revised documents for the subject Inland Wetlands application on March 5, 2021 in addition to a letter from Mr. Jeffrey Dewey dated March 3, 2021. The comments contained herein are in addition to previous comments made in my memos to Erin O'Hare dated November 6, 2020 and February 19, 2021. In this memo I am focusing on the responses contained in Mr. Dewey's March 3, 2021 letter and other items that have not been addressed previously.

It is requested that the following comments and questions in addition to all other comments that have been previously submitted be made conditions of approval to be resolved prior commencing activities at the site and prior to issuance of a building permit for the proposed structures. In general the numbering system below matches the comments in my previous memo dated February 19, 2021:

**1. Storm water management and treatment systems:**

- a. Some of the volumes of the sand filters shown in the tables of Stormwater Management Report Appendix containing the StormCAD output files do not match the volume of the 1" of rainfall for each sand filter shown in the Sand Filter Design 1" volume in Attachment 4. Of specific concern is the volume of sand filters SF-2A, SF-2B, SF-4A and SF-4B which appear to be less than the sand filter design 1" volume. The volume of the sand filters shall be revised and corrected throughout the drawings, calculations, and stormwater management plan to provide a minimum volume equal to 1-inch of rainfall over the entire area tributary to the sand filter with 1-foot of free board. This must be addressed and can be accomplished during the Planning and Zoning application review.
- b. All stormwater pipes that convey untreated stormwater must be a minimum of 12-inches diameter. This includes all of the pipes between the diversion structures and the hydrodynamic separators. This must be addressed and can be accomplished during the Planning and Zoning application review.
- c. The Wallingford Water Division (WWD) Technical Standards require that the oil/water/grit separators including the inlet and outlet piping be designed to have sufficient capacity to pass the flow directed to the oil/water/grit separators during the 25-year storm return frequency rainfall event (Q25) without backup. Currently the capacity and model number of the hydrodynamic separators shown in the

stormwater management plan and attachments do not match the drawings. Several of the hydrodynamic separators, specifically HDS-2A, HDS-2B and HDS-5A do not have sufficient capacity to pass the flow directed to them during the Q25 rainfall event. The size, model and capacity of all of the proposed hydrodynamic separators shall be revised and corrected throughout the drawings, calculations, and stormwater management plan. This must be addressed and can be accomplished during the Planning and Zoning application review.

- d. The reasoning for the proposed emergency overflow structures within the sand filters was adequately addressed in the letter dated March 3, 2021 from Jeffrey Dewey.
- e. All oil/water/grit separators and stormwater treatment systems shall be designed to limit the maximum liquid level in the tank to an elevation no higher than 3-inches down from the inside of the top slab for during the 100-year storm return frequency rainfall event (Q100) for the tributary area. Several hydrodynamic separators such as HDS-3A, and HDS-3BC appear to be surcharged during the Q25 and Q100 rainfall events. This must be addressed and can be accomplished during the Planning and Zoning application review.
- f. Please provide summaries of the calculations and water surface elevations in the hydrodynamic separator to show that storm water treatment systems will not be surcharged under various storm flows including the 25-year and 100-year storm return frequency rainfall event. This must be addressed and can be accomplished during the Planning and Zoning application review.
- g. A detailed review of each stormwater treatment system including the surface water elevations associated with the 25 year and 100 year rainfall event shall be provided by the applicant.
  - i. Some of the tabulated areas, volumes and computations shown in the tables of Attachment 4 – Water Quality & Groundwater Recharge Calculation in the Stormwater Management Plan do not match the areas, volumes and computations shown in Attachment 5 – Sand Filter Calculations.
  - ii. The elevations shown in the table on sheet DN-12 for the most part have been corrected; however, there are discrepancies in the size of the pipes of the water quality outlet when compared to the drawings. As stated under item 1.b. above all of the pipes from the diversion structures to the hydrodynamic separators shall be a minimum of 12-inch diameter.
  - iii. A concrete splash pad shall be shown for outlet protection at the water quality outfall in the sand filters.

All of the pipe invert elevations, stormwater structures elevations, pipe slopes and capacities, sand filter volumes, hydrodynamic separator capacities and water surface elevations during the Q25 and Q100 rainfall events shall be corrected for consistency throughout the drawings, stormwater management report and calculations in order to meet approval and requirements of the Wallingford Water Division during the Planning and Zoning application review.

The following specific items listed under sections 1.g.iv. through 1.g.vii. below must be addressed and can be accomplished during the Planning and Zoning application review:

iv. **Sand Filter System SF-2 (Plan sheets GD-3 & GD-7)**

1. Specific comments:

- a. Top of frame elevations for HDS-2A and HDS-2B need to be adjusted.
- b. 8-inch perforated drain should be routed around CB-202.
- c. HDS-2A and HDS-2B do not currently have adequate capacity to pass the flow directed to them during the 25-year rainfall event.
- d. Sand filters SF-2A and SF-2B appear to be undersized.
- e. No underdrain outlet is shown for sand filter SF-2B

v. **Sand Filter system SF-3 (Plan sheets GD-4 & GD-8)**

1. Specific comments:

- a. Pipe from MH309 to HDS-3B has 0% slope.
- b. HDS-3A and HDS-3BC appear to be surcharged during Q25 and Q100 rainfall events. A proposed backwater valve is shown upstream of HDS-3BC which will not protect the separator from surcharging. Revise as necessary to eliminate surcharging of the hydrodynamic separator.
- c. Top of frame elevation for HDS-3D needs to be corrected.
- d. HDS-3BC is shown as 14 feet deep, this may cause issues associated with accessing the unit during maintenance.

vi. **Sand Filter system SF-4 (Plan sheets GD-2 & GD-6)**

1. Specific comments:

- a. Pipe from DIV-4A to HDS-4A-1 has a slope of 0%.
- b. Top of Frame elevation of HDS-4A-1 needs to be corrected.
- c. HDS-4A-2 is shown as 14 feet deep, this may cause issues associated with accessing the unit during maintenance.
- d. Sand filters SF-4A and SF-4B appear to be undersized.

vii. **Sand Filter system SF-5 (Plan sheets GD-5 & GD-9)**

1. Specific comments:

- a. The underdrain outlet from Sand filter SF-5B is shown with reverse pitch which needs to be corrected.
- b. HDS-5A does not currently have adequate capacity to pass the flow directed to it during the 25-year rainfall event.

**2. Site Grading:**

The slope of the embankment on the west side of the proposed access road shown on sheets GD-7 and GD-8 is proposed to be a slope of 1 vertical to 1 horizontal. A portion of the

slope at the northeast corner of the building as shown on sheet GD-4 is also shown as a slope of 1 vertical to 1 horizontal. A geogrid slope retention system is shown to be installed on the 1 to 1 slopes. These slopes exceed the requirement of section 6.27 of Wallingford Zoning Regulations. The maximum slope requirement of 1 foot vertical to 2 feet horizontal may be modified upon the recommendation of the Town Engineer.

There is a grass swale collecting drainage from the hillside shown on the 2 to 1 slope on sheet GD-1 which needs to be revised to be an armored riprap type swale.

**3. Erosion Control and Construction Site Contingency Plan for Erosion Control and Emergency Spills:**

Specific comments:

- a. Page 2 under "Existing Ponds / Dam" – second bulleted item

Change:

"Lowering of the water surface within the ponds shall be under the direction of the Wallingford Water Division: the existing ponds may be required to have the water surface lowered to a level prescribed by the Water Division different than above."

To:

***"Lowering of the water surface within the ponds shall be subject to the review and approval of the Wallingford Water Division."***

- b. Page 3 - Suggest changing "muni-ball" to "temporary inflatable plug"
- c. Application rate of flocculants shall be as prescribed by the Manufacturer but shall not exceed the concentration allowed under NSF 60 for water in a drinking water treatment plant.
- d. Delete the following statement: "Existing pond shall be drawn down as directed by the Town of Wallingford Water and Sewer Department"

- e. Change:

"The existing drawdown valve shall be tested by the Owner and the Town of Wallingford Water and Sewer department prior to commencement of any site work."

To:

***"The existing drawdown valve shall be tested by the Owner prior to commencement of any site work."***

- f. Page 3 under "Pedestrian Crossing Stop-Log Installation" third bulleted item

Change:

"Prior to a severe storm event and/or as directed by the Wallingford Environmental Planner, Town Engineer, Water Division or the Project Engineer: Stop-logs shall be installed at a prescribed level (number of boards)"

To:

***"Stop-logs shall be installed at a prescribed level (number of boards) prior to a severe storm event and/or as directed by the Project Engineer subject to the review and approval of the Wallingford Environmental Planner, Town Engineer, and Water Division."***

**3A. Erosion and Sediment Control Report:**

Page 6, second paragraph delete the following:

"Lowering of the ponds shall be completed under the direction of the Wallingford Water and Sewer Department."

**4. Site Operations and Management Plan:**

Provide copies of the Annual Checklist, Quarterly Checklist and Monthly Checklist for review and approval by the Town. Once approved these forms shall be included as part of the Site Operations and Management Plan.

The third paragraph of "Section A – Catch Basins, Yard Drains, and Manholes" on page 7 shall indicate that during the inspection floatables, oil and scum shall be removed.

The third paragraph of "Section B – Hydrodynamic Separators (or approved equal)" on page 7 shall be revised to state "For the first year of operation following construction, inspect each HDS once each month for the months of January, February, March and April, once every four months thereafter and after every major storm event with greater than 1-inch of rainfall."

"Section H – Parking Lots" add the following "Sweepings and road sand shall be removed from the site and disposed of properly."

"Section Q- Outdoor Storage" on page 12 shall be revised to include no storage of road sand.

**5. Water and sanitary sewer utilities:**

A proposed pump house to supply the domestic water and needed fire sprinkler demand to the building is shown on the south side of Carpenter Lane west of the drive way entrance to the site.

The drawings currently show a single combined water service to the pump house; however, a separate domestic line and fire line will be required between the public water main in Carpenter Lane and the pump house.

The water lines from the tapping valve at the public main in the street to the building will be installed, owned and maintained by the property owner. The water lines from the pump house to the building will need to be located outside of the Town owned right of way for Carpenter Lane and be located completely on private property.

The size of the required domestic water service, booster pump, fire service, and fire pump will be based on plumbing fixture counts and needed fire flows to be supplied by the Owner and as approved by the WWD.

The fire protection system, fire hydrants and remote fire department connection shall be installed at locations and in accordance with the requirements of the Fire Marshal.

Demolition drawings DM-7 and DM-9 do not indicate where the existing water line will be temporarily cut and capped. The new loop water main will be connected to the existing water main at this location which needs to be shown on the drawings.

The municipal sanitary sewer gravity main in Carpenter Lane will be extended to bring the sewer line up to the driveway entrance at the north end of the site. The alignment of the

proposed municipal sanitary sewer main in Carpenter Lane shall be revised to show the pipe to be at the centerline of the road.

It is anticipated that additional comments regarding the storm water management systems and site utilities for this project will be issued when the drawings are revised and reviewed as part of the Planning and Zoning application process.



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

401-21B

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

April 1, 2021

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

**RECEIVED**  
**APR 05 2021**  
**WALLINGFORD**  
**PLANNING & ZONING**

**Re: Traffic Peer Review  
 Proposed Delivery Station Building  
 5 Research Parkway  
 Wallingford, Connecticut**

Dear Mr. Talbot,

VN Engineers, Inc. (VNE) is pleased to provide this peer review of the traffic impact study and site plans for the proposed Delivery Station Building at 5 Research Parkway in Wallingford, Connecticut. The 179.85-acre project site, which was previously occupied by Bristol Myers Squibb, is located within the Industrial Expansion (IX) zone and Wallingford Watershed Protection District (WPD). The site is presently unoccupied. The project includes the construction of a 219,000± square-foot warehouse building with 1,508 parking spaces.

The following information was provided to VNE for review:

- Permit Documents for Proposed Development, 5 Research Parkway, Wallingford, Connecticut prepared by BL Companies, dated January 8, 2021.
- Traffic Study, Proposed Delivery Station Building, 5 Research Parkway, Wallingford, Connecticut prepared by BL Companies, dated December 2020.

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

**Study Area**

1. The study area that is presented in the traffic study report includes the key signalized and unsignalized intersections that most of the trips to and from the proposed Delivery Station would be expected to pass through. The study area selected is appropriate for analyzing the impacts of the proposed development.

**Existing Traffic Counts**

2. The study identifies that the existing weekday morning and weekday afternoon peak-hour counts were collected in October 2018, prior to the COVID 19 pandemic. The weekday

midday peak-hour counts were collected in October 2020, during the COVID 19 pandemic, and were reviewed and adjusted by the CTDOT Bureau of Policy and Planning. The weekday morning and afternoon peak-hour volumes presented in Figure 2 are in line with the hourly count data available on the CTDOT Traffic Monitoring Station Viewer at count stations WALL-237 and WALL-030. The weekday midday peak-hour volumes presented in Figure 2 are approximately 150 vehicles per hour lower than those provided for count stations WALL-237 and WALL-030. The weekday midday peak-hour volumes should be verified and the analyses should be adjusted to reflect the volumes provided on the CTDOT Traffic Monitoring Station Viewer.

3. The Existing (2020) Traffic Volumes Figure 2 includes a sheet note that states the AM/PM volumes were adjusted by CTDOT for 2020. This note differs from the statement made on page 9 of the report that states the Existing 2020 midday traffic volumes were adjusted by the CTDOT Bureau of Policy and Planning. The process for collecting and adjusting the peak-hour volumes to Pre-Covid conditions should be further clarified.
4. The peak-hour volumes for the intersections of Research Parkway with Joseph Carini Road and the Marlin Software driveway should be added to the traffic figures.
5. The traffic figures show the signalized site driveway as Site Drive #2, whereas the rest of the report references this driveway as Site Drive #1. The traffic figures should be revised to be consistent with the report and analyses.
6. The existing traffic volumes at some intersections do not balance with those at the adjacent intersection, where there are no driveways in between these intersections. While these balancing differences are not expected to have a significant impact on the analyses, they should be corrected in all the revised figures and capacity analyses.
7. The traffic study mentions that pedestrian counts were recorded at the study intersections. While it is anticipated that pedestrian activity is low in the study area, a statement should be made regarding the pedestrian activity at the study intersections.

### **Crash History**

8. The crash analysis study period includes the three-year period between January 1, 2017 and December 31, 2019. The selected period does not include time during the COVID-19 pandemic and is appropriate for use in this study.
9. The crash analysis does not include analysis in the vicinity of either of the site driveways or the Marlin software driveway. Crash analysis should be provided at the same locations where the capacity analysis was performed.
10. The crash analysis identified that the most crashes within the study area occurred at the unsignalized four-way stop controlled intersection of Research Parkway and Carpenter Lane. Four of these crashes were angle collisions and three crashes were rear-end collisions. These crash patterns suggest that there may be sightline or geometric issues where drivers are not aware of the stop-control. Based on a recent site visit, STOP AHEAD signs were observed at both the northbound and southbound Research Parkway approaches. Are there sightline or geometric conditions that may be contributing to these crashes that could be addressed through the installation of additional warning signage?



11. The crash analysis section makes an incomplete statement in the second paragraph. It is assumed that it was meant to state that there were no fatalities in the corridor for the three-year period. This statement should be corrected in the revised report.

