



Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KEVIN J. PAGINI
TOWN PLANNER

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

FINAL AGENDA

The following Public Hearings will be heard at the Wallingford Planning and Zoning Commission's meeting of Monday, July 12, 2021 at 7:00 p.m. REMOTELY ONLY. The meeting can be accessed through:

<https://global.gotomeeting.com/join/507710629>

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,,507710629#>

United States: +1 (646) 749-3129

-One-touch: <tel:+6467493129,,507710629#>

Access Code: 507-710-629

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

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

Materials for this Public Hearing will be posted on the Town's website:

www.town.wallingford.ct.us

Call to Order

Pledge of Allegiance

Roll Call

Consideration of Minutes – June 14, 2021

PUBLIC HEARINGS

1. Special Permit (Warehousing)/Montante Construction/5 Research Pkwy. (CONTINUATION) #401-21
2. Special Permit/1070 North Farms Road, LLC/1117 and 2 Northrop Road (CONTINUATION) #402-21
3. Special Permit Revision (vehicle storage & wheel repair/18 Duncan Street, LLC/18 Duncan St. #406-21
4. Zoning Text Amendment (§4.9.B.(10) & §6.11(C)/Small Animal Surgical Services of CT, LLC #501-21
(NO ACTION)

OLD BUSINESS

5. Site Plan/6 Research, LLC/4A Research Parkway #210-21

NEW BUSINESS

6. Flood Plain Permit/Cavallaro/475 Williams Road #810-21
7. Site Plan (service area expansion)/400 So. Orchard Street, LLC/400 South Orchard Street #211-21

BOND RELEASES AND REDUCTIONS

8. Special Permit/Blichfeldt-Quality Subaru/711 North Colony Road #416-16

REPORTS OF OFFICERS AND STAFF

9. Correspondence
 - a. Data Centers/Danielle Conway & Ian Fuller
 - b. Data Centers/Tony Hayes
10. Administrative Approvals
 - a. Survey Waiver/Pattison/40 Henry Street #808-21
 - b. Survey Waiver/Hinman/16 Haller Place #809-21



Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN PLANNING & ZONING COMMISSION

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LEGAL NOTICE

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United States: +1 (646) 7493129

- One-touch: tel:+16467493129,507710629#

Access Code: 507-710-629

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

Materials for this Public Hearing will be posted on the Town's website: www.town.wallingford.ct.us

PUBLIC HEARINGS

1. Special Permit Revision (vehicle storage & wheel repair)/18 Duncan Street, LLC/18 Duncan St. #406-21

WALLINGFORD PLANNING AND ZONING COMMISSION


ROCCO MATARAZZO SECRETARY

DATED AT WALLINGFORD

June 29, 2021

PUBLICATION DATES

July 1, 2021

July 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.

Subject **Additional Amazon concerns**
From Emma Golebiewski <emma.golebiewski@gmail.com>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Date 2021-06-14 21:30

roundcube 

401-21 TT (3)

Hello Kevin,

I have additional concerns about the Amazon project and wanted to send those along.

Micheal Dion from BL companies basically said they don't care how heavy traffic is during the 6 week holiday period. They said they don't evaluate traffic during these periods, but this neighborhood and families up here do not stop living and going about their daily lives just because the company doesn't care how bad traffic gets since it's only "6 weeks."

The applicant failed to provide many points and information the committee asked for. They are avoiding providing the information they know is important including specific detailed traffic information, and are only providing solutions that they want to make. Decreasing parking during holiday peak does nothing for us: this is still 4 out of 12 months traffic has no data collection over. It will already be unbearable, let alone allowing this applicant to just not provide any details about holiday traffic.

The applicant also mentioned this is distribution center. This area is zoned for a warehouse. Nothing is being held in this facility, as they are stating 1,200 cars will be in and out each day. I can't fathom how this project is appropriate.

Also, they continue to mention the noise and how it won't be a concern. I can hear cars from the highway, and I can hear cars driving down research parkway. Did they take into account any echoing that these trucks will put off? We live in a valley up here and everything echos. If I can hear one single car driving down research parkway at night or a motorcycle going by, or construction trucks or tree trucks working on my neighbors houses, there is absolutely no way when they add 1,200 cars and trucks in and out every day that we won't hear a single noise.

Thank you,
Emma Mendillo

--
Emma Golebiewski

RECEIVED
JUN 14 2021
WALLINGFORD
PLANNING & ZONING

Subject **Re: 5 Research Parkway Proposal**
From S. Durant <susandurant414@gmail.com>
To <kevin.pagini@wallingfordct.gov>
Date 2021-06-14 20:00

roundcube 

401-21-44(3)

Dear Mr Pagini,

In regard to the noise caused by the proposed Amazon project, I want to point out that I don't think that 150 extra trees will do much to muffle the back-up noise from their trucks. The Blue Trail shooting range is almost 3 miles away from my house and, when the wind is blowing to the north, I can hear all the gunshots. There are MANY trees and homes in that 3 mile area and yet the sound is loud and clear on certain days. I believe that it would take a physical sound barrier, similar to that used by the side of highways, to truly reduce the sound from this proposed project.

Thank you,

Susan Durant

On Wed, Jun 9, 2021 at 3:37 PM S. Durant <susandurant414@gmail.com> wrote:

Dear Mr. Pagini,

I am writing to voice my strong objection to the proposed Amazon facility at 5 Research Parkway in Wallingford. My family moved to this neighborhood 9 years ago for the peace and quiet. The thought of having a 24/7 Amazon facility half a mile from my house sickens me.

1. The noise will be unbearable, even if they do plant a few extra trees. We won't be able to sleep with our windows open at night, due to the loud back-up beeping of their trucks. When I go into my yard to garden, all I will hear is beeping. The constant 24/7 noise will be maddening. That a town with a noise ordinance would consider this proposal is beyond my understanding.
2. The traffic congestion will be horrendous (at the present time, I rarely pass a vehicle on Carpenter Lane).
3. The extra air pollution from the hundreds of trucks/vans will poison our air and make life tough for those with respiratory issues. The health of the town's residents should be important to our leadership.
4. They say they will leave 50% of the property in its natural state. That's what they say now, but what is to prevent them from removing all the trees in the future? What impact will this have on the water runoff situation?
5. Every year, the town mails me a brochure instructing me how to protect the watershed area. This includes minimizing oil and gas spills and leaks. Someone from the town physically comes to my property to ensure that I am not polluting the watershed. How could the town consider a proposal that includes 300 vans & trucks per day at 5 Research Parkway? How will the town monitor the oil leakage from the employees' vehicles? The damage to the watershed, and our drinking water, will be tremendous. This will negatively impact the entire town.
6. It is my understanding that this property is zoned as a warehouse. The Amazon proposal is not a warehouse. Nothing is being housed there. It is a loading/unloading zone that operates all day and all night.
7. Home values will plummet for the entire neighborhood. Who will want to buy a home that is bombarded by noise 24/7?

This is a beautiful piece of property. Almost any use would be preferable to an Amazon facility. This property would make a lovely apartment complex, a medical facility, or a nursing home. I heard that a school wanted to go into that property when BMS moved out. A school would be far preferable to an Amazon facility.

Thank you for your time. I hope you will vote to deny this atrocity.

Susan Durant
36 Cliffside Drive
Wallingford

RECEIVED
JUN 14 2021
WALLINGFORD
PLANNING & ZONING

Subject **PZC June 14, 2021 Meeting - Comments made regarding 5 Research Parkway submission**



From <j.wronka@comcast.net>
To <Kevin.Pagini@wallingfordct.gov>
Date 2021-06-14 23:37
Priority Normal

401-21 VV (3)

Hi Kevin -

My audio was competing with someone's non-muted microphone (and dog!), so in case you could not completely hear my comments, (to facilitate transcription) here is what I read. - thanks!!

REQUESTED FROM AMAZON - can we get a detail rendering of the building layout - a sideview of all four sides please?

- COMMENT:**
1. I want to point out that, although the Carpenter Lane entrance/exit was removed, nothing PREVENTS vehicles from making a right toward Carpenter leaving the Amazon site at the light onto Research Pkwy and driving thru the neighborhood.
 2. Regarding the impact of this site (and its iINTENSITY) on the neighborhood, as a High Hill resident, all my local retail is located west on route 68 on route 5 (grocery stores, 24 hour Walmart, etc)...I have concerns that my 10 to 15 minute trip will likely be closer to 1/2 an hour at best...and for the holidays I will NEED to order my food and gifts from Amazon, because I will not be ABLE to leave my house :)

Jane Wronka
54 High Hill Road

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JUN 14 2021
WALLINGFORD
PLANNING & ZONING

Subject **5 Research Parkway**
From Robert DeMaio <rdem@comcast.net>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Date 2021-06-14 22:30
Priority Normal

401-22 WW
roundcube
(3)

Hi Kevin-

I asked the question how the large UPS like vehicles have been factored into the traffic study - they behave differently (slower to turn, slower to start from a stop and difficult for other drivers to maneuver when near them). I would have to assume this has a factor on the numbers.

There are probably 30% of the vehicles at S Cherry Street that are these larger vehicles, so what's to stop them from having that many or more at 5 Research Parkway - its seems to me this is an important factor to consider is any traffic analysis.

Is this something you can have the traffic peer reviewer look into?

Thank you,
Bob DeMaio
14 Marie Lane

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JUN 14 2021
WALLINGFORD
PLANNING & ZONING

401-21 FFF (3)



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

Alison Kapushinski, P.E.
Town Engineer

MEMO

RECEIVED

TO: Planning & Zoning Commission

FROM: Department of Engineering

RE: PZC Application #401-21
5 Research Parkway/ Special Permit Application
Traffic Summary

DATE: July 1, 2021

JUL - 1 2021

WALLINGFORD
PLANNING & ZONING

Dear Commissioners:

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

- Permit Documents for Proposed Development, BL Companies, dated October 6, 2020 and last revised June 18, 2021
- Traffic Analysis Addendum #1 Full Closure of Carpenter Lane Entrance, BL Companies, dated June 2021
- Various Traffic Peer Review letters, VN Engineers
- Various Response to Comment Letters, BL Companies

We offer the following comments based on the submitted materials:

- 1) This Department has the following outstanding comments from our April 28, 2021 memo. A response to some comments was received by Jeffrey Dewey in a memo dated June 21, 2021:
 - “Additionally, if the excess parking is found to be needed during peak holiday time, the Commission could consider requiring the applicant to block parking in overflow areas during off-peak months to limit the amount of de-icing agent and vehicles sitting unattended for extended periods of time, as this could contribute to oil leaks and other environmental concerns within the Watershed Protection District. Another strategy could be to use a pervious ground cover, such as reinforced turf, for the areas of “overflow” parking.”
 - This comment has not yet been addressed with Engineering. The Planning & Zoning Office may have had discussions with the applicant regarding this comment.

July 1, 2021
5 Research Parkway

- “Bedrock is anticipated to be encountered during earthwork operations. The Contractor may use mechanical methods and/or blasting to remove the unwanted bedrock. Due to the proximity to a residential neighborhood, the Commission may consider conditions to abate or minimize noise and/or dust.”
 - The applicant’s engineer mentions pre- and post-blasting surveys to be completed to ensure no property damage occurs, however the response does not address strategies to abate or minimize noise and/or dust.
- 2) Please note that the project size (over 100,000 GFA and/or 200 parking spaces) requires a submission to the Office of State Traffic Administration (OSTA) as a Major Traffic Generator. OSTA will review the project for their traffic impact on the state highway system. In the submitted Traffic Analysis, the Applicant states OSTA will only be reviewing steady state traffic generation and will not be reviewing Holiday Peak traffic generation.
- 3) Traffic Impact Analysis Recap
The application being considered includes several layers to the submitted traffic analysis. They have studied:
 - Steady-state AM/Mid-day/PM peak hours of the adjacent roadway network.
 - Steady-state Generator AM/PM peak hour. The applicant has shifted their operations time in a way that avoids overlapping with the adjacent roadway’s peak hours. Therefore, they have submitted an analysis for the AM and PM peak hour of the subject site’s operations to analyze if the traffic generated by this development would change the adjacent roadway’s peak hours.
 - Holiday AM/Mid-day/PM peak hours of the adjacent roadway network.
 - Holiday Generator AM/PM Peak Hour
- 4) Traffic Level of Service
The level of service (LOS) is a qualitative measure used to describe the operational conditions of the traffic stream along sections of roadways or at intersection. LOS is generally expressed in terms of ability to maneuver within the traffic stream, delay, driver comfort, ability to obtain desired speeds, and safety. LOS is noted with letters A through F, with A describing the best conditions and F describing the worst. LOS D corresponds to poor driver comfort and convenience. LOS E and F are typically not acceptable from a driver usability standpoint with long delays at intersections and light cycles that do not clear the queue, and can result in disruptive wave propagating upstream to the next intersection.

Under the steady-state operations, the traffic analysis shows no intersection movements with a LOS F. The following intersection movements are found to operate at a LOS E in the “build” condition:

- AM Roadway Peak Hour: Route 68 eastbound thru lane at I-91 Southbound Exit 15 ramps
- PM Roadway Peak Hour: I-91 Southbound Exit 15 off-ramp middle lane (which allows left and right turns).
- PM Roadway Peak Hour: I-91 Northbound Exit 15 off-ramp middle lane (which allows left onto Route 68 and straight back onto I-91).
- PM Roadway Peak Hour: Research Parkway left/thru lane at Route 68

Per letter from Montante Construction dated June 23, 2021, Amazon anticipates holiday peak traffic up to 3 months of the year. An excerpt from the Holiday Analysis Appendix includes the following excerpt outlining which intersection movements are projected to perform at LOS E or F:

- Route 68 at I-91 Southbound Exit 15 On/Off Ramps:
 - Route 68 Eastbound Thru (PM Build Holiday, PM Holiday Improved, and AM Holiday Improved)
 - Route 68 Westbound Left (PM Build Holiday and PM Holiday Improved)
 - Exit 15 Off-Ramp SB Left (PM Build Holiday)
 - Exit 15 Off-Ramp SB Left/Right (PM Build Holiday and PM Holiday Improved)
 - Exit 15 Off-Ramp SB Right (PM Build Holiday)
- Route 68 at I-91 Northbound Exit 15 On/Off-Ramps
 - Route 68 WB Thru (AM/PM Build Holiday)
 - Exit 15 Off-Ramp NB Thru (PM Build Improved Holiday)
 - Exit 15 Off-Ramp NB Right (PM Build Holiday)
- Route 68 at Hotel Drive and Research Parkway
 - Route 68 EB Left (PM Build Holiday and AM Peak Generator Build Holiday, and PM Holiday Improved)
 - Route 68 WB Thru (AM Build Holiday)
 - Research Parkway SB Left/Thru (PM Build Holiday and PM Holiday Improved)

5) The Commission may want clarification from the Applicant regarding the OSTA approval process. It appears that the South Cherry delivery station was approved by OSTA in July 2020. The project was approved by Planning & Zoning Commission with a timing adjustment to the signal at the intersection of Route 5 and John Street. To my knowledge, the timing has not been adjusted, though the site has been operational for months. Large queues on John Street are common throughout the day as vans are leaving the delivery station to start their routes. It's unclear if the timing is still being reviewed, or if it was rejected by OSTA. If proposed lane reconfigurations for the subject application are rejected by OSTA, the LOS will revert back to the Holiday peak hour LOS rather than the Holiday Improved during three

July 1, 2021
5 Research Parkway

months out of the year. The Holiday Peak includes LOS E and F for all but two approach lanes at the Route 68 and I-91 Southbound Exit 15 On/Off Ramp intersection during the PM peak hour of the adjacent roadway network. Please see item 4 above regarding other LOS E and F intersection approaches.