### **No-Build Traffic Volumes**

12. A 1.0 percent annual growth rate was applied to the Existing traffic count data for the Build year of 2021 to account for background traffic growth within the study area. This growth rate is appropriate for the study area.
13. 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. The applicant should confirm with the town that there are no other new developments that are approved or pending that could contribute additional traffic within the study area.
14. The traffic volumes depicted in the 2021 No-Build Traffic Volumes (Figure 3) accurately reflect the application of the annual 1.0 percent background growth rate to the existing traffic volumes as identified in the study.
15. The 2020 Existing and 2021 No-Build traffic volumes include the traffic volumes that were observed to enter and leave the site during the weekday morning and afternoon peak-hour counts collected in 2018 at the signalized site driveway on Research Parkway. These volumes should be removed from the figures and analysis since these trips are not currently visiting the site and are not expected in either the 2021 No-Build or Build scenarios. These trips can be removed from the adjacent intersections so that they balance with the site driveway volumes. The removal of these volumes will improve operations at the site driveway and the adjacent intersections.

### **Trip Generation and On-Site Circulation**

16. The traffic study uses tenant-specific trip generation data for forecasting the 2021 Build condition traffic volumes. As presented in the study, the new facility will be operated to minimize the number of site-generated trips during the peak-hours of the adjacent street traffic. Has the use of the tenant-specific trip generation data been approved by the Office of the State Traffic Administration (OSTA) for this project?
17. The traffic report should provide additional discussion on how the tenant-specific trip generation compares with other similar Land Use Codes (i.e. Warehouse, High Cube Warehouse) in the ITE Trip Generation Manual and why the tenant-specific trip generation is the most appropriate for modeling the traffic impacts of this development.
18. The traffic report identifies that there will be 2,196 trips per day using the site. The description of the operations and associated trips provided in the report identifies the shifts when the various associates, managers, dispatchers, and drivers will be onsite. It is not clear how the various employee trips add up to the 2,196 trips per day from the writeup provided or what the peak hours of the new delivery station will be. Can a table be provided in the report that shows the estimated trips entering and exiting the site by hour for each of the site driveways

over a typical 24-hour period for each of the various employee designations (i.e. associates, managers, dispatchers, drivers)? This information will provide a better understanding of the peak hours of the proposed development and the timing of trips to and from the site.

19. The number of parking spaces provided on the site suggest that there will be periods when the trip generation will exceed the 2,196 trips per day. The 1,033 van parking spaces is three times the 344 vans reported to enter and leave the site each day. Assuming an 85 percent parking utilization rate, it is expected that 400 +/- spaces would sufficiently accommodate the daily van load. Assuming an 85 percent parking utilization of the total 1,508 parking spaces proposed on site with a single turnover for each of these spaces per day would correlate to approximately 2,564 trips per day. With higher turnover rates for these parking spaces during shift changes or during periods with higher parking utilization, additional trips can be expected. Additional information should be provided to demonstrate how the parking will be used for the delivery station operations and how much the trip generation would be expected to increase during periods when the parking is fully utilized.
20. The traffic report should address how much the trip generation is expected to increase during the holiday season peak. Additional analysis should be provided to demonstrate how traffic operations will be impacted during this peak season.
21. Based on the description of operations provided in the report, it appears that one of the peak-hours of the development will occur between 10:10 a.m. and 11:10 a.m. when approximately 344 delivery vans will exit the site at a rate of 160 vans every 20 minutes. Has any analysis been performed at the signalized intersections of Research Parkway with the site driveway and Barnes Road during this period? It is anticipated that this release of vehicles during this one-hour period may change the peak-hour on Research Parkway to this time. Signal adjustments may be needed at these locations to minimize delays during this peak period. A similar analysis should also be performed during the period between 7:10 p.m. and 8:50 p.m. when the delivery vans will return to the site and the returning drivers will leave the site to travel home.
22. Can additional information be provided on the "Flex" delivery and how this system will work for this site? Additional information should be provided on where the "Flex" drivers will pick-up packages and where they will park.
23. The traffic report identifies the historic peak-hour trips for the previous Bristol Myers site from the 2003 Wilbur Smith traffic study to be 620 vehicles per hour in the morning and 535 vehicles per hour in the afternoon. Is there an estimate of the daily trips that could have been expected for the Bristol Myers site to provide a daily comparison with the proposed development?

### **Trip Distribution**

24. According to the study, the trip distribution patterns presented in Figure 4 are based on population densities, competing opportunities, existing travel patterns, and the efficiency and limitations of the existing roadway system. The trip distribution percentages are listed below:
  - a. 20 percent to/from points north via I-91
  - b. 30 percent to/from points south via I-91
  - c. 20 percent to/from points east via Route 68 (Barnes Road)

- d. 15 percent to/from points west via Route 68 (Barnes Road)
- e. 15 percent to/from points north via Research Parkway

The trip distribution presented in Figure 4 is appropriate for use in this study.

#### **Anticipated Site Generated Traffic Volumes**

25. The site-generated traffic volumes presented in Figure 5 were appropriately distributed according to the trip distribution patterns presented in Figure 4, with the exception of the following approaches during the weekday afternoon peak-hour:
- a. Southbound Research Parkway approach to Barnes Road
  - b. Westbound Barnes Road (Route 68) approach to the I-91 northbound ramps
  - c. Westbound Barnes Road (Route 68) approach to the I-91 southbound ramps

These noted differences are not expected to have a significant impact on the capacity analysis results, however, they should be corrected in the revised figures and capacity analyses.

#### **Build Traffic Volumes**

26. The Build traffic volumes presented in Figure 6 should be revised to address the traffic volume balancing and site assignment differences noted in comments #6 and #25.

#### **Roadway Adequacy & Capacity Analysis**

27. 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 2020 Existing, 2021 No-Build and 2021 Build Scenarios.
28. The Existing midday Synchro analyses appear to be using the No-Build traffic volumes. The Synchro analysis for the Existing weekday midday peak should be revised to use the existing volumes. Table 5 should be updated with the revised results. This change is not expected to have a significant impact on the results that are reported.
29. The heavy vehicle percentages used in the capacity analysis are not included in the Synchro reports. The heavy vehicle percentages obtained from the traffic counts should be used in the Existing and No-Build Synchro models and the forecasted truck percentages should be used in the Build Synchro models. If the default two percent heavy vehicle percentage was used, then it should be checked that the default percentage matches or exceeds that recorded during the traffic counts for each of the movements.
30. The traffic capacity analyses use the default peak hour factor (PHF) of 0.92, which represents relatively uniform flow at the approaches throughout the peak-hour. The PHFs obtained for each approach from the traffic counts should be used in the Synchro models to account for the peak 15-minute flow rates at each approach during the peak-hours.
31. The southbound right-turn movement at the intersection of the I-91 southbound ramps with Route 68 (Barnes Road) should be modeled as No Turn on Red to be consistent with the signal plan and report writeup.

32. The northbound right-turn movement at the intersection of the I-91 northbound ramps with Route 68 (Barnes Road) should be modeled as No Turn on Red to be consistent with the signal plan and report writeup.
33. The link speeds used in the Synchro models at the Barnes Road (Route 68) approaches should reflect the free-flow speeds on Route 68.
34. The offset times entered for the intersection of the I-91 southbound ramps with Barnes Road (Route 68) should be revised to reflect those listed in the CTDOT time-space diagrams for each of the time periods analyzed. While this intersection is listed as the master intersection, the offset times provided in the time-space diagrams should be used to reflect the actual offsets between the intersections in the coordinated system.
35. The yellow time and minimum splits modeled at the eastbound Barnes Road approach to the I-91 southbound ramps and the westbound Barnes Road approach to the I-91 northbound ramps should be revised to account for the 3.5 second yellow time per the signal plans.
36. The signalized intersection of Research Parkway with the Food Bank Drive/Site Drive #1 was observed to be running in Flash during the peak-hours based on recent site visits. This intersection is presently operating as a two-way stop-controlled intersection with stop-control on the driveways. The Existing and No-Build models should reflect the current operations at this intersection.
37. The signal timings used for the analysis of the intersection of Research Parkway with the Food Bank Drive/Site Drive #1 do not match the existing signal plan. The Synchro models use a maximum 140 second cycle length, whereas the signal plan shows a maximum 100 second cycle length. The maximum splits should be revised to match those provided on the signal plan. This signal is also being modeled as being part of a coordinated system but should be revised to be modeled as actuated-uncoordinated since it is not part of a coordinated signal system. The vehicle extension times at this location should also be revised to match those listed on the signal plans.
38. Minor differences were noted when comparing the volumes presented in the traffic figures to those included in the Synchro models. While these differences are not expected to have a significant impact on the results, they should be revised to match.
39. Some of the results that are reported in Table 5 do not match the Synchro reports. The following results should be checked and revised, as appropriate:
  - a. Queue lengths at Exit 15 SB approach to Barnes Road during morning peak under Existing conditions. The 50<sup>th</sup> percentile queues were reported.
  - b. Queue lengths at Route 68 WB thru during the afternoon peak under No-Build and Build conditions should be revised to be consistent with those listed for the Existing condition.
  - c. Queue length and V/C ratio at the Route 68 WB right-turn at the I-91 NB ramps during the evening peak under Existing conditions.
  - d. LOS at Food Bank Drive EB left-turn at Research Parkway during the evening peak under Build conditions.

- e. V/C Ratio at Food Bank Drive EB right-turn at Research Parkway during the midday peak under Build conditions.
- f. V/C Ratio at Research Parkway NB left-turn at Site Drive #1 during the midday peak under Build conditions.
- g. Queue length at Research Parkway NB thru at Site Drive #1 during the midday peak under Build conditions.
- h. LOS and V/C ratio at the Joseph Carini Road EB approach to Research Parkway during the evening peak under Existing and No-Build conditions.
- i. V/C ratio at Marlin Software Driveway EB left/right-turn at Research Parkway during the midday peak-hour under Build conditions.
- j. Missing queues at Marlin Software Driveway EB left/right-turn at Research Parkway during the morning peak-hour under Existing conditions.
- k. Missing queues at Research Parkway NB left-turn at Marlin Software Driveway during the evening peak under No-Build Conditions
- l. Queues reported in Synchro reports for the intersection of Research Parkway at Carpenter Lane are provided in terms of car lengths. The queues presented in Table 5 should be reflected accordingly by multiplying the calculated car lengths by 25 feet.
- m. V/C ratio at Site Drive #2 NB right/left-turn at Carpenter Lane during the midday and evening peaks under Build conditions.
- n. V/C ratio at Carpenter Lane EB approach at Site Drive #2 during the peak under Build conditions.

Most of these differences are minor and do not represent a significant change in the performance measures at these approaches, but they should be corrected in the revised report.

- 40. In Table 5, the eastbound approach at the intersection of Research Parkway at Food Bank Drive/Site Drive #1 is listed as being for Site Drive #1 and the westbound approach is listed as being for the Food Bank drive. These descriptions should be revised so that the eastbound approach is for the Food Bank Drive and the westbound approach is for Site Drive #1.
- 41. While no queuing issues were noted, Table 5 should be revised to include the available storage provided for each of the movements to demonstrate that there is adequate queuing space for each of the movements.
- 42. The legend at the bottom of Table 5 should be revised to include the meaning of the '#' and 'm' designations in the results.
- 43. The westbound left-turn from Site Drive #1 and the eastbound left-turn from the Food Bank driveway at the intersection with Research Parkway are projected to operate at LOS E under the Build condition. While these approaches are expected to operate at the same LOS as the No-Build condition, are there signal timing improvements that can be made to improve operations for both the driveways?
- 44. The discussion of the capacity analyses results presented on page 32 of the report identifies that the Site #2 driveway right/thru onto Research Parkway NB will operate at LOS E. This statement does not match the results presented in Table 5 and it should refer to the Site #2 driveway left onto Research Parkway SB.

### **Site Access**

45. The traffic study appropriately determines the required intersection sight distance at Site Drive #2 on Carpenter Lane as 500 feet per the CTDOT Highway Design Manual for a 45 mile-per-hour 85<sup>th</sup> percentile speed. The proposed Site Drive #2 location is noted in the traffic report to meet this requirement. Based on a field review of the new site drive location, the new site driveway is expected to improve the sightline looking right when exiting the site as compared to the current driveway location.
46. A No Left Turn sign should be considered for the southbound traffic on Carpenter Lane in the vicinity of Site Drive #2 to reinforce the right-in/ left-out driveway configuration.

### **Offsite Traffic Impact Mitigation**

47. One of the recommendations from the traffic report is to restripe the lanes at the southbound Research Parkway approach to Barnes Road (Route 68) to provide 11-foot lanes to allow for wider receiving lanes for semi-trailers making left-turns onto Research Parkway from the eastbound left-turn lane from Barnes Road. The WB-67 truck turn maneuver shown in Figure TT-2 shows the left-turn from the eastbound center lane on Barnes Road, which is the required maneuver from this lane between 6:30 and 9:30 a.m., Monday through Friday. The proposed striping change is expected to better accommodate this maneuver for this situation. Since there is no signage designating which lane trucks must turn from, this left-turn should also be evaluated for instances when a WB-67 truck is in the inside lane and the SU-30 vehicle is in the outside turn lane.
48. The traffic report recommends relocating the STOP bar at the northbound Research Parkway Approach to Site Drive #1. A figure showing the truck turning template and the location of the new STOP bar should be provided in the traffic study to demonstrate the need for this change.

### **Summary and Conclusions**

49. The summary and conclusions should be updated based on any additional or revised analysis.
50. The site of the proposed delivery station is certified as a Major Traffic Generator (MTG) with the CTDOT Office of the State Traffic Administration (OSTA). The proposed development also meets the definition of a MTG and will need to be permitted with OSTA.

### **On-site Circulation and Parking**

51. The total required number of parking spaces identified in the Parking Information Table is listed as 176.5 spaces. Based on the ratios listed in the table, the total parking requirement per the zoning regulations should be 190 spaces.
52. Based on the ITE Parking Generation Manual for Land Use Code 150: Warehousing, the average peak period parking demand for a 219,000 square-foot GFA warehouse is 85 parking spaces. The 85<sup>th</sup> percentile peak parking demand is 243 parking spaces. The proposed site plan proposes 1,508 total parking spaces, which exceeds the minimum zoning requirement and the 85<sup>th</sup> percentile demand per the ITE Parking Generation Manual.

53. Additional information should be provided on the need for the 1,033 van parking spaces. It is not clear why so many van spaces are needed when the traffic study identifies that 344 delivery vans will leave the site in the morning and return each evening.

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



Sydney Brooks LaLuna, EIT  
Project Engineer





401-21C

**PLANNING & ZONING**  
**INTER-DEPARTMENTAL REFERRAL**  
**NOTICE OF PROPOSED DEVELOPMENT**

RECEIVED

JAN 26 2021

WINDSOR  
PLANNING & ZONING

APPLICATION: #401-21

DATE OF SUBMISSION: January 8, 2021

DATE OF RECEIPT: January 11, 2021

SCHEDULED MEETING: February 8, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (warehousing)/Montante Construction LLC/5 Research Parkway

LOCATION: 5 Research Parkway

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

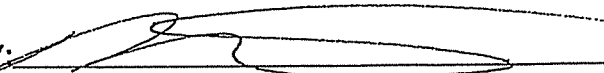
INLAND WETLANDS

OTHER

FIRE

WATER & SEWER

DEPARTMENT COMMENTS: OK WITH SITE. THIS PROJECT WILL  
GO TO 3RD PARTY REVIEW. ? WATER FLOW REQUIRED)  
AND TYPE OF SYSTEM. PER OPERATIONS CHIEF  
additional fire hydrants to include large parking lot

SIGNED BY:  1. FIRE MARSHAL  
(Title)

DATE: 1/25/21

401-21D  
RECEIVED

APR 07 2021

WALLINGFORD  
PLANNING & ZONING

James Seichter, Chairman PZC  
Wallingford Planning & Zoning Office  
Wallingford Town Hall  
45 South Main Street  
Wallingford, CT 06492

SUBJ: Special Permit 401-21, 5 Research Parkway

DATE: April 5, 2021

We are writing to you to express our concerns and opposition of 5 Research Parkway as a storage and distribution facility. The High Hill Road area has already had a degeneration of property values and aesthetic quality of life. This was a result of the clear cutting of a densely wooded area to make way for the Eversource transmission facility and erection of transmission lines. Though this was not under the purview of the commission, this new construction will be. Now, the neighborhood is being asked to accept a project that will produce more noise, light, traffic, smoke, odors and vibrations on a 24/7 basis. We are also concerned about the impact it will have on the water supply in this area, since we are all on well water.

In order to further avoid the eroding of property values and quality of life issues, this proposal should be rejected. When considering this permit please take into consideration the following concerns for the welfare of the neighborhood. If this proposal is approved, and only if, we would like to see the following conditions considered.

First, a 24/7 operation of this facility would be detrimental to the neighborhood. Such an operation would adversely affect the neighboring residential area with its noise of idling, refrigerated vehicles as well as the admission of light, smoke, gas odor and vibrations. Can you limit the sound and light pollution from the site by putting conditions on the applicant? Can you limit any outdoor sound system possibly used for paging? How will the application address the noise caused by vehicles that make a sound when backing up? Since traffic studies are rated against peak traffic time (morning and evening rush) how will impact the traffic generated hourly, will it be constant and spread out during the day?

Second, in regards to vegetation, can a tree lined berm be required between the facility and High Hill Rd. area to provide a noise and sight barrier from the facility and its lighting? Also, that they be required to continuously maintain this barrier as approved. We strongly request this condition since this area scenic view was devastated by the tree clear cutting undertaken by Eversource for its power lines and transmission facility.

Third, can the facility be required to use the traffic control light on Research Parkway for all vehicles entering and exiting this facility? This particular area is a level, multi lane roadway with a long unobstructed sight line. We would strongly oppose the use of Carpenter Lane for an exit driveway. This roadway is on an incline with areas of limited sight line, and can be a hazard in winter for starting and stopping of vehicles. Since this road serves a residential area with school buses it makes this a safety concern. If they need Carpenter Lane access, can it be gated with a secure lock accessible for fire and

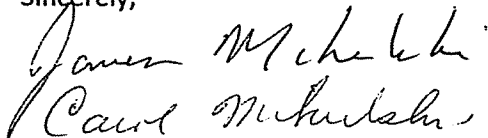
police use only? Finally, signage or road direction limiting traffic turns will not have the desired effect. Drivers are prone to take the route of least traffic which would increase the traffic flow on High Hill Rd. As traffic will increase not only because of this facility, but the recently approved Meriden storage facility on the Northrop Rd. North Farms Rd. intersection. This would hopefully discourage use of residential roadways.

Fourth, what enforcement authority does the town or commission have over non-compliance with conditions of approval? Since the Town of Wallingford has a part time enforcement officer, what assurances do we have as residents that if this is approved, the town zoning enforcement staff will be able to address and resolve any zoning enforcement issues? I raise this issue because I've seen numerous box stores expand their garden centers and storage areas from the approved plan to the parking area.

Finally, is the paved surface excessive for the scheduled number of trips per day?

We make these recommendations in an effort to try and maintain a quality of life that has been enjoyed in this area.

Sincerely,

Handwritten signatures of James and Carol Mikulski in cursive script.

James and Carol Mikulski

170 High Hill Road

Wallingford, CT 06492

203-265-2175



401-21E

An Employee-Owned Company

RECEIVED

APR 08 2021

WALLINGFORD  
PLANNING & ZONING

April 7, 2021

Thomas Talbot, Interim Town Planner  
Planning & Zoning Department  
Town of Wallingford  
45 South Main Street  
Wallingford, CT 06492

Re: Special Permit Application #401-21  
5 Research Parkway

Dear Mr. Talbot:

We are in receipt of your comments dated March 31, 2021, regarding the project noted above. Our responses are indicated below in *bold italic* text and are as follows:

1. Plans are difficult to follow because plan is shown on 12 different sheets. Each sheet should have a legend comprised of numbered sheets highlighting the current sheets.

*Response: Plan legend will be added to each plan sheet as requested.*

2. Building coverage percentage should all roofed loading areas.

*Response: Building coverage calculation will be revised to include canopy areas designated for outdoor loading as requested.*

3. In the Zoning Table under the category Proposed Open Space should include an actual percentage, not ">50 percent".

*Response: Depiction and specific area will be specified on the revised plan set as requested.*

4. Parking Study refers to 1364 parking spaces. Site plans refer to and appear to show 1508 spaces.

*Response: The Traffic Impact Study was originally developed from a previous version of the site plan. The Traffic Impact Study will be coordinated to reflect the 1,508 total number of parking spaces depicted on the current site plans.*

5. Page 15 of the Parking study refers to 288 on-site employees loading 344 vans daily. This would appear to require, at a maximum, no more than 1000 parking spaces (300 for on-site employees, 350 van spaces and 350 spaces for van drivers).

***Response: The site plan has been designed to ensure safe on-site wayfaring and parking for the various users of the proposed facility and is based upon a detailed analysis of the number and time of site traffic arrivals and departures per user type. The numbers included in the traffic study are those that the Tenant anticipates for all non-peak holiday periods. During the peak holiday season, the Tenant anticipates a seasonal increase in the number of associates and van drivers arriving to and departing from the site each day. The total number of parking spaces included in the site plan are required for the site to function in a safe manner throughout this increased holiday season. The traffic report will be updated to address how much the trip generation is expected to increase during the holiday season peak to demonstrate how traffic operations will be impacted during this peak season.***

6. Staff is also concerned at the size of the proposed parking spaces. Only 120 spaces are proposed with the standard 9'x18' stall. 355 more spaces are proposed to have 9'x20' stalls and finally there are 1033 proposed van stalls measuring 11'x 27' in area. Staff would take the position that unless there is a substantive need for the added stall length, given the location of this property in the Watershed Protection District, all non van parking should be of the standard 9'x18' size.

***Response: Due to the varying vehicle parking space sizes (11'x17' for vans and 9'x18' for cars) and parking drive aisle widths appropriate for this project (30' for vans, 24' for cars); the parking space dimensions vary to maintain linear drive aisles and parking spaces.***

7. The number of proposed parking spaces both for associates, is in the view of staff, highly problematic. How does the applicant explain the need for 475 associate parking spaces for a facility projected to have less than 300 associates on all shifts? Of even more concern are the 1008 van space associated with a use designed, according to the submitted traffic plan, to handle approximately 350 vans per day.

***Response: Please refer to comment # 5 above response: the additional parking is needed for a temporary increase in associates and van drivers needed to meet the holiday increase in delivery services. It is during the holiday season the facility will experience greater than normal peak deliveries and will likely require the temporary hiring of additional associates to meet the elevated holiday demand.***

8. Given the lack of any clear connection between the proposed use and the amount of proposed parking it would seem important to understand the role of parking for this use in this district. Parking is permitted as an accessory use in the IX District per Section 4.9.E.3. of the Wallingford Zoning Regulations. The definitions sections of those same

regulations define an accessory use, in part as something “customarily incidental and subordinate to the principal use...”.

***Response: Please refer to above responses to comments # 5 and 7 above regarding the temporary seasonal increase in delivery demands. During the off-peak time periods: mid-January to mid-November; it is anticipated that the additional parking spaces provided will remain unused.***

9. Staff does not see how any more than 300 of the proposed 350 associate parking spaces as shown in the parking area to the north of the proposed structure could be considered “customarily incidental and subordinate” to a use with less than 300 associates spread out over a 24 hour period

***Response: Please refer to responses to comments # 5, 7 and 8 above. During the holiday peak season time frame, it is anticipated that additional associates will be hired temporarily to meet the holiday peak demands.***

10. Additionally staff does not see how any more than 400 van parking spaces and the proposed 120 van driver parking spaces (9’x18’ rather than 11’x27’) could be “customarily incidental and subordinate” to this proposed use.

***Response: The 9’x18’ “van” parking spaces are for the initial shift of employees whom will park their personal car in the 9’x18’ parking space and proceed to a parked van located in the 11’x27’ van parking spaces.***

11. Given no explanation in the application, nor any accounting of them in the traffic study staff is left to assume that these spaces are designed for the parking and storage of vans used by the operator at other facilities. If this is the case proposed parking in excess of the number and size of spaces directly related to the on-site facility could not by definition, be considered accessory to that primary use. They could only be considered as a second primary use and given that the outside storage or parking of vehicles as a primary use is not permitted in the IX District, not approvable.

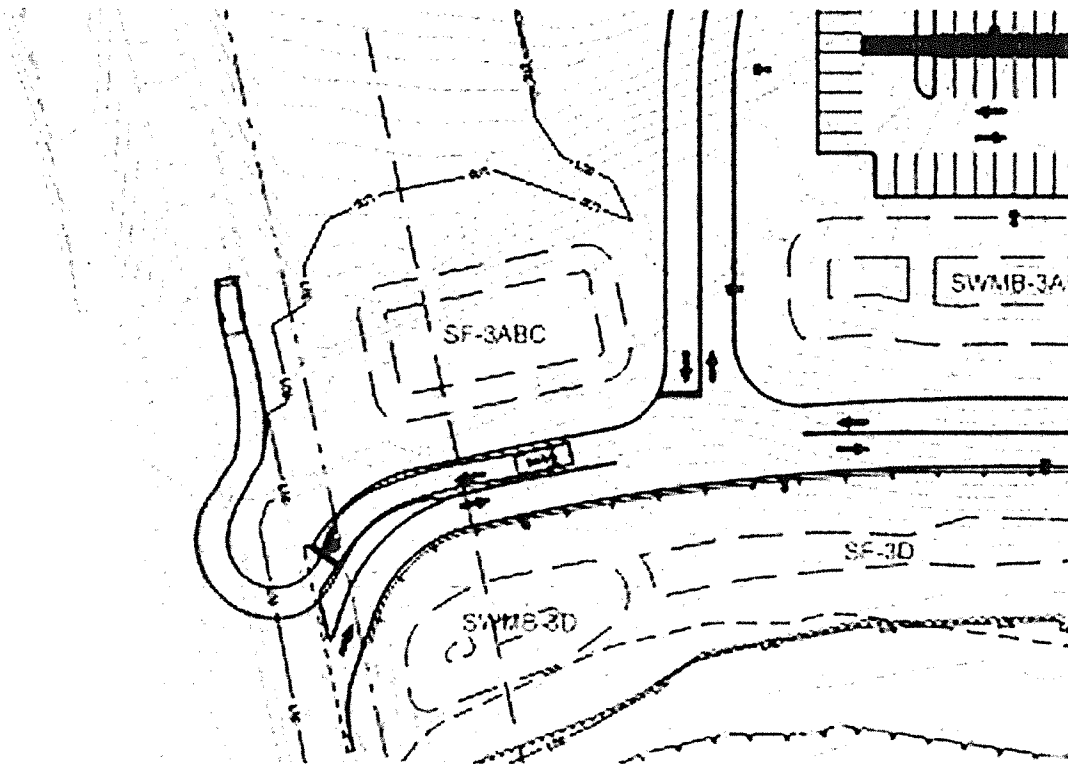
***Response: This not the case. As mentioned above in response to comments # 5, 7, 8, 9 and 10 above: the additional parking is needed for the temporary peak delivery demands associated with certain holidays.***

12. This concern about over parking is particularly relevant given that this property is located in the Wallingford Watershed Protection District.

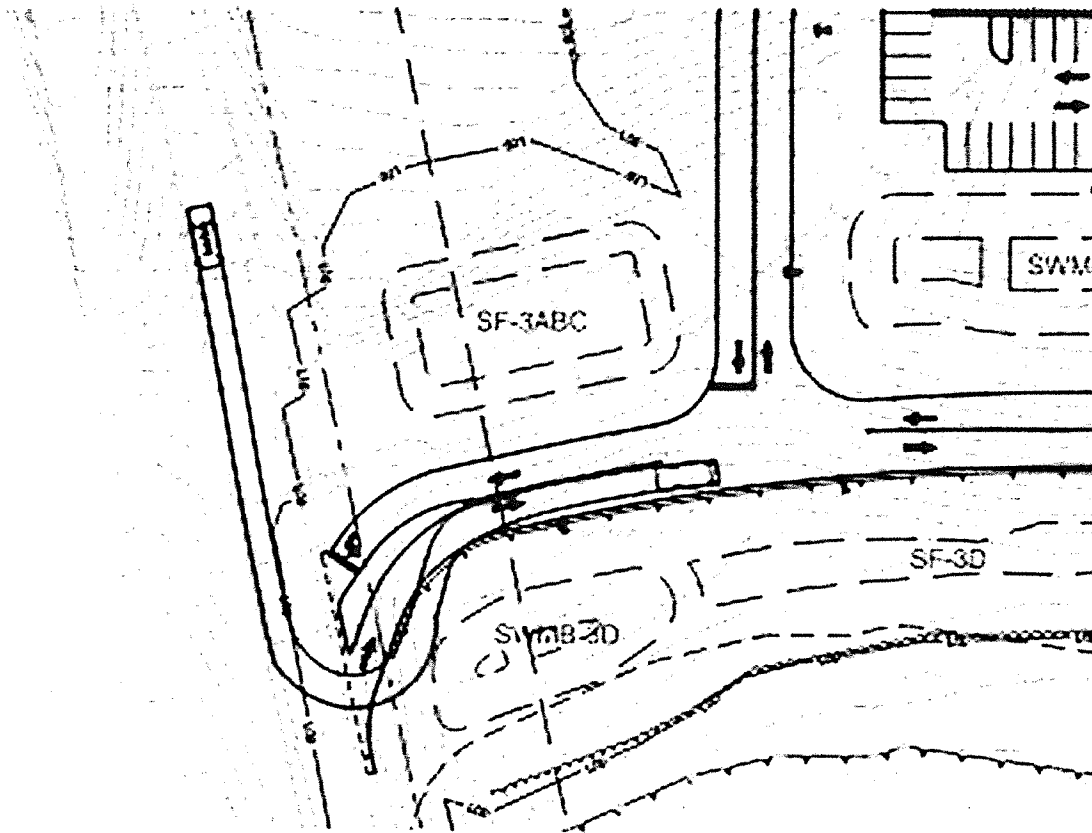
***Response: Comment acknowledged. Please note great lengths and coordination has been exerted in regard to the erosion control and stormwater management to provide an exceptional level of protection for runoff water quality.***

13. The proposed access on to Carpenter Lane is also of concern. Staff is concerned about site traffic (both inbound and outbound) utilizing roadways in the adjacent residential areas to the east; it does not view the proposed configuration of the site driveway as particularly effective in preventing either outbound traffic from heading east at the end of the driveway or traffic from High Hill Road from entering the site by means of this proposed driveway.