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

401-21 XX (31)

roundcube



Subject Amazon site
From Bill Piantek <billyp7@comcast.net>
To Kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Date 2021-06-17 09:17
Priority Normal

RECEIVED

JUN 16 2021

Dear Sir:

WALLINGFORD
PLANNING & ZONING

I was listening in on the hearing involving the Amazon site on the evening of June 14th.

I am a resident at 79 High Hill Road, 200 feet from what I will call the "cliff". That means I can walk over and see the entire site and clear to Waterbury at the same time.

I will throw a few things out here that I am sure the commission have been thinking about and others in the area have expressed.

If this thing moves forward it will turn out to be one of the most talked about ecological problems not only for Wallingford, but for the State of Connecticut. There is zero doubt in my mind.

Water runoff from oil, gas, rubber, other automotive pollution and fluids, etc. to the reservoir should be by itself reason enough to pull the plug on this and I have a well (240 feet deep). I do not get my water from the town. A gentleman stated that 94% of the town water comes from the McKenzie Reservoir. I do not know if that is accurate, but if it is even remotely close that should be reason enough. Need no others. Scary. I was shell shocked when that was brought up. I consider that part a no brainer for my fellow Wallingford residents south of Rt. 68.

Amazon will never be able to treat that runoff. Never, and anyone who has given this 10 minutes of thought knows it, too. That is one huge aquifer. The town walks my backyard every year to look for potential problems to the aquifer. Why? If they are walking my backyard and actually considering letting this project fly, I find that stunning. But I have the sincerest hope that the commission is completely privy to this impending disaster. There is no way to handle the amount of runoff from that amount of driveway and asphalt. No matter how many pools they make. Treatment, whatever.

Noise pollution. I have my windows open 5 days a year because of Rt. 91 traffic noise. I go to air conditioning in early May simply because the constant noise will keep one awake or wake you up. (Worse at night and early AM). Air to heat in the fall. No choice.

Those backup alarms?? Oh my. What a lie. I was working in my backyard on Wednesday and am still amazed how clear the sounds of Rt. 91 by itself is. You and the commission would be surprised.

Air pollution. I can smell automobile fumes in my backyard ANY day the wind does not blow, and EVERY day it blows from west or northwest. And that is simply from Rt. 91. Their studies can be deemed laughable. We live this life. The studies lie. Running and idling diesel. Scores of additional vehicles of any type. This is seriously life changing. No driver is coming in, dropping, hooking back up again and rolling out in the time Ms. Schumer claims. That is pure folly. We all know that. Once it's in, it's in. We'll never be able to move them out. Litigation for that would be monstrous and Wallingford will never out litigate Amazon. Ouch. That would be easy for Amazon.

Traffic. We all know where the traffic goes from here. It's not good now. Let's be serious about this. I am a frequent exiter of the 91 North 15 exit. 2 trucks, one car or 2 cars, one truck per light change. Common folks. No way, no how does this problem get better. Ever. Only worse and I don't care how many lanes they fool with. Seasonal, non seasonal. This is really nothing but common sense. The "study" did not incorporate the traffic coming from the east. OMG. Even now, at the end of Covid the bottom of High Hill is a disaster. And that's turning right. Forget left. No way.

And, by the way, for those that think they don't run up High Hill and run the extra mile? ("Where they didn't do the study?") Nice try. They do it both ways. Just remember this, I've been here at this residence for 31 years. I've seen it, I know it, I've lived it and I know how it has fluctuated (while Bristol Myers was there). They cut through here simply to turn right onto Research Parkway and go north.

Bottom line.... I would rather have my taxes go up a \$1000. a year than finish the remainder of my time under the circumstances this is going to create. Meaning, that the Town of Wallingford has to determine if the extra bucks they get from Amazon to add to the grand list is worth creating an ecological disaster that will run from a mile west of Rt. 91 to the Durham/Middlefield town line and possibly beyond (especially regarding the pollution). And the drinking water for people in their wells locally and down to the reservoir.

This will eventually turn into a State of Connecticut eyesore where everyone will be bringing up this case moving forward. This will be a newsmaker. And I am dead serious. I have the feeling that many of the commission members know that this is what is facing them. I sincerely believe that after watching some of them and listening to their concerns as well. This ends up being brains over bucks.

Below I will give you my personal information:: Call me, stop by, we can walk the area. We can talk. This is an open invitation. For you or for any of the other commission members. Any time. On your time. On their time. I am hoping you all will stop by. I retired in October of 2020. 41 years in business. There were many times I gave up bucks for brains. Only hurt for a few days. Come look at my/our property up here on the hill. Please. Then we can decide if the Town of Wallingford thinks that dropping the quality of life in this area and downstream of honest hard working residents is in the best interests of our Town. Or in the best interests of those that will drink and breath the failure of this project.

I appreciate you taking the time to read this note. Please forward it along to the other members and the mayor. They are welcome to visit as well.

Sincerely,

William (Bill) Piantek
79 High Hill Road
Wallingford, Ct. 06492
billyp7@comcast.net

203-631-7903 anytime (text or call)

Subject **Fwd: RE: FW: DOB6 - 5 Research Parkway Site Plans for review**
From Alison Kapushinski <a.kapushinski@wallingfordct.gov>
To Kevin Pagini <kevin.pagini@wallingfordct.gov>
Date 2021-06-21 15:50

roundcube 

401-21YY (3)

See below from Chief Wright. Thanks

Alison Kapushinski, P.E.
Town Engineer
Town of Wallingford
203-294-2035

RECEIVED

JUN 21 2021

WALLINGFORD
PLANNING & ZONING

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

Subject:RE: FW: DOB6 - 5 Research Parkway Site Plans for review
Date:2021-06-21 15:46
From:Chief William Wright <wwright@wallingfordpd.org>
To:Alison Kapushinski <a.kapushinski@wallingfordct.gov>
Cc:Deputy Chief Ventura <jventura@wallingfordpd.org>

I believe the emergency entrance is appropriate. Should something happen that blocks the main entrance we would need a properly maintained emergency entrance.

From: Alison Kapushinski <a.kapushinski@wallingfordct.gov>
Sent: Monday, June 21, 2021 3:36 PM
To: Chief William Wright <wwright@wallingfordpd.org>
Cc: Deputy Chief Ventura <jventura@wallingfordpd.org>
Subject: Re: FW: DOB6 - 5 Research Parkway Site Plans for review

Chief,

Just spoke to Town Planner, Kevin Pagini. During the last Planning & Zoning meeting, a resident questioned whether a secondary emergency access point is necessary. The main entrance is off Research Parkway, and the resident asked if the emergency access off Carpenter is necessary. The Commission asked Kevin to follow up with Police to get your opinion. I assume the Fire Marshal will also have an opinion.

If you have a chance to respond, I'll gladly pass that along to Kevin.

Thanks,

Alison Kapushinski, P.E.
Town Engineer
Town of Wallingford
203-294-2035

On 2021-06-21 14:56, Chief William Wright wrote:

| These are the plans for the new site at Bristol Myers. P&Z asked BL to send them here for review.

Robinson+Cole

401-21ZZ (3)

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

June 22, 2021

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

RECEIVED

JUN 22 2021

WALLINGFORD
PLANNING & ZONING

**Re: Application #401-21
5 Research Parkway, Wallingford
Second Consent to Extension of Time for Completion of Public Hearing**

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

As stated by the applicant during the continued public hearing on June 14, 2021, this letter is to confirm the applicant's consent to a 65-day extension of time for the completion of the public hearing on this application.

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

22493247-v1

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

Robinson & Cole LLP

401-21AAA (3)

Memo

RECEIVED

JUN 24 2021

WALLINGFORD
PLANNING & ZONING

To: Planning and Zoning, Kevin Pagini
From: Fire Marshal, Michael Gudelski
cc: N/A
Date: June 22, 2021
Re: 5 Research Parkway

Kevin,

The site plan dated May 28th, has been reviewed. FMO is requiring the FDC on SU4 be moved to the island within 10 feet of fire hydrant. The FDC must be a 5 inch 30 degree Storz. Lastly, additional hydrant in the parking lots

V/R

Mike

401 -21 BBB
(3)

PLANNING AND ZONING DEPARTMENT

INTER-OFFICE MEMORANDUM

TO: Janis Small , Corporation Counsel
FROM: Kevin J. Pagini, Town Planner
RE: Definition of a Warehouse – 5 Research Parkway application #401-21
DATE: Wednesday, June 23, 2021

In response to the June 14, 2021 Planning and Zoning Meeting I am requesting a formal definition for a warehouse. It was mentioned by Commissioners Kohan and Matarazzo that the proposed 5 Research Parkway application does not fall under the Town's current definition of a warehouse, but can be defined as a type of delivery station. The Commission would like the Town's legal counsel to define the proposed facility.

It was then stated by the applicant that the 425 and 528 South Cherry Street (application #414-19) proposal was approved as a warehouse in March 2020. Their argument is that this current application is the same use and type of facility as that previously approved project. Therefore, this current application should also be considered a warehouse use.

I am asking that you clarify this matter for the Commission. Thank you in advance.

401-21 CCC (3)



Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KEVIN J. PAGINI
TOWN PLANNER

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

June 29, 2021

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

RE: Special Permit Application #401-21
5 Research Parkway
Response to comments dated 6/23/21

Dear Mr. Deluke:

This letter is in response to proposed parking related conditions of approval to be attached to the above referenced application. Specifically, in item # 3 of your letter you propose to limit the number of vans on site to no more than 400. You are also agreeing to twice annual traffic counts and to a "reassessment" of the approval by the Planning and Zoning Commission if traffic counts exceed 120% of the approved 400 vans. This office cannot agree to this set of conditions for the following reasons:

1. Attempting to verify the number of vans on site at any given time would be an impractically difficult task. In fact, you appear to acknowledge that very idea by asking the Town to rely on a twice a year traffic count. Van counts on two occasions annually may or may not reflect average daily van traffic.
2. The proposed condition that the Planning and Zoning Commission would be entitled to a reassessment only if van counts revealed 120% of the conditioned 400 vans onsite is impossible to seriously consider for two reasons. First of all generally speaking if a condition refers to a specific quantitative standard (i.e., 400 vans maximum on site) anything over 400 would be in violation of the condition. Given your proposed language, in this case you would in fact be allowing for 480 vans, not 400. Secondly the condition allowing "reassessment" by the Commission shows little insight into how zoning administration works. If the Commission were to condition that no more than 400 vans could be located on the site, any occurrence of more than 400 vans would constitute a violation of the conditions of whatever approval it might be part of. It would be incumbent upon the applicant to either comply or ask to revise the approval.

In lieu of your proposed conditions this office will be recommending the following conditions as part of any approval to this application:

1. A specific portion of the proposed van parking areas containing, at a minimum, 350 parking spaces to be restricted to use only during the two (not three) month holiday period from November 15th to January 15th annually as well as for a 15 day period during a summer Amazon Prime event (seven days before and seven after the day of the actual event).
2. These spaces should all be located in one area, preferably in parking areas closest to existing residences.


- Plans should indicate not only these restricted parking areas but should include appropriate structural appurtenances (i.e., fencing and gates) to ensure that parking takes place in these areas only during the periods referred to above.

These conditions, would in the view of this office, do much more to ensure the levels of van traffic that the applicant has indicated this facility will generate. This in turn should help to minimize any impact on the watershed and the Town water supply.

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, July 7, 2021** in order to be provided to the Planning & Zoning Commission prior to the Monday, July 12, 2021 meeting.

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,


Kevin J. Pagini
Town Planner

401-21 DDD (3)

Memo

RECEIVED

JUN 29 2021

WALLINGFORD
PLANNING & ZONING

To: Planning and Zoning, Kevin Pagini
From: Fire Marshal, Michael Gudelski
cc: N/A
Date: June 28, 2021
Re: 5 Research Parkway

Kevin,

The site plan dated June 18th, has been reviewed. FMO is requiring the FDC on SU4 be moved to the island within 10 feet of fire hydrant. The FDC must be a 5 inch 30 degree Storz. Lastly, additional hydrant in the parking lots

VIR

Mike



401-21 EEE (3)
RECEIVED

To the PZC
WALLINGFORD, CT

JUN 30 2021
WALLINGFORD
PLANNING & ZONING

As President of The Wallingford Community Farmers Group.

We are submitting a letter in opposition to the proposed Amazon application to build a facility on the Former Bristol Meyer Squibb property.

We have concerns regarding, traffic, noise that will impact the adjacent neighborhood next to the property.

Our other concern is environmental impact.

I understand the pressure you will have to approve this because it's Amazon which by the way already has two major facilities one already on Research Parkway and the other on South Cherry St.

We have a better proposal even though Wallingford does not own the property.

Restore the land to its original condition before anything was built on the land.

Our proposal will generate more young families in the long run to live in Wallingford which will generate residential tax revenue for the Town.

Our Proposal is this.

Create a Wallingford Park with walking trails, a kid's activity area and running track and maybe other non-Commercial use.

Again I know the Town see's the Money but sometimes you need to think of the residents.

We live in a great town.

Sometimes we go too far with over development of land.

Now you have a choice.

You are not forced to approve a bad idea but reject it.

Remember you represent the citizens of our great community.

You alone have the power to make the right decision and just say no to this Amazon plan.

We are now organizing on Social Media as we speak against this project.

Thank you for accepting public input on this issue.

Sincerely,

Ken Lloyd 110 Washington street Wallingford, CT

401-21666(3)



Town of Wallingford, Connecticut

TOWN ATTORNEY
FRANK E. FARRELL, SR.
ASSISTANT TOWN ATTORNEY
GEOFFREY T. EINHORN
CORPORATION COUNSEL
JANIS M. SMALL
DEPARTMENT OF LAW
WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2140
FAX (203) 294-2112
lawdept@wallingfordct.gov

MEMORANDUM

TO: Kevin J. Pagini, Town Planner
FROM: Janis M. Small, Corporation Counsel
RE: Warehousing
DATE: June 30, 2021

RECEIVED

JUL -2 2021

WALLINGFORD
PLANNING & ZONING

The Zoning Regulations do not define warehousing. § 4.9.B.5 provides that "storage and warehousing" are permitted uses in the IX Zone. Because it is an undefined term, the Commission's past practice in applying the regulations is strong evidence of its meaning. *Alvord Investment, LLC v. Zoning Board of Appeals*, 282 Conn. 393, 417-418 (2007).

In 2015, the Commission approved the Amazon facility at 29 Research Parkway in the same zone. It was described as a warehouse/distribution/sorting facility. It is my understanding that large tractor trailers bring merchandise to the facility where it is sorted and then put in smaller delivery trucks. The Commission approved this use within the warehousing category.

The facility at 425 South Cherry Street is in the Industrial Zone, § 4.8. § 4.8.B.1 incorporates uses listed in § 4.6.B which include "storage warehouses" (§ 4.6.B.5). The prior use of the property was a white goods warehouse with the last mile delivery of appliances for Home Depot. The use approved in 2020 is the current Amazon "warehouse/distribution" which also involves the receipt of goods and deliveries by smaller trucks/vans.

The Commission has treated these facilities under the umbrella of "warehousing". Having done so, it would be difficult to defend a new, restrictive definition for one particular project. If the Commission wishes to modify the definition, the proper course of action would be to amend the regulations and define the uses accordingly.

In light of the fact that the Commission has approved these types of uses as part of the category of warehousing, it is not free to simply reverse course and change it as part of the application process. The Commission would need to determine, based upon specific facts, that the proposed use is significantly distinguishable from the other uses approved under the category of "warehousing". I have not been presented any facts which would appear to justify such a determination.

Janis M. Small
Corporation Counsel

Mr. Pagini would you please include this email in in the commissioner's packet for the July 10 2021 meeting.

We are writing to the Planning Commission to strongly urge you to reject the Amazon development at 5 Research Parkway. This area is surrounded on the east and south by large residential areas, which is unique for this proposal. These neighborhoods would be forever adversely impacted by the emissions of noise, smoke, gas odor, truck vibrations and vehicle warning horns. A computer inquiry shows residents of Edison New Jersey complaining about the negative impact of their quality of life, caused by the vehicle vibration and noise coming from the Amazon fulfillment center. Please strongly consider the rejection of this proposal based on the negative impact of this 24/7 operation on the neighbors quality of life.

James and Carol Mikulski
170 High Hill
Wallingford

401-21
HHH
(3)

Sent from [Mail](#) for Windows 10

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JUL -6 2021

WALLINGFORD
PLANNING & ZONING

401-21 III
(3)

- TO: MEMBERS OF WALLINGFORD PZC
- Amy Torres
- Jim Seichter, Chair
- Jon Paul Venoit, Vice-Chair
- Rocco Matarazzo, Secretary
- James Fitzsimmons
- Jeffrey Kohan

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JUL - 6 2021
WALLINGFORD
PLANNING & ZONING

PUBLIC HEARING IN-PERSON on JULY 12th

I strongly urge that the July 12th public hearing with respect to the application #401-21 addressed to the PZC regarding the AMAZON warehouse (or delivery station) be an in-person hearing rather than a remote on-line hearing. The issue is of such significant concern to residents of Wallingford and, as to deserve a proper airing afforded by in-person attendance. I can see no reason why this format cannot be realized especially considering the governor's lifting of practically all COVID restrictions with respect to public assemblies. In any case, I ask that the PZC give due consideration to the concerns and questions stated below.

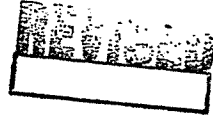
The most significant public concerns seem to focus on traffic and environmental issues which I would hope the PZC would deal with further in depth.

1. With respect to the warehouse impact on TRAFFIC, answers to very serious concerns are still outstanding:

Comment #13 of the Traffic Peer Review Comments states that: **"It was confirmed with the town there were no other new developments approved or pending contributing additional traffic within the study area."** How is it not less than honest when the Town Council approved sites for constructions of so-called Data Centers on June 21st public meeting as reported in the July 4th Meriden Record Journal edition. Surely, deliberation for that decision was not made just then. In any case, such a project development would certainly have a significant adverse impact on traffic volume in the study area. For example, why is the impact on traffic flow from the other 2 warehouses proposed on Northrup Rd. not considered in the Traffic study to be problematic. Northrup Rd is a narrow roadway whose signage is "NO THRU TRUCKS" (it is common that trucks of all size traverse Northrup regularly). The "NO THRU TRUCK prohibition is a joke because it is not enforced. The town cannot afford the necessary resources to do so. It really is laughable, in defiance of common sense, for the traffic study to foresee no problems considering that traffic will be increased by: 1. Well over 1000 Amazon delivery vans with both exit from and entry into the AMAZON site, 2. Nearly 500 exiting and entry employees (many who will be part time employees which translates into

401-21 JJJ
(3)

REVISED



**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

JUL -7 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: THE FMO WILL REQUIRE FULL STAMPED BUILDING PLAN TO GO THROUGH 3RD PARTY PROCESS IT WILL DETERMINE IF SPRINKLER, FIRE PUMP AND OTHER CFSC

SIGNED BY: [Signature] FIRE MARSHAL (Title)

DATE: 7/2/21

RECEIVED
JUL 1 2021
BY: [Signature]

RECEIVED

JUL -7 2021

WALLINGFORD
PLANNING & ZONING
Mr. Jim Seichter

Chairman – Wallingford Planning & Zoning
45 South Main St.
Wallingford, CT 06492

23 Hemingway Drive
Wallingford, CT 0649

June 30, 2021

401-21KKK

(3)

Dear Chairman:

In reference to the application for Amazon's Plans for the former Bristol Myers property we offer only a few of our concerns about the project with the following comments and questions:

1. Research Parkway is already congested (mornings and late afternoons weekdays). We can only imagine what a mess will be with this much added vehicle traffic. Research Parkway is only a two lane roadway and cannot accommodate this much volume of commercial traffic.
2. Noise – There will be constant noise of moving vehicles all day and night with annoying back-up alarms in close proximity to residential areas. This will destroy peaceful solitude of our neighborhoods.
3. Have your plans considered the effect on the wildlife in this area? We have many deer wandering through the area, and bobcats, coyotes, and fox also.
4. This project will definitely increase the cost to Wallingford in road maintenance and raise our taxes.
5. Highway safety _ Did the project traffic survey consider the narrow two lane roads (Northrup, Carpenter Avenue, and Route 68 East toward Durham? Did you account for the lack of shoulders on these roads? It is already dangerous to navigate these roads with oncoming 18 wheel tractor trailers, flat bed (wide load) trailers, tanker trucks, and large dump trucks exiting and entering the Tilcon property on Route 68. Often we encounter bicyclists on these narrow roads and this allows less room to maneuver presenting a big safety problem.
6. What revenue benefit will this project have for Wallingford?
7. Did the project consider the traffic congestion in September for the Durham Fair?
8. Will our water quality be adversely affected? We have a well and a septic system.
9. Will our air quality be compromised by all this vehicle traffic?

We respectfully request the Planning and Zoning Commission to deny this Amazon application.

Sincerely,
Thomas H. Marshall, Joan R. Marshall
Thomas H. & Joan R. Marshall



401-21 LLL

An Employee-Owned Company

(3)

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July 7, 2021

JUL -7 2021

WALLINGFORD
PLANNING & ZONING

REVISED

Kevin J. Pagini 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. Pagini:

We are in receipt of your comments dated June 29, 2021, regarding potential conditions of approval that would be agreeable to the Applicant for the project noted above. Our responses are indicated below in **bold italic** text and are as follows:

1. A specific portion of the proposed van parking areas containing, at a minimum, 350 parking spaces to be restricted to use only during the two (not three) month holiday period from November 15th to January 15th annually as well as for a 15 day period during a summer Amazon Prime event (seven days before and seven after the day of the actual event).

Response: The applicant agrees to restrict the portion of the parking lot containing 350 van spaces as shown on the attached Exhibit 30, revised to July 7, 2021, for use during certain peak periods only ("Seasonally Permitted Parking"). The peak periods will be the three (3) months from November 1 to February 1 of each year, as well as 35 additional days during the year as selected by Amazon.

The November 1 to February 1 timeframe enables Amazon to ramp up operations and serve its customers during the holiday period, while also providing a reasonable amount of time after the holiday peak period to complete deliveries and wind down holiday operations. The 35 additional days are associated with Amazon Prime Day(s) and enable Amazon to ramp up and serve its customers during these important times of the year.

***In summary, the Applicant would agree to the following condition of approval:
350 van parking spaces, located in the southern part of the site as shown on the Applicant's Exhibit 30, revised to July 7, 2021, will be gated and unavailable***

for use at all times other than from 1) November 1 to February 1 of each year, and 2) for 35 additional days during each year to be selected by the Permittee.

2. These spaces should all be located in one area, preferably in parking areas closest to existing residences.

Response: The Seasonally Permitted Parking spaces are all located in the southern most portion of the property which is closest to the existing residences. While the Seasonally Permitted Parking is in use, the distance setback to the closest residential properties is approximately 136 feet. When the Seasonally Permitted Parking is not in use, the distance setback to the closest residential properties increases to approximately 511 feet. See attached Exhibit 30 revised to July 7, 2021.

3. Plans should indicate not only these restricted parking areas but should include appropriate structural appurtenances (i.e., fencing and gates) to ensure that parking takes place in these areas only during the periods referred to above.

Response: The revised plans propose to install permanent 4' high arm gates at the drive isles. The gates will be closed and locked during the restricted dates prohibiting access to the van parking stalls.

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.

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

401-21 MMM (3)

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

INTEROFFICE MEMORANDUM

TO: KEVIN PAGINI, TOWN PLANNER
FROM: SCOTT SHIPMAN, P.E., JUNIOR ENGINEER, WATER AND SEWER DIVISIONS
SUBJECT: 5 RESEARCH PARKWAY - SPECIAL PERMIT APPLICATION NO. 401-21
DATE: JULY 8, 2021
CC: N. AMWAKE, P.E.; E KRUEGER; D. SULLIVAN; J. PAWLOWSKI; A. KAPUSHINSKI, P.E., TOWN ENGINEER; B. DELUKE, MONTANTE CONSTRUCTION, LLC; J. DEWEY, BL COMPANIES

The staff of the Water and Sewer Divisions has reviewed the revised documents and drawings received by the Town on June 24, 2021 for the subject application and this memo consolidates our comments and requirements.

The Water and Sewer Divisions have previously provided numerous review comments relative to the application. It is requested that all of the previous comments in the following correspondences be included herein by reference as follows:

1. Memo to Erin O'Hare dated November 6, 2020
2. Memo to Erin O'Hare dated February 19, 2021
3. Memo to Erin O'Hare dated March 29, 2021
4. Memo to Erin O'Hare dated April 7, 2021
5. Memo to Thomas Talbot dated April 8, 2021
6. Letter to Jeffrey Dewey dated June 4, 2021
7. Memo to Kevin Pagini dated June 11, 2021

RECEIVED

JUL -8 2021

WALLINGFORD
PLANNING & ZONING

General Discussion - Project Understanding:

Although the revised plan contains less parking than the plan that was first submitted; the total amount of vehicle parking still seems large for the proposed use. The table on Sheet SP-0 indicates that 189.33 parking spaces are required; however 1,264 spaces are being provided.

The Applicant should explain why so many parking spaces are required for the operations at this location. The reason for the Water Division's concern of the large paved area is that even with storm water treatment systems in place the run-off from parking lots will have a negative effect on water quality downstream of the site.

Requested Conditions of Approval:

The new building will be serviced by municipal water and sanitary sewer as indicated. There are multiple water and sewer utility details and storm water management system items that remain to be resolved and therefore we request that the following items be made conditions of approval to be met by the Applicant prior to the issuance of a building permit:

1. Any of the conditions already requested in the previous correspondences listed above that are relevant to the revised layout and have not yet been satisfactorily addressed.

KEVIN PAGINI

JULY 8, 2021

PAGE 2

2. The plan currently indicates that the existing guardhouse will be removed and there is no proposed structure to replace it. In addition the "chemical building" is shown to remain. Please note that water service to the chemical building is fed through the water service that enters the existing guardhouse. In order to demolish the guardhouse the water service would need to be disconnected and there would be no water service to the chemical building until a new connection is made.

Also, the demolition plan calls for the sanitary sewer line downstream of the chemical building is to be removed.

The demolition and utility plans for the guardhouse and chemical building need to be reviewed with the Wallingford Water and Sewer Divisions and revised to show the appropriate location and method of disconnecting and reconnecting the water and sanitary sewer lines to meet the Applicant's desires and Town's requirements.

3. Please note the Water Division has not had adequate time to complete an exhaustive review of all the Information related to the stormwater management systems submitted with the revised plans. The stormwater treatment systems shown shall be reviewed by the Water Division and all required revisions shall be made a part of the final plans prior to the start of construction activity at the site.
4. The site utility plan sheet SU-12 shows a 10-inch water line for fire service and a 4-inch water line for domestic service. The applicant shall submit final water use estimates for the domestic service and estimated needed fire flow for the fire line so that the Water Division can review and approve the size of the required water lines and all details of the required pump systems necessary to adequately service the building.

The water lines are currently shown on the drawings with less than 5 feet of separation. The water lines shall be located no less than 5-feet horizontally, measured edge to edge from all other pipes or conduits including electrical and communication conduits.

Subject **Fwd: A town let Amazon open what it thought would be a small delivery station, but now it's reportedly dealing with trucks that ignore road signs and damage to its historic cemetery**
From Don Brennan <dbrennan1924@gmail.com>
To <kevin.pagini@wallingfordct.gov>
Date 2021-07-09 08:41



40.
21 NNN

Please read this article before making your final decision.

Thank you!

Don Brennan
dbrennan1924@gmail.com
(203) 623-3648

RECEIVED

JUL -9 2021

----- Forwarded message -----
From: **Don Brennan** <dbrennan1924@gmail.com>
Date: Fri, Jul 9, 2021 at 8:37 AM
Subject: A town let Amazon open what it thought would be a small delivery station, but now it's reportedly dealing with trucks that ignore road signs and damage to its historic cemetery
To: Don Brennan <dbrennan1924@gmail.com>

WALLINGFORD
PLANNING & ZONING

A town let Amazon open what it thought would be a small delivery station, but now it's reportedly dealing with trucks that ignore road signs and damage to its historic cemetery

<https://www.businessinsider.com/amazon-delivery-warehouse-hub-town-sees-truck-traffic-headaches-report-2021-7>

--
Don Brennan
dbrennan1924@gmail.com
(203) 623-3648

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HOME > TECH

A town let Amazon open what it thought would be a small delivery station, but now it's reportedly dealing with trucks that ignore road signs and damage to its historic cemetery

Dominick Reuter 23 hours ago



Truck and trailer traffic at an Amazon delivery station near Boston is causing headaches for locals. The Information reports.

One truck reportedly knocked over a fence and a tree at a cemetery, and another damaged a monument.

Amazon paid for repairs, and is working with community leaders to address local concerns.