*Response: The Carpenter Lane access has been designed specifically to function as a right-in, left-out only intersection to allow only traffic to and from Research Parkway to use this access point. We do not anticipate traffic entering the site from easterly Carpenter lane nor traffic exiting the site to proceed easterly along Carpenter lane. Please refer to images below demonstrating the turning movement restrictions for a delivery van equivalent vehicle. The required turning radius for a delivery van entering or exiting the site at this location would prohibit drivers from turning right to exit the site or left to enter the site.*



**PROHIBITED TURNING MOVEMENT: RIGHT TURN - SITE TO CARPENTER LANE**



**PROHIBITED TURNING MOVEMENT: LEFT TURN - CARPENTER LANE TO SITE**

Thank you for your input during this engineering review. We trust this answers your questions and addresses your concerns. Please feel free to contact me for additional information.

Sincerely,



Jeffrey P. Dewey, P.E.





401-21F

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INTEROFFICE MEMORANDUM

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TO: ERIN O'HARE, ENVIRONMENTAL PLANNER  
FROM: ERIK KRUEGER, P.E., SENIOR ENGINEER - WATER AND SEWER DIVISIONS *AK*  
SUBJECT: INLAND WETLANDS AND WATERCOURSES PERMIT APP. NO. 201103 **RECEIVED**  
MONTANTE CONSTRUCTION LLC - 5 RESEARCH PARKWAY  
DATE: APRIL 7, 2021 **APR 08 2021**

CC: N. AMWAKE, P.E.; R.C. VANSKI; D. SULLIVAN; J. PAWLOWSKI; A. KAPUSHINSKI, P.E., TOWN ENGINEER  
PLANNER; BYRON DELUKE, MONTANTE CONSTRUCTION, LLC; J. DEWEY, BL COMPANIES  
WALLINGFORD TOWN PLANNING & ZONING

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The staff of the Town of Wallingford Water and Sewer Divisions has reviewed recently received materials submitted for the subject application. The following summarizes our comments and questions regarding the same.

**Invasive Species Management Plan:**

A proposed "Invasive Species Management Plan" dated March 31, 2021 prepared by All Habitat Services, LLC was received on April 1, 2021 for the subject development site. This plan includes the removal of invasive species over approximately 4.63 acres of land at the site. The removal areas are generally shown around a wetland area in the southern portion of the site, a smaller area at the northwest shore of the larger pond on-site and an area west of the proposed access road.

Under section 2.2 Control Plan it states that the following chemicals will be used to treat the invasive species: Imazapyr, Glyphosate, Metsulfuron methyl and Triclopyr.

As this entire site is within the public drinking water supply watershed for the Town of Wallingford, and use of these herbicide chemicals may pose a risk to the water quality tributary to the water supply, it is requested that none of these chemicals be used on the site for such invasive species removal.

**Letter from Mr. Jeffrey Dewey dated March 31, 2021**

In addition, the Wallingford Water and Sewer Divisions received a letter from Mr. Jeffrey Dewey dated March 31, 2021 responding to my comments in a memo to you dated March 29, 2021. Below, I have listed all of the items included in my March 29, 2021 memo followed by our comments relative to Mr. Dewey's responses.

It is requested that the following comments and questions in addition to all other comments that have been previously submitted be made conditions of approval to be resolved prior commencing activities at the site and prior to issuance of a building permit for the proposed structures: (New comments in **Bold Underline**)

1. **Storm water management and treatment systems:**

- a. Some of the volumes of the sand filters shown in the tables of Stormwater Management Report Appendix containing the StormCAD output files do not match the volume of the 1" of rainfall for each sand filter shown in the Sand Filter Design 1" volume in Attachment 4. Of specific concern is the volume of sand

filters SF-2A, SF-2B, SF-4A and SF-4B which appear to be less than the sand filter design 1" volume. The volume of the sand filters shall be revised and corrected throughout the drawings, calculations, and stormwater management plan to provide a minimum volume equal to 1-inch of rainfall over the entire area tributary to the sand filter with 1-foot of free board. This must be addressed and can be accomplished during the Planning and Zoning application review.

I think there is a misunderstanding of my comment in which I intended to refer to the sand filter basin volumes. Please verify that the minimum volume of the sand filter basins are equal to 1-inch of rainfall over the entire tributary area with one-foot of freeboard and such is shown correctly throughout the drawings, calculations and reports.

- b. All stormwater pipes that convey untreated stormwater must be a minimum of 12-inches diameter. Mr. Dewey responded that the outlet pipes from the hydrodynamic separators (HDS) will be revised to 12-inch diameter; however, the inlet pipes to the HDS between the diversion structures and the HDS must also be 12-inch diameter.
- c. Currently the capacity and model number of the hydrodynamic separators shown in the stormwater management plan and attachments do not match the drawings.

The hydrodynamic separators shall have sufficient capacity to treat the flows up to and including the flows directed to the inlet of the HDS during the 25-year rainfall event. The capacity shall not be based solely on the water quality flow calculated for the tributary area but the actual flow directed to the HDS during the 25-year rainfall event.

According to the calculations provided in the "Stormwater Management Report Appendix" several of the hydrodynamic separators, specifically HDS-2A, HDS-2B and HDS-5A do not have sufficient capacity to pass the flow directed to them during the Q25 rainfall event. I am not referring to the total peak 25-year flow tributary to the treatment unit but the actual reduced flow directed to the unit during the particular rain event taking into account the flows diverted upstream of the HDS.

See table below:

Hydrodynamic Separator (HDS)	Flow from diversion structure to HDS during 25-year rainfall event as shown in "Stormwater Management Report Appendix" (CFS)	Contech model number from table in from Attachment 4 of Stormwater Management Plan	Capacity of Contech unit (CFS)
HDS-2A	1.92	VX1000	1.6
HDS-2B	3.30	VX2000	2.8
HDS-5A	4.73	VX3000	4.5

**The size, model and capacity of all of the proposed hydrodynamic separators shall be revised and corrected throughout the drawings, calculations, and stormwater management plan.**

- d. **The comment regarding the proposed emergency overflow structures within the sand filters was previously adequately addressed.**
- e. All oil/water/grit separators and stormwater treatment systems shall be designed to limit the maximum liquid level in the tank to an elevation no higher than 3-inches down from the inside of the top slab for during the 100-year storm return frequency rainfall event (Q100) for the tributary area. Several hydrodynamic separators such as HDS-3A, and HDS-3BC appear to be surcharged during the Q25 and Q100 rainfall events. This must be addressed and can be accomplished during the Planning and Zoning application review.

**Based on the information provided in Attachment-1 Maximum Water Surface Elevations in Mr. Dewey's letter it appears that HDS-3A will not be surcharged. No elevations are given in Attachment-1 for HDS-3BC, so it is not known if this unit will be surcharged. Please note that the invert elevations shown in Attachment-1 for HDS units HDS-2B, 4A-1, 4A-2, 4B-2, 5A and 5B do not match the elevations currently shown on the most recent set of drawings. Also the peak Q25 and Q100 flows for HDS-3D are not correct in Attachment-1. Please correct the information in the Attachment-1 and/or the drawings to be consistent.**

- f. Please provide summaries of the calculations and water surface elevations in the hydrodynamic separator to show that storm water treatment systems will not be surcharged under various storm flows including the 25-year and 100-year storm return frequency rainfall event. This must be addressed and can be accomplished during the Planning and Zoning application review.

**Mr. Dewey's response referenced Attachment-2; however, no calculated water surface elevations are provided in Attachment-2. See response for 1.e. above regarding the elevations of the structures and other information shown in Attachment-1.**

- g. A detailed review of each stormwater treatment system including the surface water elevations associated with the 25 year and 100 year rainfall event shall be provided by the applicant.

**To be supplied during the Planning and Zoning application process.**

- i. Some of the tabulated areas, volumes and computations shown in the tables of Attachment 4 – Water Quality & Groundwater Recharge Calculation in the Stormwater Management Plan do not match the areas, volumes and computations shown in Attachment 5 – Sand Filter Calculations.

**Mr. Dewey reported that the information has been corrected, please submit revised documents.**

- ii. As stated under item 1.b. above all of the pipes from the diversion structures to the hydrodynamic separators shall be a minimum of 12-inch diameter.

**Please note as stated above under 1.b. above this requirement applies to the inlet pipes to the HDS as well.**

- iii. A concrete splash pad shall be shown for outlet protection at the water quality outfall in the sand filters.

**Comment addressed.**

The following specific items listed under sections 1.g.iv. through 1.g.vii. below must be addressed and can be accomplished during the Planning and Zoning application review:

- iv. Sand Filter System SF-2 (Plan sheets GD-3 & GD-7)

1. Specific comments:

- a. Top of frame elevations for HDS-2A and HDS-2B need to be adjusted.

**Not specifically addressed in the provided attachments.**

- b. 8-inch perforated drain should be routed around CB-202.

**Not addressed on EXH-25B.**

- c. HDS-2A and HDS-2B do not currently have adequate capacity to pass the flow directed to them during the 25-year rainfall event.

**Not addressed on EXH-25B.**

- d. Sand filters SF-2A and SF-2B appear to be undersized.

**Miscommunication on my part as I was referring to the sand filter basin volumes. Please verify that the minimum volume of the sand filter basins are equal to 1-inch of rainfall over the entire tributary area with one-foot of freeboard and such is shown correctly throughout the drawings, calculations and reports.**

- e. No underdrain outlet is shown for sand filter SF-2B

**Addressed - Note added to sheet EXH-25B.**

- v. Sand Filter system SF-3 (Plan sheets GD-4 & GD-8)

1. Specific comments:

- a. Pipe from MH309 to HDS-3B has 0% slope.

**Not addressed on EXH-25B.**

- b. HDS-3A and HDS-3BC appear to be surcharged during Q25 and Q100 rainfall events. A proposed backwater valve is shown upstream of HDS-3BC which will not protect the separator from surcharging. Revise as necessary to eliminate surcharging of the hydrodynamic separator.

**I don't see how the backflow device will eliminate the surcharging of HDS-3BC even if placed downstream of the HDS. Elevations for the structure are not shown in the table of Attachment-1. Correct documents as necessary to verify HDS-3BC is not surcharged.**

- c. Top of frame elevation for HDS-3D needs to be corrected.

**Addressed - Note added to sheet EXH-25B.**

- d. HDS-3BC is shown as 14 feet deep, this may cause issues associated with accessing the unit during maintenance.

**Not addressed, to be addressed during the Planning and Zoning Application review.**

vi. Sand Filter system SF-4 (Plan sheets GD-2 & GD-6)

1. Specific comments:

- a. Pipe from DIV-4A to HDS-4A-1 has a slope of 0%.

**Addressed - Note added to sheet EXH-25A.**

- b. Top of Frame elevation of HDS-4A-1 needs to be corrected.

**Addressed - Note added to sheet EXH-25A.**

- c. HDS-4A-2 is shown as 14 feet deep, this may cause issues associated with accessing the unit during maintenance.

**Not addressed, to be addressed during the Planning and Zoning Application review.**

- d. Sand filters SF-4A and SF-4B appear to be undersized.

**Miscommunication on my part as I was referring to the sand filter basin volumes. Please verify that the minimum volume of the sand filter basins are equal to 1-inch of rainfall over the entire tributary area with one-foot of freeboard and such is shown correctly throughout the drawings, calculations and reports.**

vii. Sand Filter system SF-5 (Plan sheets GD-5 & GD-9)

1. Specific comments:

- a. The underdrain outlet from Sand filter SF-5B is shown with reverse pitch which needs to be corrected.

**Addressed - Note added to sheet EXH-25A.**

- b. HDS-5A does not currently have adequate capacity to pass the flow directed to it during the 25-year rainfall event.

**Not addressed the capacity of HDS-5A (VX3000) = 4.5 cfs. Flow during 25-year rainfall event = 4.73 cfs.**

2. Site Grading:

The slope of the embankment on the west side of the proposed access road shown on sheets GD-7 and GD-8 is proposed to be a slope of 1 vertical to 1 horizontal. A portion of the slope at the northeast corner of the building as shown on sheet GD-4 is also shown as a slope of 1 vertical to 1 horizontal. A geogrid slope retention system is shown to be installed on the 1 to 1 slopes. These slopes exceed the requirement of section 6.27 of Wallingford Zoning Regulations. The maximum slope requirement of 1 foot vertical to 2 feet horizontal may be modified upon the recommendation of the Town Engineer.

**Comment addressed.**

There is a grass swale collecting drainage from the hillside shown on the 2 to 1 slope on sheet GD-1 which needs to be revised to be an armored riprap type swale.

**Comment addressed.**

3. Erosion Control and Construction Site Contingency Plan for Erosion Control and Emergency Spills:

Specific comments:

- a. Page 2 under "Existing Ponds / Dam" – second bulleted item

Change:

"Lowering of the water surface within the ponds shall be under the direction of the Wallingford Water Division: the existing ponds may be required to have the water surface lowered to a level prescribed by the Water Division different than above."

To:

*"Lowering of the water surface within the ponds shall be subject to the review and approval of the Wallingford Water Division."*

- b. Page 3 - Suggest changing "muni-ball" to "temporary inflatable plug"

- c. Application rate of flocculants shall be as prescribed by the Manufacturer but shall not exceed the concentration allowed under NSF 60 for water in a drinking water treatment plant.

- d. Delete the following statement: "Existing pond shall be drawn down as directed by the Town of Wallingford Water and Sewer Department"

- e. Change:

"The existing drawdown valve shall be tested by the Owner and the Town of Wallingford Water and Sewer department prior to commencement of any site work."

To:

*"The existing drawdown valve shall be tested by the Owner prior to commencement of any site work."*

- f. Page 3 under "Pedestrian Crossing Stop-Log Installation" third bulleted item

Change:

"Prior to a severe storm event and/or as directed by the Wallingford Environmental Planner, Town Engineer, Water Division or the Project Engineer: Stop-logs shall be installed at a prescribed level (number of boards)"

To:

*"Stop-logs shall be installed at a prescribed level (number of boards) prior to a severe storm event and/or as directed by the Project Engineer subject to the review and approval of the Wallingford Environmental Planner, Town Engineer, and Water Division."*

**Provide a copy of revised Erosion Control and Construction Site Contingency Plan for Erosion Control and Emergency Spills with all the requested revisions.**

3A. Erosion and Sediment Control Report:

Page 6, second paragraph delete the following:

"Lowering of the ponds shall be completed under the direction of the Wallingford Water and Sewer Department."

**Provide a copy of revised Erosion and Sediment Control Report with the requested revisions.**

4. Site Operations and Management Plan:

Provide copies of the Annual Checklist, Quarterly Checklist and Monthly Checklist for review and approval by the Town. Once approved these forms shall be included as part of the Site Operations and Management Plan.

The third paragraph of "Section A – Catch Basins, Yard Drains, and Manholes" on page 7 shall indicate that during the inspection floatables, oil and scum shall be removed.

The third paragraph of "Section B – Hydrodynamic Separators (or approved equal)" on page 7 shall be revised to state "For the first year of operation following construction, inspect each HDS once each month for the months of January, February, March and April, once every four months thereafter and after every major storm event with greater than 1-inch of rainfall."

"Section H – Parking Lots" add the following "Sweepings and road sand shall be removed from the site and disposed of properly."