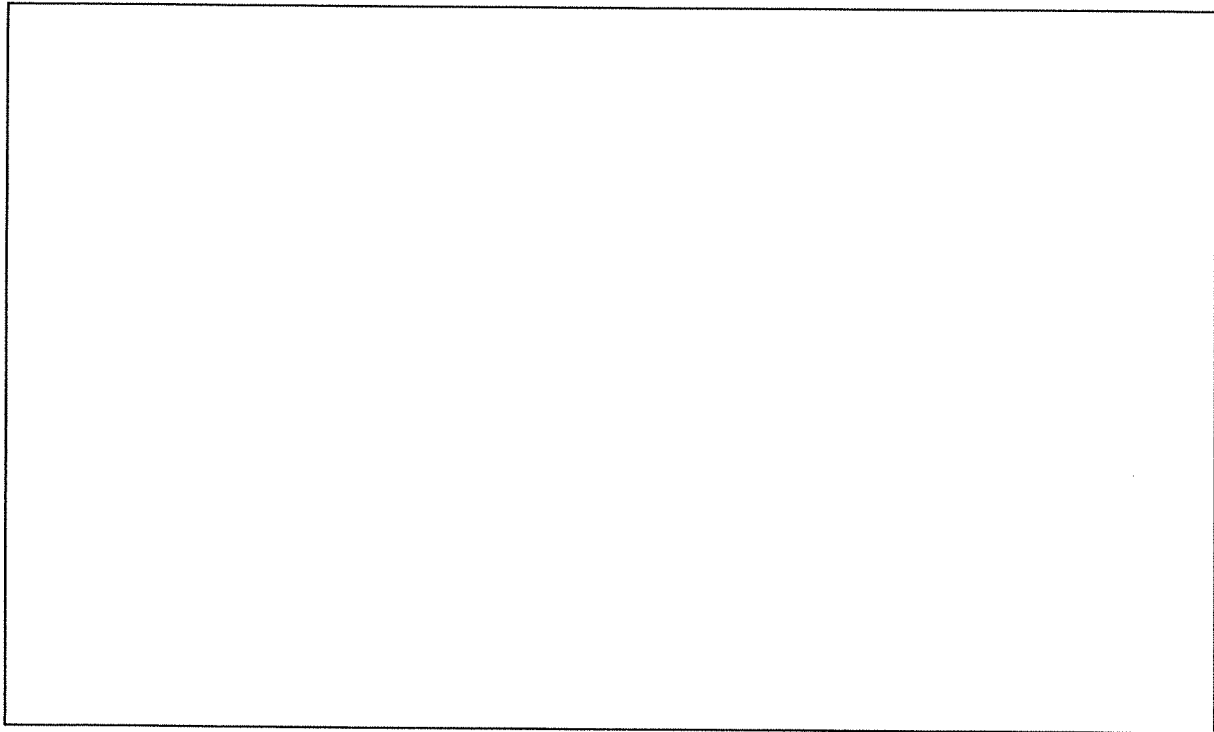
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Amazon's quest to offer one-hour delivery to nearly all households in the US is causing major headaches for a town near Boston, The Information's Paris Martineau reported on Thursday.

Normally, the arrival of Amazon leads to local perks like new jobs in delivery and logistics, as well as better wages for workers at other companies nearby. But The Information's

report highlights how the surge of demand in recent years is straining or outweighing some of those benefits for locals in Milford, Massachusetts.

Back in 2016, the company converted an old humidifier factory in Milford into a "delivery station" to sort and dispatch packages for the Boston metro area, and expanded its operations to a second facility last year, according to the report.

But in March, one of the hundreds of trucks that serve the station knocked over a fence and a large tree at the town cemetery, and weeks later another Amazon truck damaged a grave monument, according to records and meetings viewed by The Information.

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Virtual selling is here to stay. Here's what companies can do to improve their teams.

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claimed it was not at fault for the cemetery damage, but hired contractors to repair the

monument and fence and replace the tree, a town official told the publication.

The company previously said that because trucks and drivers are managed by independent contractors, it is not generally responsible for the damage or disturbances they cause. Even so, Amazon designed and paid for road signs instructing semi-trailers against driving down certain roads.

According to the town official, drivers have said that Amazon's navigation app occasionally directs them to break traffic rules, including routing the semi-trailer through the cemetery.

Even when they are following laws, The Information's report highlights that the trucks cause a significant disturbance in the previously quiet New England town. The publication observed 52 tractor-trailers at the Amazon facility between 10 p.m. and 11 p.m., and measured sounds from the trucks above 85 decibels — similar to a lawn mower.

The Information also observed a holding area for hundreds of empty Amazon-branded delivery vans that also had a bank of portable toilets for drivers. Each morning, convoys of 50 to 100 vans depart the delivery center every half hour, jamming up traffic at

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"The safety of employees, drivers and communities we serve is our top priority," an

Amazon spokesperson told The Information. "When we enter a new community we work closely with local community leaders, business owners, and policymakers to address any concerns regarding the impact of our operations. We worked with the City of Milford throughout our expanded growth and look forward to the continued community partnership."

An Amazon spokesperson was not immediately available to comment when contacted by Insider.

In its initial proposal to the town, Amazon said the delivery station would provide more than 300 well-paying jobs to the area, but one member of the town's planning board told The Information the deal has been a "net negative" for the community.

For its part, Amazon is increasing its engagement with community leaders, organizing trash cleanups, and implementing new policies about traffic flow and noise. In April last year, the company organized a task force to address communities' concerns as delivery operations expand across the US.

[Read more over at The Information.](#)



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

401-21000

TRAFFIC INFRASTRUCTURE PLANNING

Tel: (203) 234-7862
Fax: (203) 234-9154

July 9, 2021

Mr. Kevin Pagini
Town Planner
Room #G-40
45 South Main Street
Wallingford, CT 06492

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

RECEIVED

JUL -9 2021

**WALLINGFORD
PLANNING & ZONING**

Dear Mr. Pagini,

VN Engineers, Inc. (VNE) is pleased to provide this peer review of the revised traffic analysis, site plan, and response to comments for the proposed Delivery Station Building at 5 Research Parkway in Wallingford, Connecticut. Revisions to the traffic analysis and design were provided in response to the comments provided from our previous peer review letter dated June 11, 2021.

The following information was provided to VNE for review:

- Traffic Analysis Addendum #1 - Full Closure of Carpenter Lane Entrance, prepared by BL Companies, revised June 2021.
- Response to Comments letter, prepared by BL Companies, dated June 22, 2021.
- Permit Documents for Proposed Development, 5 Research Parkway, Wallingford, Connecticut prepared by BL Companies, revised June 18, 2021.
- Eastern Sign Line Exhibit, prepared by BL Companies, dated June 18, 2021.

The comments from the previous peer review have largely been addressed. The revised study provides a representative analysis of the traffic conditions anticipated with the proposed Delivery Station Building. Based on our review of the new information and responses provided, we offer the following comments and clarifications:

Average Weekday Introduction

1. The number of parking spaces has been decreased from 1,269 spaces in the previous design to 1,264 spaces in the revised site plan. This is a reduction of five 9'X20' associate parking spaces. According to the Estimation of Net Vehicles on Site: Holiday Season graph presented in Traffic Analysis Addendum #1, the peak number of vehicles on site will be approximately 1,400 vehicles during the holiday season. On an average weekday, the peak number of vehicles on site will be approximately 700 vehicles. According to the site plan, there are approximately 17 truck loading dock spaces, 13 trailer spaces, and 240 designated van loading/queuing spaces that are located on the north and south sides of the delivery station building that are not accounted for in the above parking totals. The combination of the 1,264

3. Weekday PM Peak- 2021 Build Improved (Queue: #495)

At this location, the No-Build queues already exceed the available storage. The Build queues will exceed the No-Build queues by less than one car length and the Build Improved queues will exceed the No-Build queues by less than two car lengths.

b. Route 68 (Barnes Road) at I-91 NB Exit 15 On/Off-Ramps

i. Exit 15 Off-Ramp NB Left (Available Storage: 180')

1. Weekday AM Peak- 2021 No-Build (Queue: 155')
2. Weekday AM Peak- 2021 Build Improved (Queue: 190')
3. Weekday PM Peak- 2021 No-Build (Queue: 140')
4. Weekday PM Peak- 2021 Build Improved (Queue: 210')

At this location, the Build Improved queues will exceed the available storage by approximately one car length.

The applicant has indicated that since the queues only increase by a maximum of two car lengths, it can be concluded that the site generated traffic does not have a significant impact on the traffic operations. These additional queues are expected to be accommodated within the tapers for the turn lanes.

The remaining locations were all noted to have sufficient lane storage for the calculated 95th percentile queues.

9. The 2021 Build Improved PM Peak Hour of Generator Synchro models previously used incorrect volumes. The Synchro model has been corrected to reflect the volumes presented in Figure A4.2 (Build 2021 Traffic Volumes). Since no improvements are proposed at the intersections where the volumes were corrected, there was no significant impact to the results.
10. The Peak Hour Levels of Service table for AM/PM Peak Hour Generator (Table A3.2) previously showed the EB left/right-turn movement at the intersection of Research Parkway at Marlin Software Driveway operating at LOS B during the AM Peak Hour of Generator for the Build scenario. According to the Build AM Peak Hour Generator Synchro report, this movement operates at LOS A. The table has been updated to accurately reflect this.
11. The phase splits in the Midday Synchro models for the intersection of Route 68 (Barnes Road) with Research Parkway/Hotel Drive have been corrected to correspond with the phase splits from the time-space diagrams. These revisions did not have a significant impact to the analysis results.
12. The intersection of Research Parkway at Site Drive #1/Food Bank Drive currently operates in "Flash" mode for existing conditions. This signal was modeled in Synchro for all the build scenarios with the timing information from the existing signal plan. The Synchro models for all the average weekday Build scenarios have the default vehicle extension value of 3 seconds entered for all phases; however, the existing signal plan shows lower vehicle extension values of 1 or 2 seconds. The vehicle extension values should reflect the values from the existing signal plan. These changes are not expected to have a significant impact on the results reported.
13. The calculated clearance intervals for the intersection of Research Parkway at Site Drive #1/Food Bank Drive have been input to all the Synchro models. The AM Peak Generator Build

Average Weekday Conclusion

18. The clearing of the vegetation at the intersection of Research Parkway at Carpenter Lane has been recommended to improve sightlines due to the crash patterns at this intersection and field visits that observed overgrown vegetation. A plan (Sheet EXH-34: Eastern Sight Line Exhibit) has been provided in conjunction with this recommendation that displays the proposed limits of clearing to achieve adequate sight lines.
 - a. The title block of this exhibit specifies a 40 scale. However, the graphic scale and the measurements shown measure to 60 scale. The title block should be revised for clarification.
 - b. Additional coordination with the Town of Wallingford Inland Wetlands Commission may be needed with the proposed clearing/trimming due to the location of the existing wetlands.
 - c. Additional information should be provided regarding the use of a 45 mile-per-hour speed on Research Parkway within the study area. Is this based on speed counts? The limit of clearing along Research Parkway may be able to be reduced with a lower speed.
 - d. The sightlines indicated on the Exhibit exceed the minimum intersection sight distance requirements outlined in the CTDOT Highway Design Manual and are appropriate for the travel speeds on Research Parkway and Carpenter Lane.
19. The stop bar at the northbound approach at the intersection of Research Parkway at Site Drive #1/Food Bank Drive is proposed to be relocated further south to accommodate left-turning trucks out of the site driveway. With the stop bar located further back from its current location, the clearance intervals for this intersection have been recalculated. The variables input for yellow and all-red clearance calculations should be reevaluated. Per the CTDOT Traffic Signal Manual, the yellow time is based on the 85th percentile speed and the grade values. The movement for each phase resulting in the greatest yellow time should be utilized. The all-red time is based on a singular critical conflict point between a clearing and entering vehicle that results in the greatest all-red time per the equation for each phase. The conflict diagrams show multiple movements and the clearing and entering distances used do not always conflict. The diagrams should be reassessed to determine the critical conflict point for each phase. It should also be noted that the clearance interval calculations use a 45-mph speed limit for the Research Parkway approaches. While there is not a posted speed limit for the segment of Research Parkway between Carpenter Lane and Route 68, an assumed 45-mph speed limit seems too high considering the roadway conditions. The revised clearance intervals should be implemented for this intersection in all the build and build improved Synchro analyses. Updating the clearance times should not cause a significant impact to the results of the analysis but are necessary for safety considerations.
20. Sheet No. TT-3 shows the proposed modifications at the intersection of Route 68 (Barnes Road) at I-91 NB Exit 15 On/Off-Ramps along with the truck turning maneuver for a WB-67 semi-trailer. The proposed modifications eliminate the channelization for the left-turn lane at the intersection of Route 68 (Barnes Road) at Research Parkway/Hotel Drive. Cat tracks are proposed directing the center lane right-turning vehicles to the far-left exclusive left-turn lane for the intersection to the east with Research Parkway. The applicant has indicated that they will coordinate with OSTA to determine an improvement plan for this intersection that is satisfactory to the State of Connecticut. The following points of concern are still applicable to the proposed pavement marking improvements at this intersection.

holiday Synchro models for all scenarios now show a speed limit of 45 mph along Research Parkway from the previously modeled 30 mph. It should be noted that Research Parkway from Carpenter Lane to the Meriden Town Line, north of the study area, has a posted speed limit of 45 mph, however, there is not currently a posted speed limit listed on the OSTA website for Research Parkway between Carpenter Lane and Route 68.

- a. The change to a 45 mile-per-hour speed limit seems high for the segment of Research Parkway between Carpenter Lane and Barnes Road considering the roadway geometry along this segment. Based on a review of the Synchro analysis, this speed limit increase does not provide a noticeable improvement to the operations along Research Parkway. Can additional information be provided to justify the speed limit increase?
- b. Has the existing horizontal and vertical curvature along Research Parkway been assessed for the higher speed limit?
- c. Has the intersection sight distance for the existing intersecting driveways and roads along this segment been assessed to ensure it is adequate for a higher speed limit and the increased travel speeds?

Holiday Trip Distribution and Site Traffic Volumes

23. The Holiday Peak Site Generated Traffic Volume Diagram (Figure 5.3) does not have the midday volumes balanced between the intersections of Route 68 at I-91 NB Exit 15 On/Off-Ramps and I-91 SB Exit 15 On/Off-Ramps. The WB left should be 84 vehicles according to the trip distribution percentages. This will not have an impact on the analysis results.

Holiday Build Volumes

24. The Midday and PM traffic volumes presented in the Holiday Build 2021 Traffic Volume Diagram (Figure 6.3) were revised to properly represent the summation of the 2021 background volumes with the holiday peak site generated volumes except for the following movements:
 - a. Route 68 (Barnes Road) at I-91 SB Exit 15 On/Off-Ramps
 - i. Route 68 WB Left Turn should be 215 vph for Midday Peak.
 - b. Route 68 (Barnes Road) at I-91 NB Exit 15 On/Off-Ramps
 - i. WB Thru should be 638 vph for Midday Peak.
 - ii. WB Right should be 199 vph for Midday Peak.