"Section Q- Outdoor Storage" on page 12 shall be revised to include no storage of road sand.

**Provide a copy of revised Site Operations and Management Plan with the requested revisions.**

5. Water and sanitary sewer utilities:

A proposed pump house to supply the domestic water and needed fire sprinkler demand to the building is shown on the south side of Carpenter Lane west of the drive way entrance to the site.

The drawings currently show a single combined water service to the pump house; however, a separate domestic line and fire line will be required between the public water main in Carpenter Lane and the pump house.

The water lines from the tapping valve at the public main in the street to the building will be installed, owned and maintained by the property owner. The water lines from the pump house to the building will need to be located outside of the Town owned right of way for Carpenter Lane and be located completely on private property.

The size of the required domestic water service, booster pump, fire service, and fire pump will be based on plumbing fixture counts and needed fire flows to be supplied by the Owner and as approved by the WWD.

The fire protection system, fire hydrants and remote fire department connection shall be installed at locations and in accordance with the requirements of the Fire Marshal.

Demolition drawings DM-7 and DM-9 do not indicate where the existing water line will be temporarily cut and capped. The new loop water main will be connected to the existing water main at this location which needs to be shown on the drawings.



The municipal sanitary sewer gravity main in Carpenter Lane will be extended to bring the sewer line up to the driveway entrance at the north end of the site. The alignment of the proposed municipal sanitary sewer main in Carpenter Lane shall be revised to show the pipe to be at the centerline of the road.

**Provide a copy of revised Utility Drawings and additional information as requested.**

It is anticipated that additional comments regarding the storm water management systems and site utilities for this project will be issued when the drawings are revised and reviewed as part of the Planning and Zoning application process.

RECEIVED

APR 08 2021

Robinson+Cole

401-219

THOMAS P. CODY WALLINGFORD  
PLANNING & ZONING

280 Trumbull Street  
Hartford, CT 06103-3597  
Main (860) 275-8200  
Fax (860) 275-8299  
tcody@rc.com  
Direct (860) 275-8264

Via Federal Express

April 7, 2021

Mr. James Seichter, Chairman  
Wallingford Planning & Zoning Commission  
45 South Main St.  
Wallingford, CT 06492

**Re: Application #401-21  
5 Research Parkway, Wallingford  
Documentation of Mailed Notice and Sign Postings**

Dear Chairman Seichter and Members of the Planning & Zoning Commission:

On March 31, 2021 the applicant mailed the legal notice of the public hearing on this application to all of the property owners abutting the property involved in the application. On April 1, 2021, the applicant posted signs advertising the public hearing on three public streets abutting the property involved in the application (Research Parkway, Carpenter Lane, and Barnes Road).

Enclosed are the following documents:

1. List of property owners abutting the subject property
2. Map of property owners abutting the subject property
3. Copy of legal notice that was mailed to abutting property owners
4. Certificates of Mailing dated March 31, 2021 with date stamps from Post Office
5. Copy of signs posted on subject property
6. (3) photographs of public notice signs posted on the subject property with date stamps

Please let me know if you have any questions.

22158400-v1

Boston | Hartford | New York | Providence | Miami | Stamford | Los Angeles | Wilmington | Philadelphia | Albany | New London | rc.com

Robinson & Cole LLP

# Robinson+Cole

Mr. James Seichter, Chairman  
April 7, 2021  
Page 2

Sincerely,

A handwritten signature in black ink that reads "Thomas P. Cody". The signature is written in a cursive style with a large, stylized 'T' and 'C'.

Thomas P. Cody  
Robinson & Cole, LLP  
Attorneys for the Applicant

Enclosures

Copy to:

Tom Talbot, Interim Town Planner  
Byron Deluke, Montante Construction

Connecticut Light and Power  
PO Box 270  
Hartford, CT 06141

Marcy L Dipasquale  
1274 Barnes Road  
Wallingford, CT 06492

Joseph A Ferry JR & Deanna M Ferry  
1272 Barnes Road  
Wallingford, CT 06492

Matthew A & Jessica Dipasquale  
1236 Barnes Road  
Wallingford, CT 06492

Thomas J Labutis & Louise R Labutis  
1232 Barnes Road  
Wallingford, CT 06492

Town of Wallingford  
45 South Main Street  
Wallingford, CT 06492

GBJ Realty LLC  
One International Way  
Lawrence, MA 01843

Stephen F Hanisko  
50 Carpenter Lane  
Wallingford, CT 06492

Respironics INC  
C/O Marvin F Poer & CO  
3520 Piedmont Rd NE STE 410  
Atlanta, GA 30305

Pits LLC  
PO Box 891  
Branford, CT 06405

Town of Wallingford  
Water Sewer Division  
45 South Main Street  
Wallingford, CT 06492

VLG Wallingford Partners LLC  
PO Box 1307  
Green Farms, CT 06838

Eight Research Parkway Associates  
C/O Genovese Zden & Associates  
PO Box 41  
Cheshire, CT 06410

Six Research LLC  
14 North Branford RD  
Wallingford, CT 06492

Monitor on Research LLC  
C/O Deorah J Sokol  
178-180 Center Street  
Wallingford, CT 06492

Petruzelo Properties LLC  
4 Research Parkway  
Wallingford, CT 06492

BLP Enterprises INC  
3 Essex Square  
Essex, CT 06426

Connecticut Food Bank INC  
PO Box 8686  
New Haven, CT 06531

14 Research Parkway LLC  
PO Box 51  
Beacon Falls, CT 06403



## 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

March 31, 2021

Montante Construction LLC  
C/o Byron Deluke  
2760 Kenmore Avenue  
Buffalo, NY14150

401-21H

RE: Special Permit Application #401-21  
5 Research Parkway

Dear Mr. Deluke:

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

1. Plans are difficult to follow because plan is shown on 12 different sheets. Each sheet should have a legend comprised of numbered sheets highlighting the current sheets
2. Building coverage percentage should all roofed loading areas.
3. In the Zoning Table under the category Proposed Open Space should include an actual percentage, not "> 50 percent".
4. Parking Study refers to 1364 parking spaces. Site plans refer to and appear to show 1508 spaces.
5. Page 15 of the Parking study refers to 288 on-site employees loading 344 vans daily. This would appear to require, at a maximum, no more than 1000 parking spaces.(300 for on- site employees, 350 van spaces and 350 spaces for van drivers).
6. Staff is also concerned at the size of the proposed parking spaces. Only 120 spaces are proposed with the standard 9'x18' stall. 355 more spaces are proposed to have 9'x20' stalls and finally there are 1033 proposed van stalls measuring 11'x 27' in area. Staff would take the position that unless there is a substantive need for the added stall length, given the location of this property in the Watershed Protection District, all non van parking should be of the standard 9'x18' size.
7. The number of proposed parking spaces both for associates, in in the view of staff, highly problematic. How does the applicant explain the need for 475 associate parking spaces for a facility projected to have less than 300 associates on all shifts?Of even more concern are the 1008 van space associated with a use designed, according to the submitted traffic plan, to handle approximately 350 vans per day.
8. Given the lack of any clear connection between the proposed use and the amount of proposed parking it would seem important to understand the role of parking for this use in this district. Parking is permitted as an accessory use in the IX District per Section 4.9.E.3. of the Wallingford Zoning Regulations. The definitions sections of those same regulations define an accessory use, in part as something "customarily incidental and subordinate to the principal use...".
9. Staff does not see how any more than 300 of the proposed 350 associate parking spaces as shown in the parking area to the north of the proposed structure could considered "customarily incidental and subordinate" to a use with less than 300 associates spread out over a 24 hour period
10. Additionally staff does not see how any more than 400 van parking spaces and the proposed 120 van driver parking spaces (9'x18' rather than 11'x27') could be "customarily incidental and subordinate"to this proposed use.

11. Given no explanation in the application, nor any accounting of them in the traffic study staff is left to assume that these spaces are designed for the parking and storage of vans used by the operator at other facilities. If this is the case proposed parking in excess of the number and size of spaces directly related to the on-site facility could not by definition, be considered accessory to that primary use. They could only be considered as a second primary use and given that the outside storage or parking of vehicles as a primary use is not permitted in the IX District, not approvable.
12. This concern about over parking is particularly relevant given that this property is located in the Wallingford Watershed Protection District.
13. The proposed access on to Carpenter Lane is also of concern. Staff is concerned about site traffic (both inbound and outbound) utilizing roadways in the adjacent residential areas to the east; it does not view the proposed configuration of the site driveway as particularly effective in preventing either outbound traffic from heading east at the end of the driveway or traffic from High Hill Road from entering the site by means of this proposed driveway.

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, April 7, 2021** in order to be provided to the Planning & Zoning Commission prior to the **Monday, April 12, 2021** meeting. If additional information, responses or documents are necessary to address staff comments and have not been submitted by the **Wednesday, April 7, 2021** cutoff, 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

Robinson+Cole

401-211  
THOMAS P. CODY

280 Trumbull Street  
Hartford, CT 06103-3597  
Main (860) 275-8200  
Fax (860) 275-8299  
tcody@rc.com  
Direct (860) 275-8264

Via Electronic Mail

April 8, 2021

Mr. James Seichter, Chairman  
Wallingford Planning & Zoning Commission  
45 South Main St.  
Wallingford, CT 06492

**Re: Application #401-21  
5 Research Parkway, Wallingford  
Request to Open and Continue Public Hearing**

Dear Chairman Seichter and Members of the Planning & Zoning Commission:

The applicant, Montante Construction, LLC, respectfully asks that the Commission open the public hearing on this matter on Monday, April 12, 2021, and immediately continue the public hearing to the Commission's next regularly scheduled meeting on May 10, 2021. The reason for this continuance is to allow additional time for the applicant to respond to comments and questions that have been raised by Town staff and the Commission's peer review consultant. The applicant would present the application to the Commission on May 10.

Please let me know if you have any questions.

Sincerely,



Thomas P. Cody  
Robinson & Cole, LLP  
Attorneys for the Applicant

Copy to:

Thomas Talbot, Interim Town Planner  
Byron DeLuke, Montante Construction

22158400-v1

402-21A

**PLANNING & ZONING  
INTER-DEPARTMENTAL REFERRAL  
NOTICE OF PROPOSED DEVELOPMENT**

APPLICATION: #402-21

DATE OF SUBMISSION: March 4, 2021

DATE OF RECEIPT: March 8, 2021

SCHEDULED MEETING: April 12, 2021

RECEIVED

MAR 15 2021

WALLINGFORD  
PLANNING & ZONING

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit /Storage Warehouse/1070 North Farms Rd LLC

LOCATION: 1117 Northrop Rd. and 2 Northrop Industrial Park Road East

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

INLAND WETLANDS

OTHER

FIRE

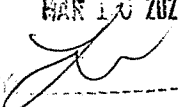
WATER & SEWER

DEPARTMENT COMMENTS: FMO OK SITE. MORE INFO REQUIRED  
TO DETERMIN SPRINKLER. THE BUILDING IS OVER  
20,000 SQFT CT FIRE CODE, SPRINKLER AND ALARM  
WILL NEED TO GO TO INDEPENDANT 3RD PARTY  
CONTACT THE FMO PRIOR TO HIRING 3RD PARTY

SIGNED BY: 

FIRE MARSHAL  
(Title)

DATE: 3/12/21

RECEIVED  
MAR 16 2021  
BY: 



402-21A



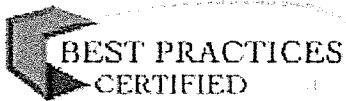
**Subject** Re: SP #402-21  
**From** Dennis Ceneviva <Dennis@cenevivalaw.com>  
**To** kacie.hand@wallingfordct.gov <kacie.hand@wallingfordct.gov>  
**Cc** Jim Cassidy <jcassidy@hpcengr.com>, John Orsini <jorsini@executiveag.com>, Kevin Solli <Kevin@sollillc.com>  
**Date** 2021-03-31 10:37 am

Good morning,

Yes. Please allow this email to serve as a request to postpone the public hearing until the May, 2021 P & Z meeting. This request is made based on my understanding that the Commission prefers that the public hearing not be opened until the Traffic peer Review is complete. Thank you for your consideration.

Dennis  
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.



On Mar 31, 2021, at 9:56 AM, Kacie Hand <[kacie.costello@wallingfordct.gov](mailto:kacie.costello@wallingfordct.gov)> wrote:

Thanks  
Is there a request to postpone the beginning of the public hearing to May?

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

On 2021-03-30 1:18 pm, Dennis Ceneviva wrote:

Good afternoon Tom,  
It has come to my attention that the Wallingford P & Z Commission might be interested in having the Town engage a Traffic Peer Reviewer for the Special Permit application filed my client and identified as SP #402-21. Please allow this email to serve as confirmation that my client consents and/or requests that a traffic peer reviewer be engaged by the Town at Applicant's reasonable expense to complete any such peer review as it relates to my client's application.  
Thank you.  
Dennis  
Dennis A. Ceneviva, Esq.

205-21A

**PLANNING & ZONING  
INTER-DEPARTMENTAL REFERRAL  
NOTICE OF PROPOSED DEVELOPMENT**

APPLICATION: #205-21

DATE OF SUBMISSION: February 8, 2021

DATE OF RECEIPT: March 8, 2021

SCHEDULED MEETING: April 12, 2021

RECEIVED

MAR 15 2021

WALLINGFORD  
PLANNING & ZONING

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan (outdoor dining for existing restaurant)/C.  
Davia/23 South Colony Street

LOCATION: 23 South Colony Street

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

INLAND WETLANDS

OTHER

FIRE

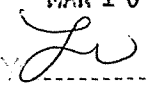
WATER & SEWER

DEPARTMENT COMMENTS: OK WITH SITE, WILL REQUIRE  
PLAN REVIEW

SIGNED BY: 

1, 3/12/21  
(Title)

DATE: 3/12/21

RECEIVED  
MAR 10 2021  
BY: 



**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

**205-21B**

---

## MEMO

**TO:** Planning & Zoning Commission

**FROM:** Department of Engineering AMK

**RE:** PZC Application #205-21  
23 South Colony Road/ Site Plan Application

**DATE:** March 12, 2021

RECEIVED  
MAR 15 2021  
WALLINGFORD  
PLANNING & ZONING

Dear Commissioners:

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

- Limited Property/Boundary Survey Improvement Location Survey Land of DaVia Investments LLC #1 & #23 South Colony Road and #25 Quinnipiac Street Wallingford, Connecticut, by Juliano Associates, dated October 8, 2020.

The subject application appears to be seeking approval for a proposed 15'x52' covered patio on the east side of the existing building at #23 South Colony Road. Additional proposed site improvements include curbed grass islands and reconfiguration of parking. Please note the reconfiguration of parking extends beyond the subject #23 South Colony Road onto adjacent #23-30 Quinnipiac Street (both lots owned by Davia Investments LLC). The existing full-movement driveway on Quinnipiac Street is proposed to be an entrance only drive. The existing exit-only drive on South Colony Road is to remain while the existing enter-only drive on South Colony Road is proposed to be a full-movement drive.

We offer the following comments based on the submitted materials:

1. The applicant is proposing a reduction of impervious coverage by constructing curbed grass islands. The existing site appears to consist of buildings and bituminous concrete parking areas consisting of 100% impervious coverage. A reduction in impervious coverage typically improves stormwater quality and provides peak flow attenuation.
2. Though this Department is in favor of the curbed grass islands, it's possible the curbing will prevent stormwater runoff from traveling to nearby catch basins, resulting in trapped stormwater and ponding throughout portions of the parking

lot. Topographic information to be provided to show positive drainage from all areas of the parking lot to on-site catch basins.