These volumes should also be updated for the Holiday Midday Build and Holiday Midday Build Improved Synchro models. Since these volume differences are minor, they will not have a significant impact on the results reported.

Holiday Intersection Analysis

25. The storage lengths provided in the Table A5.3 Peak Hour Levels of Service (AM, Mid-Day, and PM) have been revised to accurately reflect the actual storage lengths provided in the field. These corrected storage lengths have also been applied to the Synchro models.
26. The 95th percentile queues exceed the available storage at the following locations/time periods:
 - a. Route 68 (Barnes Road) at I-91 SB Exit 15 On/Off-Ramps
 - iii. Route 68 EB Thru (Available Storage: 345')
 1. Weekday PM Peak- 2021 No-Build (Queue: 455')

29. The intersection of Research Parkway at Site Drive #1/Food Bank Drive currently operates in "Flash" mode for existing conditions. This signal was modeled in Synchro for all the build scenarios with the timing information from the existing signal plan. The Synchro models for all Holiday Build and Build Improved scenarios have the default vehicle extension value of 3 seconds entered for all phases; however, the existing signal plan shows lower vehicle extension values of 1 or 2 seconds. The vehicle extension values should reflect the values from the existing signal plan. These changes are not expected to have an impact on the results reported.

30. The calculated clearance interval timing for the intersection of Research Parkway at Site Drive #1/Food Bank Drive have been input to all the Synchro models. The Holiday Build AM Peak Generator Synchro model has a 2 second all-red time input for phase 4. Phase 4 has a calculated all-red time of 1 second. This input should be revised in the Holiday Build AM Peak Generator Build Synchro model, but it is not expected to have a significant impact on the results reported.

31. Per the Office of the State Traffic Administration (OSTA) Step 2- Major Traffic Generator Pre-Certificate Application, off-site mitigation is typically required when there is a substantial reduction in LOS or when specific intersection movements that have a LOS D or less in the background condition and the control delay for that movement is increased by 15 seconds, as a result of a development's added traffic at a signalized intersection. The following movements were identified that have a LOS D in the No-Build condition with an increase in control delay by more than 15 seconds in the Build Improved scenario:

- a. Route 68 (Barnes Road) at I-91 SB Exit 15 On/Off-Ramps
 - i. Route 68 EB Thru - 41.7s delay increase during AM Peak.
 1. Weekday AM Peak- 2021 No-Build: LOS D / 37.0s
 2. Holiday AM Peak- 2021 Build Improved: LOS E / 78.7s
 - ii. Route 68 WB Left - 34.9s delay increase during PM Peak.
 1. Weekday PM Peak- 2021 No-Build: LOS D / 49.1 s
 2. Holiday PM Peak- 2021 Build Improved: LOS E / 74.0s
- b. Route 68 (Barnes Road) at I-91 NB Exit 15 On/Off-Ramps
 - i. Exit 15 Off-Ramp NB Thru - 35.2s delay increase during the PM Peak.
 1. Weekday PM Peak- 2021 No-Build: LOS C / 34.6s
 2. Holiday PM Peak- 2021 Build Improved: LOS E / 69.8s
- c. Route 68 (Barnes Road) at Research Parkway/Hotel Drive
 - i. Route 68 EB Left - 24.6s delay increase during PM Peak.
 1. Weekday PM Peak- 2021 No-Build: LOS C / 33.1s
 2. Holiday PM Peak- 2021 Build Improved: LOS E / 57.7s
 - ii. Research Parkway SB Thru/Left - 25.7s delay increase during PM Peak.
 1. Weekday PM Peak- 2021 No-Build: LOS D / 54.3s
 2. Holiday PM Peak- 2021 Build Improved: LOS E / 80.0s

The OSTA Step 2 requirements identify that for any movements where mitigation is triggered, but none is proposed, a detailed explanation should be provided as to why no mitigation is proposed. While OSTA does not typically require Holiday peak season analyses for developments, additional discussion should be provided regarding the improvements investigated and why no additional mitigation measures are being considered.

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 FINE CODE, SPRINKLER AND ALARM
WILL NEED TO GO TO INDEPENDANT 3RD PARTY
CONTACT THE FMO PRIOR TO HIRING 3RD PARTY

SIGNED BY: [Signature] 1. FILE MARSHAL
 DATE: 3/17/21 (Title)

RECEIVED
 MAR 16 2021
 BY: [Signature]

402-21B



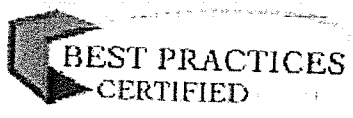
Subject Re: SP #402-21
From Dennis Ceneviva <Dennis@cenevivalaw.com>
To kacie.hand@wallingfordct.gov <kacie.hand@wallingfordct.gov>
Cc Jim Cassidy <jcassidy@hpcenr.com>, John Orsini <jorsini@executiveag.com>, Kevin Solli <Kevin@sollllc.com>
Date 2021-03-31 10:37 am

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> 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

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.

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

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

402-21C

INTEROFFICE MEMORANDUM

TO: THOMAS TALBOT, ACTING TOWN PLANNER - VIA FAX - 2095
FROM: ERIK KRUEGER, SENIOR ENGINEER *AK*
SUBJECT: APPLICATION #402-21 / 1070 NORTH FARMS RD LLC
SPECIAL PERMIT FOR STORAGE WAREHOUSE
#1117 NORTHROP ROAD
DATE: APRIL 8, 2021

CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; R. MESKILL, MERIDEN PUBLIC UTILITIES; J. WEISSBERG, MERIDEN ENGINEERING; J. ORSINI, 1070 NORTH FARMS RD LLC; J. CASSIDY, HALLISEY, PEARSON & CASSIDY

RECEIVED
APR 09 2021
WALLINGFORD
PLANNING & ZONING

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

This site is currently proposed to be serviced by municipal water from the City of Meriden and on-site sewage disposal systems. Please note that municipal water and sanitary sewer service from Wallingford's municipal systems are not available to service this project. The Owner shall contact the Wallingford Health Department regarding their requirements for the septic system.

The parcels of land covered under this application were once known as lots 2A, 2B, 2C and 2D of the Northrop Industrial Park subdivision. Earlier in 2020 several of the lots in the original subdivision were merged and the proposed street right of way for Northrop Industrial Road East was removed.

An existing Inter-Municipal Agreement between the City of Meriden, Town of Wallingford and 1070 North Farms Road, LLC that is recorded on land record, provides for serving the subject site with municipal water service from the City of Meriden. This agreement was previously amended three times and would once again need to be amended in order to serve the subject location to clarify the merging of the lots and the removal of Northrop Industrial Road East.

There are some water 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 applicant shall meet with this office and with the City of Meriden, Engineering Bureau to review and resolve the layout and details required for the water services to the building to comply with Wallingford's and Meriden's Technical Standards.
2. Submission of water use and needed fire flow estimates and interior plumbing plans for the building as proposed.
3. The size of the domestic water service and meter will be determined by the Wallingford Water Division and the City of Meriden. The size of the required fire service line will be based on hydraulic calculations to be submitted for review and approval by the Wallingford Water Division and the City of Meriden.
4. Also please note, depending on the required fire sprinkler system demand and required residual pressure for the proposed warehouse, a fire pump may be necessary to provide the needed fire flow.

THOMAS TALBOT, ACTING TOWN PLANNER

APRIL 8, 2021

PAGE 2

5. Make provisions for a utility room, utility closet or dedicated utility area, conforming to Wallingford Water Division requirements and the City of Meriden requirements to house the domestic water meter. The proposed domestic water service must enter the structure directly into the utility/meter area with the details of the plumbing settings for the meter in conformance with the Standard Details of the Wallingford Water Division and the City of Meriden.
6. All details and appurtenances of the water utility installations shall conform to the Technical Standards and Detail Sheets of the Town of Wallingford, Water Division and with those of the City of Meriden.
7. Posting of Water Utility Performance and Maintenance Bonds to cover the required public water main extension and utility service installations in an amount to be determined based on the utility installation costs in accordance with the requirements of the Wallingford Water and Sewer Divisions.

Note: The applicant should be advised that wastewater discharges to the subsurface sewage disposal systems shall be limited to domestic sewage only and that discharges of any industrial process or "non-domestic" wastewaters are prohibited under the Connecticut Public Health Code.



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

402-21D

MEMO

TO: Planning & Zoning Commission
FROM: Department of Engineering Amk
RE: PZC Application #402-21
1117 Northrop Road/ Special Permit Application
DATE: April 28, 2021

RECEIVED
APR 28 2021
WALLINGFORD
PLANNING & ZONING

Dear Commissioners:

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

- Site Plan & Wetlands Application, Hallisey, Pearson & Cassidy, dated September 29, 2020 and last revised February 17, 2021
- Traffic Impact Assessment, Solli Engineering, dated March 3, 2021.
- Drainage Calculations & Stormwater Management Report by Hallisey, Pearson & Cassidy, dated October 2, 2020 and revised October 30, 2020.

We offer the following comments based on the submitted materials:

- 1) Site Distance lines to be added to the Site Layout Plan. Limits of tree clearing to be noted.
- 2) Applicant to provide truck turning movement for the trucks parking in the loading area west of the proposed building.
- 3) A pole replacement project by Eversource in the vicinity of the proposed project is on-going. I don't recall if Poles #1588 and #3627 (immediately south of the proposed building) are being replaced. Applicant to coordinate access with Eversource throughout construction.
- 4) The stormwater runoff for a portion of the western loading area bypasses water quality measures prior to entering the underground detention system and discharging to the adjacent wetlands. Pretreatment of stormwater runoff is strongly recommended in areas associated with truck loading and machinery such as the compacter.

April 28, 2021
1117 Northrop Road

- 5) Proposed Stormwater Quality Basin #1: It appears the top of grate elevation, 357.67, is above the emergency spillway elevation, 357.0. The basin design should be adjusted so stormwater is discharged through the outlet control structure prior to discharging at the emergency spillway to adjacent property.
- 6) Proposed Stormwater Quality Basin #2: The maximum elevation within the basin is 354.08 for a 50-year storm and 354.32 for a 100-year storm. With an emergency spillway elevation at 354.0, it appears stormwater will be discharging during the 50- and 100-year storms. It's recommended the basins are designed to contain up to and including the 100-year storm. The emergency spillway should only be used during storms exceeding the 100-year frequency.
- 7) The 1-yr post-development peak discharge at Design Point 1 (SA-A), which discharges to wetlands west of the proposed site, exceeds the pre-development by 2.15 cfs (32.49 cfs existing, 30.34 cfs proposed). The report (page 7) appears to be contradictory, stating at first there is a 0.35 cfs decrease in peak flow rate, and then addressing the increase of 2.15 cfs. It's always recommended to attenuate peak flow for all storms. Applicant to clarify the intentions, and what strategies were investigated to reduce peak flow for all storms, including the 1-year storm.
- 8) The plans label the subsurface water management systems east and west of the proposed buildings as detention basins. The report refers to them as underground infiltration systems. If they are infiltrating stormwater, was a percolation test conducted? If the systems were modeled with an infiltration rate, what rate was used?

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



Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KEVIN J. PAGINI
TOWN PLANNER

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

April 29, 2021

1070 North Farms Rd. LLC
1180 North Colony Road
Wallingford, CT 06492

402-21E

RE: Special Permit Application #402-21
1117 Northrop Rd and 2 Northrop Industrial Park Road East

Dear Sirs:

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

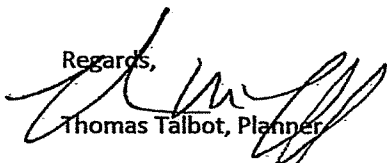
1. The map sections should have some sort of key map on each page.
2. Staff is having difficulty establishing the legality of the proposed property and its existence as a lot of record.
3. There should be a singular deed description for the property as well as one street address.
4. There should be at least one sheet showing the overall plan of development on the site.
5. There are no loading space calculations.
6. Sheet A-10 shows more parking than other sheets and should be revised.
7. Parking requirement of 1 parking space per 1000sf gfa is based on the standard for Distribution Warehouses and Truck Terminals found in the Wallingford Zoning Regulations. This use is described in other parts of the application as a Storage and Warehousing facility which has a minimum parking requirement of 1 parking space per 1500sf gfa. Using that standard (which you must) it is possible, along with an allowed request for a 25% reduction, to show no more than 125 constructed employee parking spaces on this plan.
8. A more substantial narrative is required.
9. How much area is under easement, wetlands, or both?
10. What is the purpose of the truncated section of driveway adjacent to the southeast corner of the proposed building. Can it be removed?
11. Can tractor trailers maneuver properly both in and out of the proposed trailer storage area located on the south side of the proposed building? We would like to see an illustration of that movement.
12. Floor plans indicate a single story building. Windows shown in submitted building elevations seem to indicate the possibility of some second floor use.

Enclosed are comments from the Fire Marshal, Engineering Dept. and Water and Sewer Division.

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, May 5, 2021** in order to be provided to the Planning & Zoning Commission prior to the Monday, May 10, 2021 meeting. If additional information, responses or documents are necessary to address staff comments and have not been submitted by the Wednesday, May 5, 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 please contact the Planning Office at 203-294-2090.

Regards,




Thomas Talbot, Planner

402-21F

Health Department

Memo

To: Thomas M. Talbot, Town Planner
From: Vanessa Bautista, Chief Sanitarian 
Date: April 29, 2021
Re: 1117 Northrop & 2 Northrop Ind. Park Rd.

This department has reviewed and approved the subsurface sewage disposal system plan for the above referenced property. If there are any further questions regarding this manner please contact this office, 203-294-2065.

RECEIVED

APR 29 2021

WALLINGFORD
PLANNING & ZONING

402-216

May 14, 2021

Planning and Zoning Commissioners
45 South Main Street
Wallingford, CT 06492

ED
MAY 1 / 2021
WALLINGFORD
PLANNING & ZONING

Gentlemen:

First, we wish to express our sincere appreciation for all the work you all do and the dedication you have to the overwhelming tasks you often have at hand. This was especially evident and apparent once again as you addressed the issues surrounding the 5 Research Parkway application at your meeting this past week on May 10, 2021. Thank you especially for comments regarding "appropriateness for the neighborhood"; light, noise, and air pollution; delivery station vs warehouse allowed in zone?

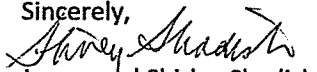
We had previously sent Kevin Pagini an email on May 6, 2021, with questions of concern regarding not only the 5 Research Parkway application but that of the warehouses on Northrop Rd. We were so happy to see that the commission addressed having a traffic study include the effect of traffic on Northrop and its effect subsequently on Research Parkway.

In addition, another concern we raised was that the end of Northrop Road from Rte 68 to Carpenter Lane is posted as "No Thru Trucks." As we frequently see tractor trailers use this part of the road, apparently it is rarely enforced. In fairness to trucks entering Northrop Rd from Rte 68 (Barnes Rd), with the signage posted where it is it must be difficult for truckers to see let alone allow for correction of their error if realized. The same can be said for signage if making a left turn onto Northrop Rd from Carpenter Lane. Truckers coming from the Meriden end of Northrop just seem to either miss the sign completely or blatantly ignore as they make their way to Rte. 68. Busses have stopped using this section of road and now leave the depot via Carpenter Lane to Research Parkway in part due to sight line issues. I'm sure the same can be said for truckers. Will this be addressed as part of the traffic study, or is it under the PZC purview to request owners of these warehouses address truck traffic preferred routes be North Farms Rd and Research Parkway vs using Northrop if applications are granted?

We also think it important and request the Commissioners all take a moment to drive the length of Northrop Road if they haven't already to see first-hand how narrow, winding, and dangerous due to sight lines it is not only for normal cars but how exasperating it can be when having to share that road with truck traffic. Talk about keeping the rural nature of this area...there are still operational farms on Northrop Road. Now as is happening in so many areas, the land is being industrialized. Can the PZC request the road be widened and sight lines improved should these applications for warehouses be approved if traffic cannot be otherwise diverted onto North Farms?

Again, thank you all for your time, dedication, and work. Hopefully the concerns we have raised here can also be addressed.

Sincerely,


James and Shirley Shadish
6 Tammy Hill Road

5/6/2021

roundcube.recol.com :: Warehouses on Northrop and Research -May 10 agenda

Subject **Warehouses on Northrop and Research -May 10 agenda**
From hilltammy@aol.com <hilltammy@aol.com>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Date 2021-05-06 10:54

~~402-214~~
roundcube
402-214 + 

2 Questions for consideration -

Currently the end of Northrop Rd at the intersection of Rte 68 as well as the intersection of Carpenter Lane is posted as "no thru truck traffic." I frequently see tractor trailer trucks using this stretch of road in violation.

My concern is that with the proposed warehouse being built at 5 Research Parkway in addition to those being proposed on Northrop there is going to be a tremendous impact on those local roads, as well as Rte 68 intersections and I-91 ramps.

- 1) Will there be any restrictions and enforcement of trucks using Northrop to get to Rte 68 and the I-91 ramps as well as entering Northrop from Rte 68?
- 2) Are traffic studies being conducted by PZC being "all-inclusive" vs just impact of just one single warehouse on Research and/or Northrop. These streets are only a block away from each other and are heavily used by the 500 residents for egress in and out of neighborhoods surrounding these streets.

Thank you.

Shirley and James Shadish
6 Tammy Hill Rd
203-265-1378

[Sent from the all new AOL app for Android](#)

From: Dennis Ceneviva Dennis@cenevivalaw.com
Subject: Fwd: SP #402-21; NORTHROP ROAD
Date: May 6, 2021 at 10:14 AM
To: Kacia Hand kacie.costello@wallingfordct.gov

402-21-~~1~~I

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 Arlana 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.



Begin forwarded message:

From: Dennis Ceneviva <dennis@cenevivalaw.com>
Subject: Re: SP #402-21; NORTHROP ROAD
Date: May 6, 2021 at 10:07:42 AM EDT
To: kacie.hand@wallingfordct.gov
Cc: Jim Cassidy <jcassidy@hpcenr.com>

Tom,

Since the traffic peer review has not been received by either the Town or my client, it is appropriate to continue the above Special Permit public hearing until the P & Z's June 14, 2021 meeting. This is my client's request and CONSENT to do so. I do ask that the P&Z open the public hearing and continue it to June without comment, as that will address the issue of Notice to abutters, which has been provided already.

Thank you.

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

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Subject **2 Northrop Rd #402-21**
From Dennis Ceneviva <Dennis@cenevivalaw.com>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Cc Kacie Hand <kacie.costello@wallingfordct.gov>, John Orsini
<jorsini@executiveag.com>, Jim Cassidy <jcassidy@hpcengr.com>
Date 2021-06-10 11:25



roundcube 

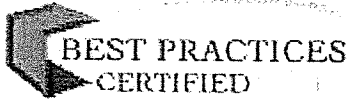
402-21J

Kevin,

Please allow this email to serve as written confirmation that my client, 1070 North Farms Road, LLC, requests, and consent to, a continuation of its Public Hearing scheduled by the Planning & Zoning Commission for its June 14, 2021 meeting to the July 12, 2021 meeting. Thank you.

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

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RECEIVED
JUN 10 2021
WALLINGFORD
PLANNING & ZONING

402-21K

SLR 

May 11, 2021

Mr. Kevin Pagini
Town Planner
Town of Wallingford
45 South Main Street, Room 203
Wallingford, CT 06492

RECEIVED

MAY 11 2021

WALLINGFORD
PLANNING & ZONING

Re: **On-Call Peer Review Services**
1117 Northrop Road and 2 Northrop Industrial Park Road
Wallingford, Connecticut
SLR #141.11585.00065

Dear Mr. Pagini:

Per the request of the Town of Wallingford, SLR International Corporation (SLR) has conducted a review of the *Traffic Impact Assessment* prepared by Solli Engineering for the proposed warehouse development to be located at 1117 Northrop Road/2 Northrop Industrial Park Road.

The following documents were provided to us for our review:

- *Traffic Impact Assessment, Proposed Warehouse, 1117 Northrop Road, 2 Northrop Ind. Park Road, Wallingford, CT*, dated March 3, 2021, prepared by Solli Engineering.
- Plan set titled "*Site Plan & Wetlands Application for Proposed 250,000 Sq. Ft. Warehouse/Distribution Building*," 1117 Northrop Road and 2 Northrop Ind. Park Road East, Wallingford, Connecticut, originally dated Sept. 29, 2020, and revised Feb. 17, 2021, prepared by Hallisey, Pearson & Cassidy Civil Engineers & Land Surveyors.

REVIEW COMMENTS

Please find our comments below regarding the *Traffic Impact Assessment* and associated traffic, access, and circulation aspects of the site plan for the proposed development, a one-story, 250,000 square-foot (SF) warehouse with 250 parking spaces.

Existing Conditions

1. The study area reviewed in the assessment is sufficient to analyze traffic impacts of the proposed development in Wallingford.

2. The Barnes Road (Route 68) at the Interstate 91 (I-91) ramps traffic volumes in Figure 2 are the same as those used in the traffic study for the 5 Research Parkway project. Those original counts were reported to be collected in October 2018 and adjusted to 2020 by the Connecticut Department of Transportation (CTDOT). The Northrop Road traffic volumes were based on September 2020 manual turning movement counts and adjusted per guidance from CTDOT. Further information about how the traffic volumes used in the assessment were adjusted should be provided.

Proposed Conditions

3. The calculated sight distance requirements for passenger cars and trucks for the given vehicle speeds were reviewed and are appropriate. However, there is a typo in last sentence of the second paragraph of this section that reads: "...a minimum ISD of 507 feet is required for passenger cars and a minimum ISD of 778 feet is required for tractor/semitrailers looking *right* from the site driveway." The sentence should state looking *left* from the site driveway.
4. In the site plan set provided to us, the sheet index indicates that *Sheet 21, Sight Line Plan & Profile Along Northrop Road (Omitted)*, was removed from the plan set. The consultant should provide a plan and profile of intersection sight distance (ISD) and stopping sight distance (SSD) based on 85th percentile vehicle speeds for passenger cars and tractor trailers. The location where the ATR recorded 85th percentile speeds should be provided as well. Additionally, the plans should show areas of required vegetation clearing within the property and the Town of Wallingford right-of-way (ROW). If/where the 85th percentile speed is not achievable, the maximum sight distance should be shown.
5. One of our initial observations was the disconnect between the trip generation estimates and the amount of parking being provided. We understand that the trip generation estimates were based on Institute of Transportation Engineers (ITE) methodology using land use code (LUC) 150, Warehousing, which estimates that the development would generate less than 50 peak-hour trips (total entering and exiting). The site plan shows that 250 parking spaces are to be provided, which is based on the Town of Wallingford Zoning Regulations requirement of one parking space per 1,000 square feet of gross floor area. It should be noted there are many warehouse types with a varying degree of employee demands and shipping activity. One extreme would be a traditional long-term storage with few employees and a low frequency of product movement. The other extreme would be an e-commerce fulfillment center, which could have many more employees, multiple shifts, and high turnover of product. The applicant assumed the former. Should a different model be the ultimate user, which remains a possibility, some of the impacts, particularly those related to traffic level of service, would be understated. Should that be a possibility under the town's current use categories, it would be prudent to analyze the highest generating possibility. To put this into some context, ITE LUC 155, High Cube Fulfillment Center Warehouse (with sorting), for the same size building as proposed, would generate 218 trips instead of 43 during the morning

peak hour, and 300 instead of 48 trips during the afternoon peak hour. While these types of facilities are typically larger than the proposed 250,000 SF warehouse, the commission should have some understanding of the possible facility that could occupy the site. If a higher traffic-generating user is possible, an analysis of the impact should be provided.

6. The distribution of site traffic to be 90% to/from the east and 10% to/from the west and the application to each study intersection as shown in Figure 3 is appropriate.
7. In Figure 4, Trip Assignment, the westbound site-generated trips at the Barnes Road-I-91 South intersection are assigned to the left-turn movement. The trips should be assigned to the through movement instead.
8. The background traffic growth rate of 1% per year to account for ambient traffic growth up to the year 2023 appears appropriate, but it should be confirmed that CTDOT approved that growth rate.
9. The traffic associated with the recently approved warehouse facility at 850 Murdock Avenue in the City of Meriden was included in the 2023 background traffic volumes. The number of trips to be generated by this development at the study area intersections should be provided.
10. The traffic associated with the 5 Research Parkway development in Wallingford, which is still undergoing the approval process, should be included in the 2023 background traffic volumes.

Roadway Audit

11. A "roadway audit" along Northrop Road was conducted. The audit provided a narrative on existing conditions but did not identify any concerns or countermeasures to address the existing geometry. Additionally, there was no review on existing crash data, which would help in identification of problem areas.
12. The assessment indicates that pavement widths vary from 20 feet to 30 feet along the roadway, restricted by mature trees and landscape features. The Town Subdivision Regulations would require a minimum 28 feet of pavement width for collector roadways such as Northrop Road. We understand that Northrop Road is the subject of a South Central Regional Council of Governments (SCRCOG) Request for Qualifications (RFQ) to study Northrop Road, evaluate its geometry, and to identify potential roadway improvements. Understanding that this long-term assessment will be underway soon, implementation of any recommendations may be years away. Consequently, we would recommend that the applicant look to identifying "spot improvements" to address specific areas of immediate concern. To accomplish this, we suggest the following:
 - o The need for vehicle bypass at the site driveway should be evaluated.

- Vehicle tracking for a WB-67 truck travelling the length of Northrop Road in both directions should be provided to identify the segments where roadway width is most critical. Trucks can be as wide as slightly more than 10 feet from mirror to mirror. Twenty-four feet would generally be acceptable on straight sections of road; however, this method of analysis would allow the applicant to evaluate areas of horizontal curvature where greater width may be needed for two tractor trailers to pass. The vehicle tracking should respect the center line of the road.
- A crash analysis for the years 2017 through 2019 (the three years pre-COVID) and 2020 (one year during COVID conditions) should be provided for the length of Northrop Road.

Capacity Analysis

13. During the PM peak hour, at the I-91 northbound ramps intersection, the westbound through movement worsens from LOS E to LOS F (an increase in 15 to 20 seconds of delay). However, a degradation in LOS of this scale seems high with only 16 total site trips being added to the intersection during the PM peak hour. Nonetheless, alternative signal timings to improve the westbound through operations in the form of *Synchro* output sheets should be provided.
14. Based on our review of the capacity analysis, all other intersection operations would not appear to be adversely impacted by the proposed warehouse development. As stated earlier, this is based on the traditional warehouse trip generation assumed for this site. This should be reevaluated upon any revision to the applicant's background traffic (per Comment 10 above) and if a higher traffic-generating type of warehouse use (such as a High Cube Fulfillment Center Warehouse with sorting [ITE LUC 155]) is allowed under the site zoning.

Site Plan Traffic Aspects

15. Truck turn diagrams should be provided for a WB-67 truck for all entering and exiting truck movements at the site driveway along Northrop Road.
16. A stop sign should be shown at the site egress approach. Additionally, turning arrow pavement markings should be shown in each lane of the egress approach.

Additional review comments may be provided depending on the applicant's responses to our comments above.

We hope this letter is useful in the Town of Wallingford's continued review of the proposed warehouse development. Please let us know if you have any questions or concerns.

Sincerely,

SLR International Corporation



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



Carl Giordano, EIT, CNU A
Project Transportation Engineer

141.11585.00065.m1021.ltr

STANDARD TERMS AND CONDITIONS

Unless specifically excluded in the Contract, these Terms and Conditions are incorporated by reference into the foregoing proposal or contract and shall be part of the Agreement under which Services are to be performed by SLR International Corporation (SLR) for the Client.

1. **Method of Payment:** Monthly, SLR will invoice Client for all Services rendered during the previous month. Invoices will be due upon receipt. Any unpaid invoices and charges will draw late payment fees at 1½% per month commencing 30 days after date of invoice. Client shall notify SLR in writing of any disputed amount within 10 days after date of invoice; otherwise, Client shall be deemed to have waived any objection to all invoice charges and agreed to the invoice being acceptable. Payment thereafter shall first be applied to accrued interest and then to the principal unpaid amount. Lump Sum Fee Price and Fixed Price contracts will be invoiced on a percent-complete basis as determined by SLR. Unless otherwise agreed, out-of-pocket costs for mileage, special mailing, reprographics, and similar costs will be invoiced as additional direct expenses. Subconsultant fees will be invoiced at cost plus a 10 percent markup for processing. In the event that SLR retains a collection agency or attorneys to recover any monies owed by Client to SLR, then SLR shall also be entitled to recover its reasonable cost of collection and legal costs from Client, including, but not limited to, all fees and costs incurred by SLR under mediation and litigation proceedings. SLR may suspend or terminate any and all of the Services if payment of any invoiced amount not reasonably in dispute is not received by SLR within 60 days from the date of SLR's invoice. Such suspension of services is done without waiving any other claim against Client and without incurring any liability to Client for such suspension due to Client's breach of payment terms. Termination shall not relieve Client of its obligation to pay amounts incurred up to termination.

The Client's obligation to pay for the Services performed under this Agreement is in no way contingent upon Client's ability to obtain financing, zoning, approval of governmental or regulatory agencies, favorable judgment of lawsuit, or upon Client's successful completion of project. Should Services be suspended for a period of ninety (90) days, SLR shall be entitled to additional compensation to reinstate work. Lump sum fees, if applicable, quoted in this Contract shall remain valid for a period of twelve (12) months from the date of Contract. Thereafter, they may be adjusted in accordance with SLR's current rate structure. Hourly personnel rates may be adjusted on an annual basis.

2. **Level of Services:** The Level of Service will be performed for the exclusive benefit of Client. SLR will perform the Services using that degree of skill and care ordinarily exercised under similar conditions by reputable members of SLR's profession practicing in the same or similar locality at the time of performance. No other warranty, express or implied, is made or intended, and the same are specifically disclaimed.