3. The parking dimensions, including the 45° parking stalls with associated 13-foot drive aisles, are acceptable from a vehicle user perspective. I have also confirmed that the 13-foot aisle is acceptable per the Fire Marshal.
4. Applicant to provide door locations on the plan, including the egress door for the proposed covered patio. If the egress is toward the parking area, bollards or other protective measures to be proposed to separate pedestrians and drive aisle.
5. This Department prefers a minimum distance between driveways of 50-feet. The proposed driveways on South Colony Road appear to adhere to that design recommendation ( $\pm$ 52-feet). However, two exits in close proximity to each other, and to the busy intersection of North & South Colony/Center/Quinnipiac/Hall is not ideal for motorists looking to turn left out of the parking lot. Applicant to provide explanation why maintaining one-way traffic, as it functions today, was not considered on South Colony Road.
6. ADA spaces adjacent to #23 South Colony Road appear to off to the side rather than in front of the building. It's possible this is because a sidewalk ramp is provided at the end of the sidewalk. Applicant to confirm and label ramp on plan.
7. Hatched ADA access aisles to be striped with a diagonal hatch rather than the "X" currently shown on the plan.
8. This Department received a complaint in the past year regarding the existing sidewalk ramps along the front of #23 South Colony Road building not conforming to ADA standards. This was confirmed per a field visit. It appears this sidewalk is not proposed to be reconstructed. Applicant to confirm ramps will be updated to be ADA compliant, if they have not been updated already.
9. Applicant to propose a 12" stop bar and stop signs at all site exits.
10. Applicant to propose a "Do Not Enter" sign at exit-only drive.
11. Applicant to propose two "Do Not Enter" signs on both sides of the entrance-only drive to warn parking lot users to not exit the driveway.
12. It appears the site was recently repaved. Applicant to show sawcut on plan for the curb installation and any other repaving that is proposed.
13. Applicant to include a "limit of disturbance" on plan.

March 12, 2021  
23 South Colony Road

14. Applicant to update plan to show soil erosion & sedimentation control measures appropriate for the proposed work.
15. Applicant to note ground cover of non-parking areas on #23-#30 Quinnipiac Street parcel. These areas are either side of the entrance drive and past the parking in the southwest corner.

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



*Town of Wallingford, Connecticut*

March 24, 2021

205-21C

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

Carl Davia  
2661 Whitney Avenue  
Hamden CT 06518

RE: Site Plan Application #205-21 - 1 and 23 South Colony Street, 25 Quinnipiac Street  
Outdoor Dining Area and Parking Lot Improvements

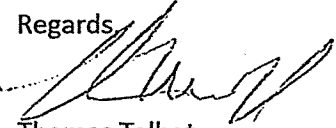
Dear Mr. Davia:

This office has the following comments and questions regarding your application and associated plans:

1. Because each of the three existing properties as shown on the survey map are nonconforming and now in common ownership they are considered one property as per Section 6.13c.2. of the Wallingford Zoning Regulations. The zoning table should reflect this situation (e.g., combined lot area building coverage, etc.).
2. Plan is not clear about the island shown on the west side of the northerly site entrance as well as the area located between the proposed addition and the South Colony Street sidewalk.
3. Of particular concern is the area located to the east side of the northerly driveway. This area was previously the site of a recently removed building; after demolition the area was paved, leaving the parking lot directly visible from Quinnipiac Street. The proposed plan does not indicate the proposed status of this area. Section 6.26.E.4.b. requires any parking visible from the street to be screened from that street by a variety of means to a height of at least three feet. Section 6.26.E.4.a. of the Wallingford Zoning Regulations goes even further, allowing the Commission to require additional landscaping in such areas. Plans should reflect
4. Restaurant parking regulations have recently been amended. They now require 1 space per 150sf of customer area only. It may reduce your overall requirement.

Enclosed are comments from the Engineering Department and the Fire Marshal. Should you wish to discuss these comments or application further, please call the Planning Office at 203-294-2090.

Regards,

  
Thomas Talbot  
Planner

Enc/TT

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.

TOWN OF WALLINGFORD  
DEPARTMENT OF PUBLIC UTILITIES  
WATER AND SEWER DIVISIONS

205-21D

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

---

INTEROFFICE MEMORANDUM

---

**TO:** TOM TALBOT, ACTING TOWN PLANNER – VIA FAX – 203-294-2095

**FROM:** ERIK KRUEGER, SENIOR ENGINEER *EAL*

**SUBJECT:** SITE PLAN APP. NO. 205-21 – OUTDOOR DINING  
23 SOUTH COLONY STREET – C. DAVIA

RECEIVED

APR 08 2021

**DATE:** APRIL 8, 2021

**CC:** N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; C. DAVIA; C. JULIANO, JULIANO ASSOC.  
PLANNING & ZONING

---

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 a building addition for outdoor dining to be added to the existing restaurant. The building is currently serviced by municipal water and sanitary sewer.

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. The existing building currently has two water service pipes and one sanitary sewer lateral which all enter the building on the side of the building facing South Colony Street where the proposed addition is to be built. Only one of the water service pipes is active (1-1/2") and the other (1") is currently off at the curb stop. There is one 1-inch water meter currently serving all of the units in the building.
2. If interior modifications are to be made which include additional plumbing fixtures then the Applicant shall submit water use and sewer use estimates including plumbing fixture counts for the renovated building, so that the Water Division can determine if the existing 1-1/2" water service and 1-inch meter will be adequate to serve the modifications. The Owner will be responsible for the cost of the installation of a larger water service and water meter, including connection charges if it is determined to be necessary.
3. If the existing active 1-1/2" service pipe is determined to be adequate for the proposed modified building then the inactive 1" service pipe shall be excavated and removed at the connection to the main in the street.
4. The water service to remain and the sanitary sewer lateral shall be protected from damage during construction of the addition and the Owner shall perform one of the following options to provide access for future maintenance or replacement of the service pipes:
  - a. Relocate the water and sewer lines serving the building outside the limits of the proposed addition.

THOMAS TALBOT, ACTING TOWN PLANNER  
APRIL 8, 2021  
PAGE 2

- b. Provide a sleeve for each utility pipe to remain under the proposed addition so that the pipes can be replaced without damage to the structure above.
5. If a fire sprinkler system is planned or required then the Applicant shall provide estimated needed fire flow;
6. If there will be modifications to the existing restaurant kitchen or additional food service establishments proposed in the modified building then the Applicant must submit 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;

In addition a segregated greasy wastewater collection system for the food service area and a grease interceptor for the pretreatment of greasy wastewater prior to its discharge into the sanitary sewer will be required.

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.





205-21E

**Juliano Associates**  
405 Main Street (Yalesville)  
Wallingford, Connecticut 06492  
Voice: 203-265-1489  
Fax: 203-949-1523

April 8, 2021

Alison Kapushinski  
Department of Engineering  
Town of Wallingford

RECEIVED

APR 08 2021

WALLINGFORD  
PLANNING & ZONING

RECEIVED

APR 8

W.  
PLANNING & ZONING

Re: Response to Comments  
#Site Plan Application #205-21, 1 and 23 South Colony Street, 25 Quinnipiac Street  
Outdoor Dining Area and Parking Lot Improvements

Dear Ms. Kapushinski,

Please find Juliano Associates response to Comments dated March 12, 2021,

1. The applicant is proposing a reduction of impervious coverage by constructing curbed grass islands. The existing site appears to consist of buildings and bituminous concrete parking areas consisting of 100% impervious coverage. A reduction in impervious coverage typically improves stormwater quality and provides peak flow attenuation.

*This was the desired outcome and why grass islands were proposed.*

2. Though this Department is in favor of the curbed grass islands, it's possible the curbing will prevent stormwater runoff from traveling to nearby catch basins, resulting in trapped stormwater and ponding throughout portions of the parking lot. Topographic information to be provided to show positive drainage from all areas of the parking lot to on-site catch basins.

*Leak offs have been added at low points around the islands to allow for these areas to drain to existing catch basins.*

3. The parking dimensions, including the 45° parking stalls with associated 13-foot drive aisles, are acceptable from a vehicle user perspective. I have also confirmed that the 13-foot aisle is acceptable per the Fire Marshal.

*Noted.*

4. Applicant to provide door locations on the plan, including the egress door for the proposed covered patio. If the egress is toward the parking area, bollards or other protective measures to be proposed to separate pedestrians and drive aisle.

*Covered patio exit has been noted with proposed bollards added.*

5. This Department prefers a minimum distance between driveways of 50-feet. The proposed driveways on South Colony Road appear to adhere to that design recommendation ( $\pm 52$ -feet). However, two exist in close proximity to each other, and to the busy intersection of North & South Colony/Center/Quinnipiac/Hall is not ideal for motorists looking to turn left out of the parking lot. Applicant to provide explanation why maintaining one-way traffic, as it functions today, was not considered on South Colony Road.

*Parking lot as of the date of the survey has two entrances and exits onto South Colony Road (no signage marking one way). Northerly entrance has been converted to an entrance only lane. Appropriate signage has been added.*

6. ADA spaces adjacent to #23 South Colony Road appear to (be) off to the side rather than in front of the building. It's possible this is because a sidewalk ramp is provided at the end of the sidewalk. Applicant to confirm and label ramp on plan.

*This is the case. The ramp has been labeled on the plan.*

7. Hatched ADA access aisles to be striped with a diagonal hatch rather than the "X" currently shown on the plan.

*ADA hatch has been updated accordingly.*

8. This Department received a complaint in the past year regarding the existing sidewalk ramps along the front of #23 South Colony Road building not conforming to ADA standards. This was confirmed per a field visit. It appears this sidewalk is not proposed to be reconstructed. Applicant to confirm ramps will be updated to be ADA compliant, if they have not been updated already.

*Note has been added to the plan to bring all ramps to ADA compliance.*

9. Applicant to propose a 12" stop bar and stop signs at all site exist.

*This has been done.*

10. Applicant to proposed a "Do Not Enter" sign at exit-only drive.

*This has been done for all one-way drives.*

11. Applicant to propose two "Do Not Enter" signs on both sides of the entrance-only drive to warn parking lot users to not exit the driveway.

*These have been added.*

12. It appears the site was recently repaved. Applicant to show sawcut on plan for the curb installation and any other repaving that is proposed.

*Saw cuts have been added to the plan.*

13. Applicant to include a "limit of disturbance" on plan.

*This has been added.*

14. Applicant to update plan to show soil erosion & sedimentation control measures appropriate for the proposed work.

*S&E measures have been added to the plan.*

15. Applicant to note ground cover of non-parking areas on #23-#30 Quinnipiac Street parcel. These areas are either side of the entrance drive and past the parking in the southwest corner.

*All existing/proposed ground covers have been called out.*

Attached is the revised site plan for review.

Regards,

A handwritten signature in black ink, appearing to read 'M. Niski'.

Matthew Niski, PE  
Juliano Associates LLC  
405 Main Street  
Yalesville, Connecticut 06492  
Phone: (203)-265-1489 ex. 303  
Email: [mniski@julianoassociates.com](mailto:mniski@julianoassociates.com)





205-21 F

**Juliano Associates**  
405 Main Street (Yalesville)  
Wallingford, Connecticut 06492  
Voice: 203-265-1489  
Fax: 203-949-1523

April 8, 2021

Mr. Thomas Talbot  
Town Planner  
Town of Wallingford

RECEIVED

APR 08 2021

WALLINGFORD  
PLANNING & ZONING

Re: Response to Comments  
#Site Plan Application #205-21, 1 and 23 South Colony Street, 25 Quinnipiac Street  
Outdoor Dining Area and Parking Lot Improvements

Dear Mr. Talbot,

Please find Juliano Associates response to Comments dated March 24, 2021

1. Because each of the three existing properties as shown on the survey map are nonconforming and now in common ownership they are considered one property per Section 6.13c.2 of the Wallingford Zoning Regulations. The zoning table should reflect this situation (e.g. combined lot area, building coverage, etc.).

*The Zoning Table has been updated to show the total for all three lots.*

2. Plan is not clear about the island shown on the west side of the northerly site entrance as well as the area located between the proposed addition and the South Colony Street sidewalk.

*The area to the west side of the northerly entrance is occupied by the railroad crossing markers. These have been shown on the plan. The area between the proposed addition and the South Colony Street sidewalk will be paved with asphalt.*

3. Of particular concern is the area located to the east side of the northerly driveway. This area was previously the site of a recently removed building; after demolition the area was paved, leaving the parking lot directly visible from Quinnipiac Street. The proposed plan does not indicate the proposed status of this area. Section 6.26.E.4.b requires any parking visible from the street to be screened from that street by a variety of means to a height of at least 3 feet. Section 6.26.E.4.a of the Wallingford Zoning Regulations goes even further, allowing the Commission to require additional landscaping in such area. Plans Should reflect.

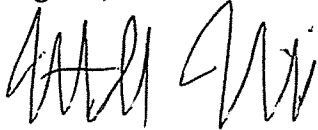
*This area is proposed to be grassed with arborvitae planted to screen the parking lot from the road.*

4. Restaurant parking regulations have recently been amended. They now require 1 space per 150sf if customer area only. It may reduce your overall requirement.

*Site plan proposes more parking than required. Reducing the required parking wouldn't assist in meeting parking regulations.*

Attached is the revised site plan for review.

Regards,

A handwritten signature in black ink, appearing to read 'Matthew Niski', written in a cursive style.

Matthew Niski, PE  
Juliano Associates LLC  
405 Main Street  
Yalesville, Connecticut 06492  
Phone: (203)-265-1489 ex. 303  
Email: [mniski@julianoassociates.com](mailto:mniski@julianoassociates.com)

206-21A

**PLANNING & ZONING**  
**INTER-DEPARTMENTAL REFERRAL**  
**NOTICE OF PROPOSED DEVELOPMENT**

**APPLICATION:** #206-21

DATE OF SUBMISSION: February 22, 2021

DATE OF RECEIPT: March 8, 2021

SCHEDULED MEETING: April 12, 2021

RECEIVED

MAR 15 2021

WALLINGFORD  
PLANNING & ZONING

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan (700 sq.ft. acc. apt.)/R. & P. Chasse/99  
Mapleview Road

LOCATION: 99 Mapleview Road

REFERRED TO:

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> ELECTRIC    | <input checked="" type="checkbox"/> HEALTH          | <input checked="" type="checkbox"/> BUILDING |
| <input checked="" type="checkbox"/> ENGINEERING | <input checked="" type="checkbox"/> INLAND WETLANDS | <input type="checkbox"/> OTHER               |
| <input checked="" type="checkbox"/> FIRE        | <input checked="" type="checkbox"/> WATER & SEWER   |  |

DEPARTMENT COMMENTS: No comments

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SIGNED BY: Allen K / Town Engineer  
(Title)

DATE: 3/11/21



*Town of Wallingford, Connecticut*  
**206-21B**

**FILE COPY**

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

March 18, 2021

Rodney and Pamela Chasse  
99 Mapleview Road  
Wallingford, CT 06492

RE: Site Plan #206-21  
Accessory Apartment, 99 Mapleview Road

Dear Rodney and Pamela Chasse:

This office has the following comment concerning your application:

1. Section 6.15. L.2 of the Wallingford Zoning Regulations requires that a floor plan drawn to scale is required for any application for an accessory apartment. Please submit the required floor plan.