Client shall not be entitled to assert a claim against SLR based on any theory of professional negligence or violation of the standard of care unless and until Client has obtained the written opinion from a licensed, independent, and reputable engineering and/or environmental professional, as appropriate for the Services in question, that SLR has violated the standard of care applicable to SLR's performance of those Services under this Contract. Client shall promptly provide such independent opinion to SLR, and the parties shall endeavor in good faith to resolve the claim within 30 days.

3. **Deliverables:** All hard paper copies of deliverables, including, and limited to, any and all reports, drawings, plans, and specifications prepared by SLR hereunder shall be delivered to Client upon final payment for SLR's Services. Deliverables may not be used or reused by Client, its employees, agents, or subcontractors in any extension of the project or on any other project or any other use without the prior written consent of SLR. Client agrees that all deliverables furnished to the Client not paid for in full will be returned to SLR upon demand and will not be used for design, construction, permits, or licensing. All originals of such deliverables shall remain in possession of and the property of SLR. Copies of any electronic media or disks of originals of any of SLR's deliverables, such as designs, specifications, calculations, CAD documents, etc., shall not be made available unless a specific agreement is made to the contrary as part of the Scope of Services. All the drawings, plans, specifications, and deliverables prepared by SLR are instruments of SLR's service, and SLR shall be deemed the author of them and will retain all common law, statutory, and other reserved rights, including, but not limited to, the copyrights.

SLR shall have the right to include photographic or artistic representations of the Project among SLR's promotional and professional materials. SLR shall be given reasonable access to the Project to make such representations. Client shall advise SLR of confidential or proprietary information which should be excluded from promotional materials.

4. **Limitation of SLR's Liability to Client:** In recognition of the relative risks and benefits of the Project to both the Client and SLR, the Client agrees that except for circumstances caused by the willful misconduct of SLR, all claims for damages asserted against SLR by Client, including claims against SLR's directors, officers, shareholders, employees, and agents, are limited to the total fee

for services rendered or \$250,000.00, whichever is less. SLR is solely responsible for its personnel only, and no others. SLR shall not be responsible for any special, incidental, indirect, or consequential damages (including loss of profits) incurred by Client as a result of SLR's performance or nonperformance of Services. SLR shall not be liable for extra work or other consequences due to changed conditions or for costs related to failure of the construction contractor or materialmen or service provider to install work in accordance with the plans, specifications, or applicable code, or for the actions or inactions of regulatory agencies. Any claim shall be deemed waived unless made by Client in writing and received by SLR within one (1) year after completion or termination of the Services.

5. **Client Indemnification:** Client shall indemnify and hold harmless SLR and its shareholders, directors, officers, employees, and agents against all losses or claims, and costs incidental thereto (including costs of defense, settlement, and reasonable attorney's fees) which any or all of them may incur, resulting from bodily injuries (or death) to any person, damage (including loss of use) to any property, or contamination of or adverse effects on the environment, arising out of or which are in any way connected with (i) the acts or omissions of Client, Client's employees, agents, and subcontractors, or (ii) Client's breach of Contract.
6. **Required Disclosures by Client:** Client shall provide SLR all information which is known or readily accessible to Client which may be reasonable and/or necessary for completion of the Services by SLR or protection or safety of SLR personnel.
7. **Force Majeure:** Neither party shall be responsible for damages or delays caused by Force Majeure or other events beyond the control of the other party and which could not reasonably have been anticipated or prevented. For purposes of this Contract, Force Majeure includes, but is not limited to, adverse weather conditions; floods; epidemics; war; riot; strikes; lockouts and other industrial disturbances; unknown site conditions; accidents; sabotage; fire; loss of or failure to obtain permits; unavailability of labor, materials, fuel, or services; court orders; acts of God; and acts, orders, laws, or regulations of the Government of the United States or the several states, or any foreign country, or any governmental agency. Should Force Majeure occur, the parties shall mutually agree on the terms and conditions upon which the Services may be continued.
8. **Termination:** This Contract may be terminated by either party upon thirty (30) days' written notice to the other party. Irrespective of which party terminates or the cause therefor, Client shall, within thirty (30) days of termination, compensate SLR for fees, charges for services, and costs incurred up to the time of termination, as well as those associated with termination activities. It is agreed, at any time after the total compensation payable to SLR under this Contract is met, that SLR shall have the right to suspend or terminate further performance or continuance of Services until Client and SLR have executed an extension to the contract or a new contract.
9. **Entire Contract:** This Contract constitutes the entire agreement, including herein-referenced proposal(s), attachments, and schedules, etc., between the parties and supersedes any and all prior written or oral agreements, negotiations, or understandings existing between the parties. This Contract may be amended only by written instrument signed by each party.
10. **Testimony:** Should SLR or any SLR employee be requested by any party or compelled by law to provide nonexpert testimony or other evidence with respect to the Services, and SLR is not a party to the dispute, SLR shall be compensated by Client for SLR's preparations, document retrieval, document reproduction, and testimony at SLR's current hourly rates. SLR shall provide expert witness testimony pertaining to any Services at premium rates of 1.5 times the then current hourly rates. Client agrees to reimburse SLR for reasonable travel, lodging, and meal expenses that are incurred in conjunction with providing either expert or nonexpert testimony or other evidence.
11. **Precedence and Survival:** This Contract shall take precedence over any inconsistent or contradictory provisions contained in any Client-issued purchase order, requisition, notice to proceed, or like document regarding the Services. All obligations arising prior to the termination of this Contract and all provisions of this Contract allocating responsibility or liability between Client and SLR shall survive the completion of Services hereunder and the termination of this Contract.
12. **Governing Law:** This Contract shall be governed by, construed, and interpreted in accordance with the laws of the State of Connecticut, excluding any choice of law rules which may direct the application of the laws of any other jurisdiction.
13. **Claims, Disputes/Mediation:** For any claim, dispute, or other matter in question between parties to this Contract arising out of or relating to this Contract or breach thereof, the parties shall first attempt to resolve such issue through discussions between SLR and Client. Any claim or dispute not resolved per the above discussions shall be subject to and decided by and through the process of nonbinding mediation. Such mediation process shall be done by and through an independent court-certified mediator. All mediation proceedings, hearings, and meetings shall be held in Cheshire, Connecticut. Any unsettled claims, disputes, or other matters in question between parties not settled and agreed to by this process of mediation shall be subject to and decided by and through litigation.



April 8, 2021

Ms. Alison Kapushinski, PE
Town Engineer
Town of Wallingford
45 South Main Street, Room 203
Wallingford, CT 06492

RECEIVED

APR 16 2021

WALLINGFORD
PLANNING & ZONING

Re: **On-Call Peer Review Services**
1117 Northrop Road and 2 Northrop Industrial Park Road
Wallingford, Connecticut
SLR #141.11585.P0065

Dear Ms. Kapushinski,

We are pleased to provide you with this proposal for a technical traffic peer review of the proposed 1117 Northrop Road and 2 Northrop Industrial Park Road site development that is before your Planning and Zoning Commission. It is our understanding that the site is proposed to be redeveloped to contain a large warehouse/delivery facility.

SLR International Corporation (SLR) will provide the following services related to the above-referenced application:

SCOPE OF SERVICES

1.0 Traffic Impact Study Review

- 1.1 Visit the site to familiarize ourselves with the site and environs.
- 1.2 Review of the traffic impact study will be made to assess (i) the adequacy of its analysis per accepted industry procedures, (ii) the findings as they relate to anticipated impacts, (iii) the appropriateness of any recommendations made by the applicant to mitigate any impacts and concerns, and (iv) whether or not any impacts and mitigation were not identified in the study that should have been considered. Additionally, we will do a check of the applicant's assessment of sight lines, area crash history analysis, trip generation/distribution, background projections, analysis procedures, and interpretation of results.

- 1.3 Provide the commission with a written technical traffic peer review letter of the applicant's report(s), plans, drawings, and any other relevant documentation for the proposed development. Our peer review will be provided to the town, who we assume would forward it to the applicant for response.
- 1.4 Attend one Planning and Zoning meeting(s)/hearing(s) as requested.

PROFESSIONAL FEES

We will perform the services noted above for a lump sum fee of \$3,000, including direct expenses (e.g., printing and mileage).

STANDARD TERMS AND CONDITIONS

This proposal is subject to our Standard Terms and Conditions, which are attached hereto and incorporated herein.

EXCLUSIONS/LIMITATIONS

The following work items are not included in this scope of services at this time:

1. Professional services other than what is listed in the scope of services
2. Production of plans or drawings
3. Parking analysis
4. Review of response to comments by applicant
5. Review of site plans and internal circulation aspects of the application
6. Meetings/hearings beyond the one meeting in Task 1.4

Should these or any additional services be required, they can be provided on an hourly basis or for a lump sum fee.

ACCEPTANCE

Please confirm your acceptance of the above by signing one copy in the space provided and returning it to us for our files.

April 8, 2021
Ms. Alison Kapushinski
Page 3



Please feel free to contact either of the undersigned should you have questions regarding our proposal.

Sincerely,

SLR International Corporation

A handwritten signature in black ink, appearing to read "David G. Sullivan".

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

A handwritten signature in black ink, appearing to read "Neil C. Olinski".

Neil C. Olinski, MS, PTP
Senior Transportation Planner

Enclosure

11585.p0065.a821.prop.docx

The above proposal and attached Standard Terms and Conditions are understood and accepted:

By _____ Date _____

(Print name and title)

WEB PAGE INFORMATION AVAILABLE AT WWW.FIRSTUNIT.COM

006912

Bank of America
51-57/119
51-57/119

1070 NORTH FARMS ROAD, LLC
1180 N Colony Rd
Wallingford, CT 06492-1730

04/15/2021

TO THE ORDER OF

TOWN OF WALLINGFORD

***3,000.00

\$

Three thousand and 00/100*****

DOLLARS

TOWN OF WALLINGFORD



EMO

Traffic Study by SLR International Corporation for 2

MP

⑈006912⑈ ⑆0190057⑆ ⑆009413860683⑈

THIS INSTRUMENT CONTAINS AN E-COLOR COPY OF THE ORIGINAL INSTRUMENT. MICROFILM IS LOCATED AT THE WASHINGTON NATIONAL ARCHIVES.

1070 NORTH FARMS ROAD, LLC
04/15/2021

TOWN OF WALLINGFORD

006912

Traffic Study - 2 Northrop Industrial Park Road, East

3,000.00

BOA Checking #0683

Traffic Study by SLR International Corporation for 2 Northrop Industrial Pa

Subject SP #402-21
From Dennis Ceneviva <Dennis@cenevivalaw.com>
To Kacie Hand <kacie.costello@wallingfordct.gov>
Cc Jim Cassidy <jcassidy@hpcengr.com>, John Orsini <jorsini@executiveag.com>, Kevin Solli <Kevin@sollilc.com>
Date 2021-03-30 1:18 pm



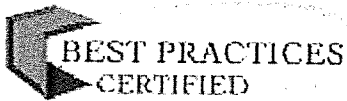
Good afternoon Tom,

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.
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.



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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

M-E-M-O-R-A-N-D-U-M

TO: Alison Kapushinski, Town Engineer

FROM: Thomas Talbot, Planner *Talbot*

DATE: April 16, 2021

SUBJECT: Peer Review Services for 1117 Northrop Road and 2 Northrop Industrial Park Road

Enclosed please find a copy of the letter and check received in this office by the applicant for the peer review for the above-referenced project. You may notify the Engineering firm that work may commence at any time.

Any questions, notify me in the Planning Department.

/ss



402-21L

June 29, 2021

Mr. Kevin Pagini
Town Planner
Town of Wallingford
45 South Main Street, Room 203
Wallington, CT 06492

**RE: Response to Peer Review Comments
Traffic Impact Assessment
1117 Northrop Road
2 Northrop Ind. Park Road
Wallingford, CT**

RECEIVED

JUN 30 2021

WALLINGFORD
PLANNING & ZONING

Dear Mr. Pagini,

Please see our response to the comments issued via email on May 11, 2021, prepared by the peer reviewing agent, David G. Sullivan and Carl Giordano of SLR International Corporation. A response to each comment that was issued is provided in **bold** where applicable.

Existing Conditions

1. The study area reviewed in the assessment is sufficient to analyze traffic impacts of the proposed development in Wallingford.

Acknowledged.

2. The Barnes Road (Route 68) at the Interstate 91 (I-91) ramps traffic volumes in Figure 2 are the same as those used in the traffic study for the 5 Research Parkway project. Those original counts were reported to be collected in October 2018 and adjusted to 2020 by the Connecticut Department of Transportation (CTDOT). The Northrop Road traffic volumes were based on September 2020 manual turning movement counts and adjusted per guidance from CTDOT. Further information about how the traffic volumes used in the assessment were adjusted should be provided.

The existing traffic volumes in Figure 2 were obtained based on manual turning movement count data collected by Solli Engineering on September 15, 2020. The existing traffic volumes were provided to, and reviewed by, the Connecticut Department of Transportation Bureau of Policy and Planning. The volumes illustrated in Figure 2 are those provided by CTDOT.

Proposed Conditions

3. The calculated sight distance requirements for passenger cars and trucks for the given vehicle speeds were reviewed and are appropriate. However, there is a typo in last sentence of the second paragraph of this section that reads: "...a minimum ISD of 507 feet is required for passenger cars and a minimum ISD of 778 feet is required for tractor/semitrailers looking *right* from the site driveway." The sentence should state looking *left* from the site driveway.

The Traffic Impact Assessment has been revised accordingly.

501 Main Street, Suite 2A
Monroe, CT 06468
Office: (203) 880-5455

351 Newbury Street, Suite 303
Boston, MA 02115
Office: (617) 203-3160

4. In the site plan set provided to us, the sheet index indicates that *Sheet 21, Sight Line Plan & Profile Along Northrop Road (Omitted)*, was removed from the plan set. The consultant should provide a plan and profile of intersection sight distance (ISD) and stopping sight distance (SSD) based on 85th percentile vehicle speeds for passenger cars and tractor trailers. The location where the ATR recorded 85th percentile speeds should be provided as well. Additionally, the plans should show areas of required vegetation clearing within the property and the Town of Wallingford right-of-way (ROW). If/where the 85th percentile speed is not achievable, the maximum sight distance should be shown.

Sheet 21, Sight Line Plan & Profile Along Northrop Road has been incorporated in the plan set and enclosed with this response to comments letter. The area along the shoulder to be regraded is shown on the profile view as demonstrated with a grey hatch. These improvements will address deficiencies in sight distance based upon vertical clearance. The area along the shoulder that requires brush clearing is identified on the plan view as depicted with a callout along the property frontage.

The automatic traffic recorder (ATR) was installed along Northrop Road at the crest of the road in the vicinity of the proposed driveway. The ATR was attached to SNET #2093. A figure depicting the ATR location has been added as a supporting document to the Traffic Impact Assessment.