Should you wish to discuss these comments or your application further, please contact the Planning and Zoning Department at 203-294-2090.

Regards,

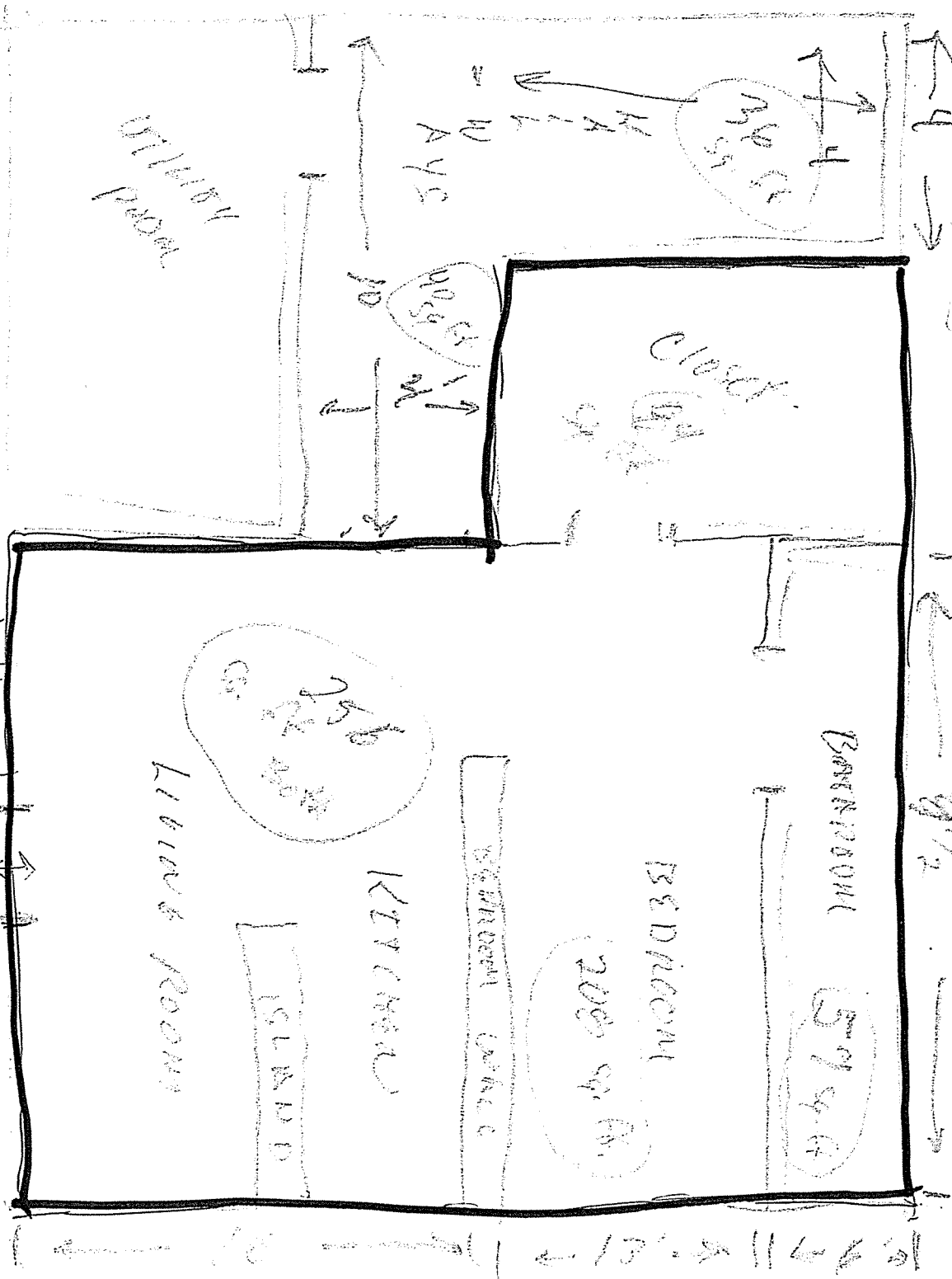
Thomas Talbot  
Planner



206-21C

Rod + Pam Christie  
99 Mapleview Rd.

Other Basement Area



Panthers

WALK OUT ENTRANCE

TDMA

691 044

TOWN OF WALLINGFORD  
Department Of Public Utilities  
Water and Sewer Divisions  
Engineering Section

Z06-Z1D

377 South Cherry Street  
Wallingford, Ct 06492  
Phone 203-949-2672  
Fax 203-949-2678

---

## INTEROFFICE MEMORANDUM

---

**TO:** TOM TALBOT, ACTING TOWN PLANNER - VIA FAX - 2095  
**FROM:** ERIK KRUEGER, SENIOR ENGINEER, WATER AND SEWER DIVISIONS *WAK*  
**SUBJECT:** APPLICATION #206-21/ CHASSE / 99 MAPLEVIEW ROAD  
SITE PLAN - ACCESSORY APARTMENT  
**DATE:** APRIL 8, 2021  
**CC:** N. Amwake, P.E.; D. Sullivan; J. Pawlowski; P. Chasse

---

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 a private septic system and the Wallingford Water Division is committed to serving the proposed accessory apartment with municipal water.

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. 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 estimates including plumbing fixture count 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 service 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.

207-21A

**PLANNING & ZONING**  
**INTER-DEPARTMENTAL REFERRAL**  
**NOTICE OF PROPOSED DEVELOPMENT**

APPLICATION: #207-21

DATE OF SUBMISSION: March 4, 2021

DATE OF RECEIPT: March 8, 2021

SCHEDULED MEETING: April 12, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan /Accessory Apartment/ Snyder/ 3 Saddle Lane

LOCATION: 3 Saddle Lane

REFERRED TO:

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> ELECTRIC    | <input checked="" type="checkbox"/> HEALTH          | <input checked="" type="checkbox"/> BUILDING |
| <input checked="" type="checkbox"/> ENGINEERING | <input checked="" type="checkbox"/> INLAND WETLANDS | <input type="checkbox"/> OTHER               |
| <input checked="" type="checkbox"/> FIRE        | <input checked="" type="checkbox"/> WATER & SEWER   |  |

DEPARTMENT COMMENTS: No comments

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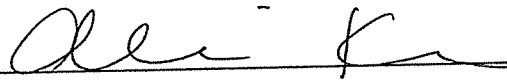
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SIGNED BY:  Town Engineer  
(Title)

DATE: 3/11/21

RECEIVED  
MAR 15 2021  
WALLINGFORD  
PLANNING & ZONING



*Town of Wallingford, Connecticut*

**207-21B**

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

March 18, 2021

Lara Snyder  
3 Saddle Lane  
Wallingford, CT 06492

RE: Site Plan #207-21  
Accessory Apartment, 3 Saddle Lane


Dear Ms. Snyder:

This office has the following comment concerning your application:

1. This plan shows a two story accessory apartment proposed to be alongside and over an existing two car garage. The proposed plan also shows building additions for the main house extending across the existing first floor living area existing attached garage up to the point of the proposed accessory apartment. The resultant second floor common wall between the proposed apartment and the principal dwelling unit addition serves to enable the accessory apartment to comply with Section 6.15F of the Wallingford Zoning Regulations. This means that the accessory apartment must be built either after or at the same time as the second floor addition to the primary structure, but not before.
2. In respect to size, there is a 780 sf maximum; the application says it is 778sf. Staff does not come up with that figure and believes that the discrepancy is the result of two issues on the plan:
  - a. The new doorway next to the garage which goes to the second floor is I believe, designated as common space up to the entry door into the accessory apartment. At the top of those stairs however the door to the principal dwelling is to the immediate right. To the left is a hallway that extends to the accessory apartment. I do not believe that hallway to the left is common space, regardless of where the entry door to the accessory apartment it located (close examination of the plan seems to show that the apartment door was, at one time located directly at the top of the stairs). That hallway has absolutely no common function, serves solely as a means to get to the apartment and consequently cannot be considered "common area".
  - b. Of considerably more concern however is the designation of the second floor bathroom as "shared". Such a claim is inappropriate for any number of reasons. To begin with the Wallingford Zoning regulations define an apartment in part as "a separate dwelling unit with its own sanitary facilities, kitchen and private access. As the second floor bathroom is the only full bathroom associated with the apartment it cannot, by regulation, be shared. Additionally it not is possible for staff to accept that this bathroom has any reasonable connection to the adjacent office space considering that the the space is accessible to a master suite with its own full bath less than 20ft away .

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

To: Tom Talbot  
Via: Fax: 2095

207-21D

**PLANNING & ZONING**  
**INTER-DEPARTMENTAL REFERRAL**  
**NOTICE OF PROPOSED DEVELOPMENT**

**APPLICATION: #207-21**

DATE OF SUBMISSION: March 4, 2021

DATE OF RECEIPT: March 8, 2021

SCHEDULED MEETING: April 12, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan /Accessory Apartment/ Snyder/ 3 Saddle Lane

LOCATION: 3 Saddle Lane

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

INLAND WETLANDS

OTHER

FIRE

WATER & SEWER

DEPARTMENT COMMENTS: No comment

SIGNED BY: [Signature] / Senior Engineer  
DATE: April 8, 2021 (Title)

208-21A

**PLANNING & ZONING  
INTER-DEPARTMENTAL REFERRAL  
NOTICE OF PROPOSED DEVELOPMENT**

APPLICATION: #208-21

DATE OF SUBMISSION: March 4, 2021

DATE OF RECEIPT: March 8, 2021

SCHEDULED MEETING: April 12, 2021

RECEIVED

MAR 15 2021

WALLINGFORD  
PLANNING & ZONING

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan /Self Storage/ NE Expedition/ 846 North Colony

LOCATION: 846 North Colony Road

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

INLAND WETLANDS

OTHER

FIRE

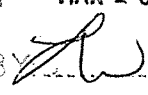
WATER & SEWER

DEPARTMENT COMMENTS: FMO OK TO SITE. THIS  
PROJECT IS OVER 29,000 SQ FT WILL NEED  
INDEPENDANT 3RD PARTY REVIEW. CONTACT  
FMO PRIOR TO HEARING 3RD PARTY

SIGNED BY: 

1. FIRE MARSHAL  
(Title)

DATE: 3/12/21

RECEIVED  
MAR 10 2021  
BY: 



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

208-21 B

## MEMO

**TO:** Planning & Zoning Commission  
**FROM:** Department of Engineering AMK  
**RE:** PZC Application #208-21  
846 North Colony Road/ Site Plan Application

**DATE:** March 12, 2021

Dear Commissioners:

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

- Site Plan by BL Companies, dated March 5, 2021.

The subject application is seeking approval to convert  $\pm 35,700$  SF of existing retail spaces (Sear's Hardware and Barry's Hallmark Shop) to self-storage. The applicant notes that a second story within the existing structure is proposed, with no increase to the roof elevation. It is unclear the extents of the second story, which does influence Gross Floor Area calculations. The only changes to the site appear to be an at-grade loading area (marked with angled striping) and a proposed concrete ramp.

We offer the following comments based on the submitted materials:

1. The trip generation and parking requirements for the existing retail are greater than the proposed self-storage use. I expect no adverse traffic conditions should this application be approved.
2. There is a discrepancy in the Parking Summary Table on the Site Plan. The existing parking is listed as "71 spaces + 61 spaces = 143 spaces". 143 spaces are required per GFA calculations. The existing spaces are  $71 + 61 = 132$  spaces.
3. Using the above calculation of 132 existing parking spaces, the proposed change in use would result in an excess of 84 parking spaces.
4. The Site Plan shows truck movements for an SU-30 truck, which is a box truck 30-feet in length. This is appropriate for self-storage. The turning movements are kept to the correct side of the drive aisle where other vehicles may be present. In

RECEIVED

MAR 15 2021

WALLINGFORD  
PLANNING & ZONING



*Town of Wallingford, Connecticut*

**208-21C**

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

March 25, 2021

New England Expedition Wallingford LLC  
95 Beacon Street, Unit 12  
Boston MA 02108

RE: Site Plan Application- 852 North Colony Road- #208-21,  
Self-Storage Facility

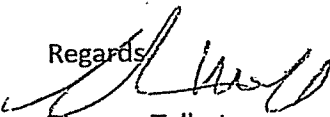
Dear Sirs:

This office has the following preliminary regarding your application and associated plans:

1. Plan should have a full zoning table (including a more accurate measure of area for the proposed use) indicating zoning district and existing/proposed conditions.
2. How do you propose to avoid vehicle loading/unloading along the west side of the building?
3. The Commission should have a floorplan and building elevation that would illustrate the feasibility of the proposed internal expansion.
4. How will the facility be staffed? Will there be 24 access to the facility?

Enclosed are comments from the Engineering Dept. and Fire Marshal, along with a draft agenda.  
Should you wish to discuss these comments or the application further, please call the Planning Office at 203-294-2090.

Regards

  
Thomas Talbot  
Planner

Enc/TT

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.



208-21D

THE NEW ENGLAND EXPEDITION – WALLINGFORD, LLC  
95 BEACON STREET · BOSTON, MA 02108

Thomas Talbot  
Planner: Town of Wallingford  
Wallingford Town Hall  
45 South Main Street  
Wallingford, CT 06492

RECEIVED

APR 08 2021

WALLINGFORD  
PLANNING & ZONING

**Re: Site Plan Application – 852 North Colony Road - #208-21 – Self-Storage**

Dear Mr. Talbot,

Pursuant to your letter of March 25, 2021 regarding the above-referenced application, below are the answers to the four questions raised in your preliminary review as well as responses to the comments posed by the fire and engineering departments, respectively:

**1. Plan should have a full zoning table (including a more accurate measure of area for the proposed use) indicating zoning district and existing/proposed conditions?**

A full zoning table along with accurate measurements is included in the revised site plan, which is enclosed.

**2. How do you propose to avoid vehicle loading/unloading along the west side of the building?**

The west side of the building is the main façade of the self-storage facility, which faces the parking area and North Colony Road. It is understood that the drive aisle in front of the west façade is a fire lane and shall not be used for loading/unloading. This will be controlled in several ways including:

- Office Location. The office entry will be located on the west façade. The office will be for information, rental transactions and administrative functions only. There will be no customer access to the storage units through the office area. Access from this area will be restricted to office personnel only.

- Signage. The office area and possibly parking area will have clearly visible signage indicating that loading/unloading will be at the rear (east façade) of the building.

- Layout. Loading can only occur at the loading entrance and loading lobby with elevator exist. This is not possible at the office. The loading doors will be at the rear of the building with elevator access to the second floor adjacent to the loading doors.

**3. The Commission should have a floor plan and building elevation that would illustrate the feasibility of the proposed internal expansion.**

Floor plans and a building elevation are enclosed for your review. Current drawings and field measurements indicate the existing space has a clear height of 19'-8" along the front of the building and 17'-4" to the underside of the bar joists at the lowest point, which is along the east facade. Light gauge steel stud framing will be used to frame the first-floor storage units and act as bearing walls for the second floor. Steel stud bearing wall systems have walls or headers spaced at 10' on center, which supports the floor structure above. The floor structure is 5" for the metal deck / concrete topping

spanning between the bearing walls. The floor-to-floor height from the first to the second floor will be approximately 9'-8". This will allow for a clear height on the second floor of approximately 7'-8" to the underside of the lowest roof framing elements. Sprinkler piping, electrical conduits, lighting and ductwork will be routed between joists and will, therefore, not impede vertical clear space.

**4. How will the facility be staffed? Will there be 24-hour access to the facility?**

The facility will be staffed by a third-party management team experienced in the business of leasing and operating self-storage. The owners of the project have not yet selected that party but are discussing the opportunity with a few firms. Self-storage is typically not accessible 24 hours per day. The hours have not been defined yet, but they usually do not run late into the evening.

**Department of Engineering Comment:**

The parking summary is updated as per the enclosed site plan. The proposed concrete ramp is no longer part of the plans. Instead, we will be creating an internal elevator at the rear of the building with loading at grade. Those changes are illustrated in the enclosed floor plans (not the site plan, however).

**Fire Protection Bureau:**

The current structure has an existing fire sprinkler and life safety components per code. In addition, there is a fire hydrant, as well as Fire Department hook-ups adjacent to the exterior of the proposed space. The current drive lanes are adequate for safe travel and turning for any fire department vehicle.

Per the Fire Protection Bureau's (FPB) instruction, we have engaged a third-party Independent Plan Review Consultant (Versteeg Associates) from the list provided by the FPB. Upon approval of the subject Site's Plan Review, we fully intend to have all building plans reviewed by Versteeg Associates to ensure that all areas are in compliance with all Building and Fire codes during the Building Permit process.

We look forward to answering any additional questions the Town may have regarding this project at the Planning and Zoning Commission meeting on April 12, 2021.

Best regards,



Greg Feldman

TOWN OF WALLINGFORD  
DEPARTMENT OF PUBLIC UTILITIES  
WATER AND SEWER DIVISIONS

208-21E

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

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**INTEROFFICE MEMORANDUM**

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**TO:** TOM TALBOT, ACTING TOWN PLANNER – VIA FAX – 203-294-2095  
**FROM:** ERIK KRUEGER, SENIOR ENGINEER *EAK*  
**SUBJECT:** SITE PLAN APP. NO. 208-21 – SELF STORAGE  
846 NORTH COLONY ROAD – NE EXPEDITION  
**DATE:** APRIL 8, 2021  
**CC:** N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLÓWSKI; NEW ENGLAND EXPEDITION C/O BL COMPANIES

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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 that a portion of the building will be renovated to serve as a self-storage facility. The building is currently serviced by municipal water and sanitary sewer.

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. The proposed self-storage facility will be located within two units of the existing building; the now vacant "Sears Hardware" store and Barry's Hallmark Shop. According to our records there is a separate water service and meter to each of these units. A 2-inch water service and 1-1/2-inch water meter currently serves the vacant "Sears hardware" store and a 1-1/2-inch water service and 1-1/2-inch water meter serves Barry's Hallmark Shop. Both units also have a separate 6-inch fire line. Each unit also has its own sanitary sewer lateral.
2. If interior modifications are to be made which include modifications to the plumbing fixtures then the Applicant shall submit water use and sewer use estimates including plumbing fixture counts for the renovated building. This information will be used to determine if the existing water service lines and meters will be adequate to serve the modifications. The Owner will be responsible for the cost of the installation of a larger water service and water meter, including connection charges if it is determined to be necessary.
3. If the any of the existing water service lines are to permanently deactivated then such water service line shall be excavated and removed at the connection to the main.
4. If modifications to the fire sprinkler system is planned or required then the Applicant shall provide the estimated needed fire flow, sprinkler drawings and hydraulic calculations for the proposed modifications for review by the Water Division.

THOMAS TALBOT, ACTING TOWN PLANNER  
APRIL 8, 2021  
PAGE 2

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.

*O:\Engineering\PEZ Applications\Worth Colony Road 846 - Self storage - Site Plan 208-21.docx*



*Town of Wallingford, Connecticut*

10

**LEGAL NOTICE**

The Wallingford Zoning Board of Appeals, at its meeting of March 15, 2021, voted to take the following actions:

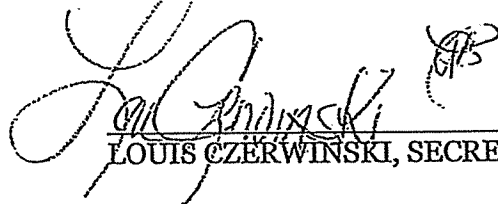
They voted to approve:

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.

They denied:

1. #20-034 – Special Exception Request (child day care center), enrollment of 117 and area of 7825 sq. ft. to allow 2<sup>nd</sup> floor single residential dwelling unit/Pumpkin Patch Properties, LLC at 4 Circle Drive in an R-18 District.

WALLINGFORD ZONING BOARD OF APPEALS

  
\_\_\_\_\_  
LOUIS CZERWINSKI, SECRETARY

DATED AT WALLINGFORD  
March 16, 2021

POSTING DATE  
March 19, 2021



# Town of Wallingford, Connecticut

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## LEGAL NOTICE

The Wallingford Zoning Board of Appeals will hold the following public hearing(s) REMOTELY ONLY at their meeting of Monday April 19, 2021, 7:00 p.m.

The meeting can be accessed through:

<https://global.gotomeeting.com/join/444894325>

YOU CAN ALSO DIAL IN USING YOUR PHONE:

United States (Toll Free): +1 (877)-568-4106

Access Code: 444-894-325

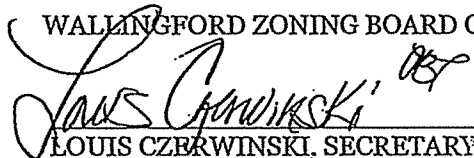
Live Stream of the meeting will also be available on the Town of Wallingford You Tube Channel:

<https://www.youtube.com/c/wallingfordgovernmenttelevision>

1. #21-002 – Variance Request/Rizzo/front yard of 29.8 ft. (75 ft. required) to remodel and expand single family residence at 1451 Durham Road in an RU-80 District.
2. #21-003 – Special Exception Request/Migliaro/Customary Home Occupation (Misc. Services) at 9 Bridle Lane in an RU-40 District.
3. #21-004 – Variance Requests/Frank/side yard of 6.5 ft. (20 ft. required), front yard of 12 ft. (40 ft. required) and building coverage of 17% (max 15% permitted to construct a 2 story, 2 car attached garage at 3 Beechwood Drive in an R-18 District.
4. #21-005 – Variance Requests/Morgillo/front yards of 35 ft. and 5 ft. (50 ft. required) to locate storage container at 654A North Colony Road in an RF-40 District.
5. #21-006 – Variance Request/Hogan/1<sup>st</sup> floor residential use (no 1st floor residential use permitted) to allow single-story commercial building to be used residentially at 361 North Colony Street in a CA-12 District.
6. #21-007 – Variance Requests/Cavallaro/side yard of 10.2 ft. (20 ft. required) and building coverage of 18.9% (15 % max permitted) to locate a pre-fabricated gazebo at 66 Cooper Avenue 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  
March 30, 2021

POSTING DATES  
April 6, 2021  
April 13, 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

Complaint Closed	Complaint ID	Complaint Open	Violation	Street #	Street Name	Owner Last Name	Owner First Name
3/7/2021	2021-005	2/24/2021	Signage, Commercial in Residential	539	North Elm Street	Adler	Darrell & Ana
3/31/2021	2021-003	8/7/2020	Outside Storage, Animals	16	Doherty Drive	Glynn	Paul and Valerie

12A

# Current Zoning Complaints

12B

<u>Violation</u>	<u>Complaint Date</u>	<u>Complaint ID</u>	<u>Street #</u>	<u>Street Name</u>	<u>Business/Owner Last Name</u>
Accessory Structure	1/1/2014	2014-001	14	School House Road	Sagnella
<b>Animal(s)</b>					
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
<b>Commercial in Residential</b>					
	1/17/2020	2020-008	5	Audette Drive	Jean Schwindenhammer
<b>Commercial Vehicle</b>					
	4/3/2013	2013-016	5	Stegos Drive	Shuda
<b>Coverage</b>					
outbuildings, Garage	6/14/2019	2019-045	408	North Elm Street	Sousa
<b>Dwelling Unit(s)</b>					
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**

<b><u>Violation</u></b>	<b><u>Complaint Date</u></b>	<b><u>Complaint ID</u></b>	<b><u>Street #</u></b>	<b><u>Street Name</u></b>	<b><u>Business/Owner Last Name</u></b>
illegal 2 family	9/13/2019	2019-073	40	Third Street	Giarratana
Dwelling in camper	8/21/2019	2019-060	108	North Whittlesy 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

<u>Violation</u>	<u>Complaint Date</u>	<u>Complaint ID</u>	<u>Street #</u>	<u>Street Name</u>	<u>Business/Owner Last Name</u>
Garage	3/4/2016	2016-004	14	Overlook Drive	Berube
4th unit	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
<b>Excavation/filling</b>					
	8/11/2016	2016-035	980	New Rock Hill Road	Dubec
<b>Excavation/Filling, Stockpiling</b>					

<u>Violation</u>	<u>Complaint Date</u>	<u>Complaint ID</u>	<u>Street #</u>	<u>Street Name</u>	<u>Business/Owner Last Name</u>
Material being bro	9/26/2019	2019-070	1173	South Broad Street	Romar Properties LLC (Robert Cone)
<b>Floodplain</b>					
unpermitted filling	5/20/2020	2020-013	950	South Colony Road	
<b>Illegal Rooming/Boarding House</b>					
renting rooms indivi	12/19/2019	2019-089	180	Cook Hill Road	Rivers
<b>illegal subdivision</b>					
	3/26/2003	2003-025	84	Chimney Hill Road	Lippold
<b>Lighting</b>					
	1/25/2019	2019-012	54	Williams Road	Gagliardi
<b>Open Space</b>					
	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
<b>Outside Storage</b>					
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	Phillip Scagnelli (Estate)

<u>Violation</u>	<u>Complaint Date</u>	<u>Complaint ID</u>	<u>Street #</u>	<u>Street Name</u>	<u>Business/Owner Last Name</u>
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	Nalcerfo
, 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
<b>Outside Storage, Site Plan/Special</b>					
unscreened dumpst	7/10/2019	2019-053	99	North Colony Street	Checker's Food Store
<b>Parking</b>					
	3/17/2015	2015-067	189	South Cherry Street	Torelli
<b>Signage</b>					
	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

<u>Violation</u>	<u>Complaint Date</u>	<u>Complaint ID</u>	<u>Street #</u>	<u>Street Name</u>	<u>Business/Owner Last Name</u>
	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
<b>Site Plan/Special Permit</b>					
	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

<u>Violation</u>	<u>Complaint Date</u>	<u>Complaint ID</u>	<u>Street #</u>	<u>Street Name</u>	<u>Business/Owner Last Name</u>
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
Commercial in Resid	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	2012-099	253	South Cherry Street	Acosta
Greenbelt	6/15/2012	2012-051	151	North Plains Industrial Road	151 North Plains Industrial Road, LLC

<u>Violation</u>	<u>Complaint Date</u>	<u>Complaint ID</u>	<u>Street #</u>	<u>Street Name</u>	<u>Business/Owner Last Name</u>
	9/21/2011	2011-061	130	East Street	Yumbia
	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
<b>Use &amp; Excavation/Filling</b>					
filling in wetlands/fl	6/3/2019	2019-036	1245	Old Colony Road	Pytel
<b>Use, Dwelling Unit(s)</b>					
3 residential units wi	9/17/2019	2019-071	340	Quinnipiac Street	Delta Arsenal
<b>Variance, Conditions of Variance</b>					
	2/7/2017	2017-009	369	North Colony Street	North Colony Properties, LLC

## Winery Food Trucks

### 1. Add to existing Section 4.2.E.3.i.V.

except for Section 4.2.E.3.i.IX (below).

### 2. New Section 4.2.E.3.i.IX:

IX. Mobile Food Vendor subject to the approval of a Zoning Permit, limited to a single vehicle at any one time and with the following additional conditions:

- a. Limited to Thursday through Sunday operation/location on the site.
- 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 two (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.

**3. Delete Sections 4.1.G., 4.2.H., 4.4(A)G. and 4.4(B)G.**

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

**Existing Regulations in Non- Residential Districts**

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?**



OFFICE OF THE MAYOR  
TOWN OF WALLINGFORD  
CONNECTICUT

14

WILLIAM W. DICKINSON, JR.  
MAYOR

45 SOUTH MAIN STREET  
WALLINGFORD, CT 06492  
TELEPHONE 203 294-2070  
FAX 203 294-2073

April 7, 2021

Wallingford Planning & Zoning Commission  
Wallingford, CT 06492

ATTENTION: James Seichter, Chairman

Dear Commission Members:

The Town of Wallingford is interested in purchasing property at 100 Barnes Road to repurpose the building to be used by the Wallingford Police Department. Attached is a letter to the Town Council and a map showing the location of the property.

Pursuant to Section 8-24 of the Connecticut General Statutes, we are submitting this proposal to Planning and Zoning for your report. Thank you.

Sincerely,

William W. Dickinson, Jr.  
Mayor

jms  
Enclosures



**OFFICE OF THE MAYOR**  
**TOWN OF WALLINGFORD**  
**CONNECTICUT**

WILLIAM W. DICKINSON, JR.  
MAYOR

April 6, 2021

45 SOUTH MAIN STREET  
WALLINGFORD, CT 06492  
TELEPHONE 203 294-2070  
FAX 203 294-2073

Wallingford Town Council  
Wallingford, CT 06492

ATTN: Vincent Cervoni, Chairman

Dear Council Members:


We have negotiated a purchase price of \$1,760,700 for the building and property located at 100 Barnes Road, Wallingford. Our intention is to repurpose the building for use by the Wallingford Police Department. In January of 2020 Chief Wright alerted us regarding the inadequacies and deficiencies of the current building located at 135 North Main Street. Identified inadequacies were the cause of an effort to build a new police facility at 135 North Main Street in 2007. The extreme recession of 2008 and subsequent years gave pause to that project.

The costs projected to purchase and renovate the 100 Barnes Road building are well below the amount of money estimated to build a new facility at 135 North Main Street.

As reported by Chief Wright, problems with the current Police Facility include: parking congestion, inadequacy of the sally port, need for major reconstruction of the cell block to comply with new building codes, need for more locker room space for the increased number of male and female officers, need for enlarged evidence storage area, inadequate office space (i.e. one 8'x8' office used by three Lieutenants and eight patrol Sergeants). If the building is to be used as our Police Department for the foreseeable future, we must replace its mechanical utilities including the combined forced air HVAC system with hot water baseboard heat and electric heaters, air conditioning with a combination of roof mounted and on-ground units. In August of 2019, architects from several firms were invited to walk through the facility and consider whether it could be renovated to address current police needs. Their opinion was that the building's footprint, and the inability to add to the height of the building, rendered it unable to accommodate the Police Department's needs. It must be noted that the property is on the National Historic Building Registry.

The stated purchase price is currently the listed fair market value in the Wallingford Assessor's Office. We recommend that the Town purchase 100 Barnes Road.

Sincerely,

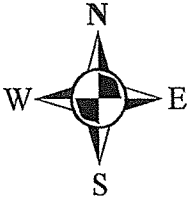
  
William W. Dickinson, Jr.  
Mayor

# 100 BARNES ROAD



Department 1

Department 2



100 BARNES ROAD



Department 1

Department 2