5. One of our initial observations was the disconnect between the trip generation estimates and the amount of parking being provided. We understand that the trip generation estimates were based on Institute of Transportation Engineers (ITE) methodology using land use code (LUC) 150, Warehousing, which estimates that the development would generate less than 50 peak-hour trips (total entering and exiting). The site plan shows that 250 parking spaces are to be provided, which is based on the Town of Wallingford Zoning Regulations requirement of one parking space per 1,000 square feet of gross floor area. It should be noted there are many warehouse types with a varying degree of employee demands and shipping activity. One extreme would be a traditional long-term storage with few employees and a low frequency of product movement. The other extreme would be an e-commerce fulfillment center, which could have many more employees, multiple shifts, and high turnover of product. The applicant assumed the former. Should a different model be the ultimate user, which remains a possibility, some of the impacts, particularly those related to traffic level of service, would be understated. Should that be a possibility under the town's current use categories, it would be prudent to analyze the highest generating possibility. To put this into some context, ITE LUC 155, High Cube Fulfillment Center Warehouse (with sorting), for the same size building as proposed, would generate 218 trips instead of 43 during the morning

Although a proposed tenant has not yet been identified, it is anticipated that the proposed space will be occupied by a tenant consistent with the ITE Warehouse classification. Based on ITE parking generation Manual 5th edition, the parking rate to accommodate the 85th percentile for Warehouse (LUC-150) is 1.11 spaces per 1,000 square feet of gross floor area, which would result in 278 parking spaces for the proposed 250,000 square foot facility. The proposed facility includes 209 parking spaces. Based on this information, the classification of the proposed development as a Warehouse is consistent with facilities classified under this land use by ITE.

6. The distribution of site traffic to be 90% to/from the east and 10% to/from the west and the application to each study intersection as shown in Figure 3 is appropriate.

Acknowledged.

7. In Figure 4, Trip Assignment, the westbound site-generated trips at the Barnes Road-I-91 South intersection are assigned to the left-turn movement. The trips should be assigned to the through movement instead.

Figure 4 has been revised accordingly.

8. The background traffic growth rate of 1% per year to account for ambient traffic growth up to the year 2023 appears appropriate, but it should be confirmed that CTDOT approved that growth rate.

Written confirmation from the Connecticut Department of Transportation Bureau of Policy and Planning regarding the use of a growth rate of 1% per year to account for ambient traffic growth is included as a supporting document to the Traffic Impact Assessment.

9. The traffic associated with the recently approved warehouse facility at 850 Murdock Avenue in the City of Meriden was included in the 2023 background traffic volumes. The number of trips to be generated by this development at the study area intersections should be provided.

An additional figure has been added to the Traffic Impact Assessment illustrating the traffic associated with the approved but not yet constructed warehouse facility at 850 Murdock Avenue. See Figure 5a, Background Generator Trips 850 Murdock Avenue.

10. The traffic associated with the 5 Research Parkway development in Wallingford, which is still undergoing the approval process, should be included in the 2023 background traffic volumes.

The Traffic Impact Assessment has been revised to incorporate the traffic associated with the proposed project at 5 Research Parkway, as requested. This project was not included in the original Traffic Impact Assessment as it is not yet approved by the Town. The trips generated by this development are reflected in Figure 5b, Background Generator Trips 5 Research Parkway, and have been added into the 2023 background traffic volumes reflected on Figure 5.

Roadway Audit

11. A “roadway audit” along Northrop Road was conducted. The audit provided a narrative on existing conditions but did not identify any concerns or countermeasures to address the existing geometry. Additionally, there was no review on existing crash data, which would help in identification of problem areas.

A review of the most recent three years of accident data prior to COVID-19 travel restrictions throughout the study area was completed along with a review of 2020 accident data, during COVID-19. This crash analysis did not identify any accident patterns that would warrant mitigation. A complete breakdown of the accidents identified throughout the study area is included in the revised Traffic Impact Assessment. Additional discussion has been included in the Traffic Impact Assessment regarding areas of concern and potential countermeasures.

12. The assessment indicates that pavement widths vary from 20 feet to 30 feet along the roadway, restricted by mature trees and landscape features. The Town Subdivision Regulations would require a minimum 28 feet of pavement width for collector roadways such as Northrop Road. We understand that Northrop Road is the subject of a South Central Regional Council of Governments (SCRCOG) Request for Qualifications (RFQ) to study Northrop Road, evaluate its geometry, and to identify potential roadway improvements. Understanding that this long-term assessment will be underway soon, implementation of any recommendations may be years away. Consequently, we would recommend that the applicant look to identifying “spot improvements” to address specific areas of immediate concern. To accomplish this, we suggest the following:
13.
 - a. Vehicle tracking for a WB-67 truck travelling the length of Northrop Road in both directions should be provided to identify the segments where roadway width is most critical. Trucks can be as wide

as slightly more than 10 feet from mirror to mirror. Twenty-four feet would generally be acceptable on straight sections of road; however, this method of analysis would allow the applicant to evaluate areas of horizontal curvature where greater width may be needed for two tractor trailers to pass. The vehicle tracking should respect the center line of the road.

The vehicle tracking for a WB-67 trucks travelling to/from the south via Northrop Road has been included as supporting document to this letter. Northrop Road is designated as a no thru truck route therefore no trucks are anticipated to exit left out of the site or enter right into the site.

- b. A crash analysis for the years 2017 through 2019 (the three years pre-COVID) and 2020 (one year during COVID conditions) should be provided for the length of Northrop Road.

A review of the most recent three years of accident data prior to COVID-19 travel restrictions throughout the study area was completed and a review of 2020 accident data, during COVID-19, which did not identify any accident patterns that would warrant mitigation. A complete breakdown of the accidents identified throughout the study area is included in the revised Traffic Impact Assessment.

Capacity Analysis

14. During the PM peak hour, at the I-91 northbound ramps intersection, the westbound through movement worsens from LOS E to LOS F (an increase in 15 to 20 seconds of delay). However, a degradation in LOS of this scale seems high with only 16 total site trips being added to the intersection during the PM peak hour. Nonetheless, alternative signal timings to improve the westbound through operations in the form of *Synchro* output sheets should be provided.

The traffic assessment has been revised to include the traffic volumes and signal improvements associated with the proposed 5 Research Parkway project. Under the 2023 background conditions during the evening peak hour, the westbound through movement is anticipated to operate at a LOS C with 33.2 seconds of delay and LOS D with 35.5 seconds of delay in the build condition, an increase of 2.3 seconds of delay, which does not warrant mitigation.

15. Based on our review of the capacity analysis, all other intersection operations would not appear to be adversely impacted by the proposed warehouse development. As stated earlier, this is based on the traditional warehouse trip generation assumed for this site. This should be reevaluated upon any revision to the applicant's background traffic (per Comment 10 above) and if a higher traffic-generating type of warehouse use (such as a High Cube Fulfillment Center Warehouse with sorting [ITE LUC 155]) is allowed under the site zoning.

The proposed tenant has not yet been identified, however, the anticipated operator is expected to operate similarly to a Warehouse facility as classified by ITE, as detailed in the response to Comment 5 above.

Site Plan Traffic Aspects

16. Truck turn diagrams should be provided for a WB-67 truck for all entering and exiting truck movements at the site driveway along Northrop Road.

The vehicle tracking for a WB-67 trucks travelling to/from the south along Northrop Road has been included as supporting document to this letter. Northrop Road is designated as a no thru truck route therefore no trucks are anticipated to exit left out of the site or right into the site.


17. A stop sign should be shown at the site egress approach. Additionally, turning arrow pavement markings should be shown in each lane of the egress approach.


A stop sign and pavement markings have been added to the site plan. See revised Zoning Improvement Location Survey-Proposed & Site Layout Plan, Sheet 5 of 31, included with this letter, for proposed layout.

Please review our response to comments and revised application material and let us know if you have any questions or require any additional information. We look forward to continuing working with you throughout this application process.

Respectfully,

Solli Engineering, LLC


Collene Byrne
Project Manager


Kevin Solli, P.E.
Principal

Enclosures:

ITE Parking Demand Rate Sheet – LUC 150

Zoning Improvement Location Survey – Proposed & Site Layout Plan (Sheet 5 of 31)

Sight Line Plan & Profile Along Northrop Road (Sheet 21 of 31)

Turning Maneuver Plan WB-67 – Egress To Northrop Road East Bound (Sheet TM-1)

Turning Maneuver Plan WB-67 – Ingress From Northrop Road West Bound (Sheet TM-2)

Revised Traffic Impact Assessment

CC: Jim Cassidy / Hallisey, Pearson & Cassidy

X:\SE Files\Project Data\2020\2005101 - Northrop Road - Wallingford, CT\Office Data\Correspondence\2021-06-29 - Response to SLR Traffic Comments (Wallingford CT).docx

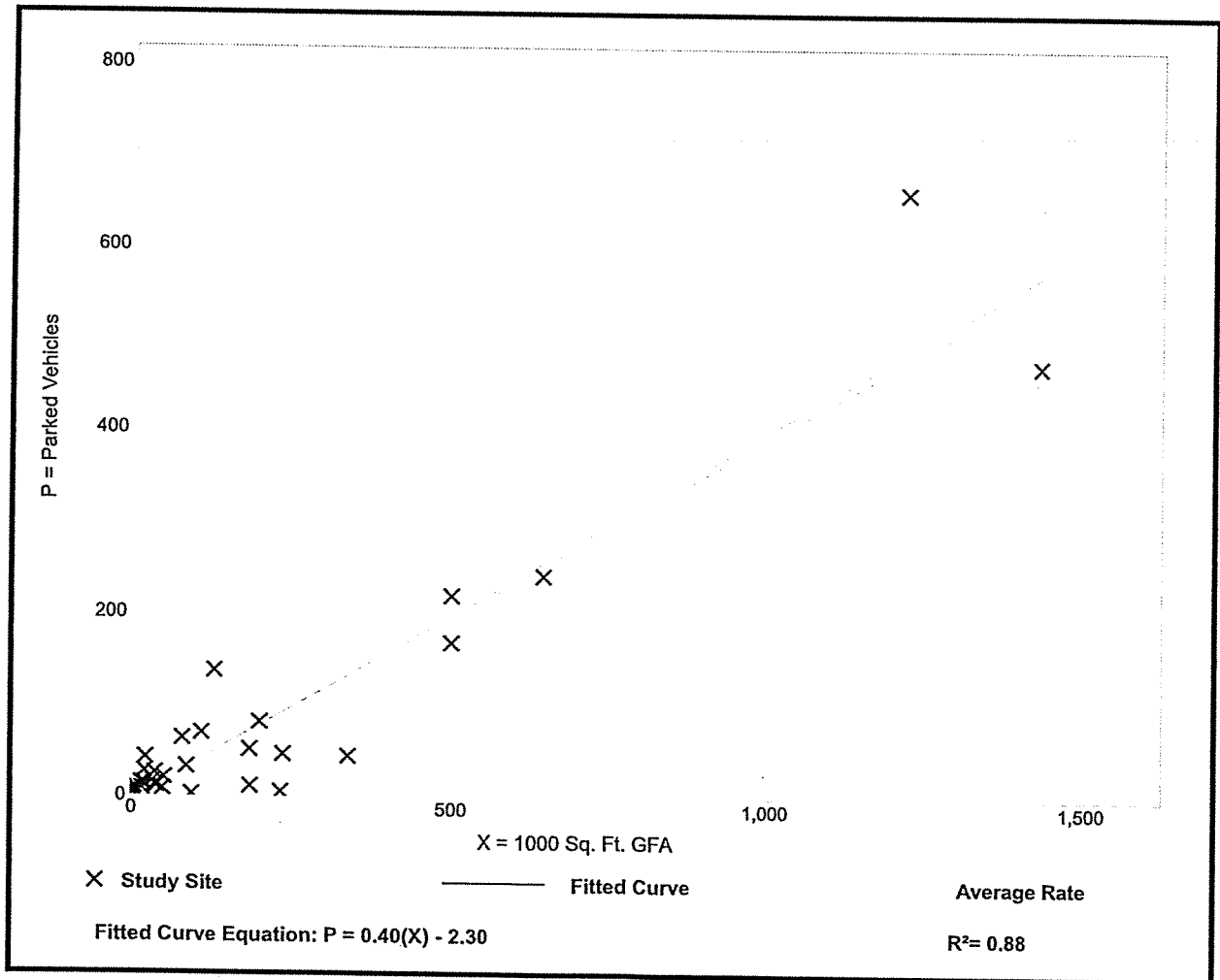
Warehousing (150)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 11:00 a.m. - 4:00 p.m.
 Number of Studies: 31
 Avg. 1000 Sq. Ft. GFA: 212

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.39	0.03 - 1.96	0.34 / 1.11	0.31 - 0.47	0.22 (56%)

Data Plot and Equation



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers



ZONING IMPROVEMENT LOCATION SURVEY-PROPOSED
SITE LAYOUT PLAN
PREPARED FOR
1070 NORTH FARMS ROAD LLC & JOHN ORSINI
PROPERTY LOCATED AT
1177 NORTHROP ROAD & NORTHROP INDUSTRIAL PARK ROAD EAST
WALLINGFORD, CONNECTICUT

HALLISEY, PEARSON & CASSIDY
 CIVIL ENGINEERS & LAND SURVEYORS
 830 MAIN STREET, SUITE 210
 CHESHAM, CONNECTICUT 06818
 PHONE (860) 518-8112, FAX (860) 731-7709

CHECKED BY: [Signature]
 DATE: 05/14/2018
 DRAWN BY: [Signature]
 SCALE: 1"=40'
 SHEET: 5 OF 31

ZONING INFORMATION TABLE (BY DISTRICT)

USE	MINIMUM LOT AREA	MINIMUM LOT FRONTAGE	MINIMUM LOT DEPTH	MINIMUM SETBACK	MINIMUM SIDE SETBACK	MINIMUM REAR SETBACK	MINIMUM FRONT YARD SETBACK	MINIMUM SIDE YARD SETBACK	MINIMUM REAR YARD SETBACK	MINIMUM FRONT SETBACK	MINIMUM SIDE SETBACK	MINIMUM REAR SETBACK	MINIMUM FRONT YARD SETBACK	MINIMUM SIDE YARD SETBACK	MINIMUM REAR YARD SETBACK
INDUSTRIAL	10,000	100	100	10	10	10	10	10	10	10	10	10	10	10	10
COMMERCIAL	5,000	50	50	5	5	5	5	5	5	5	5	5	5	5	5
RESIDENTIAL	2,000	20	20	2	2	2	2	2	2	2	2	2	2	2	2

PARKING DATA SCHEDULE

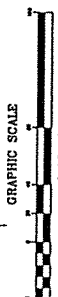
USE	REQUIRED	PROVIDED
INDUSTRIAL	100	100
COMMERCIAL	50	50
RESIDENTIAL	20	20

LOADING DATA SCHEDULE

USE	REQUIRED	PROVIDED
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COMMERCIAL	50	50
RESIDENTIAL	20	20

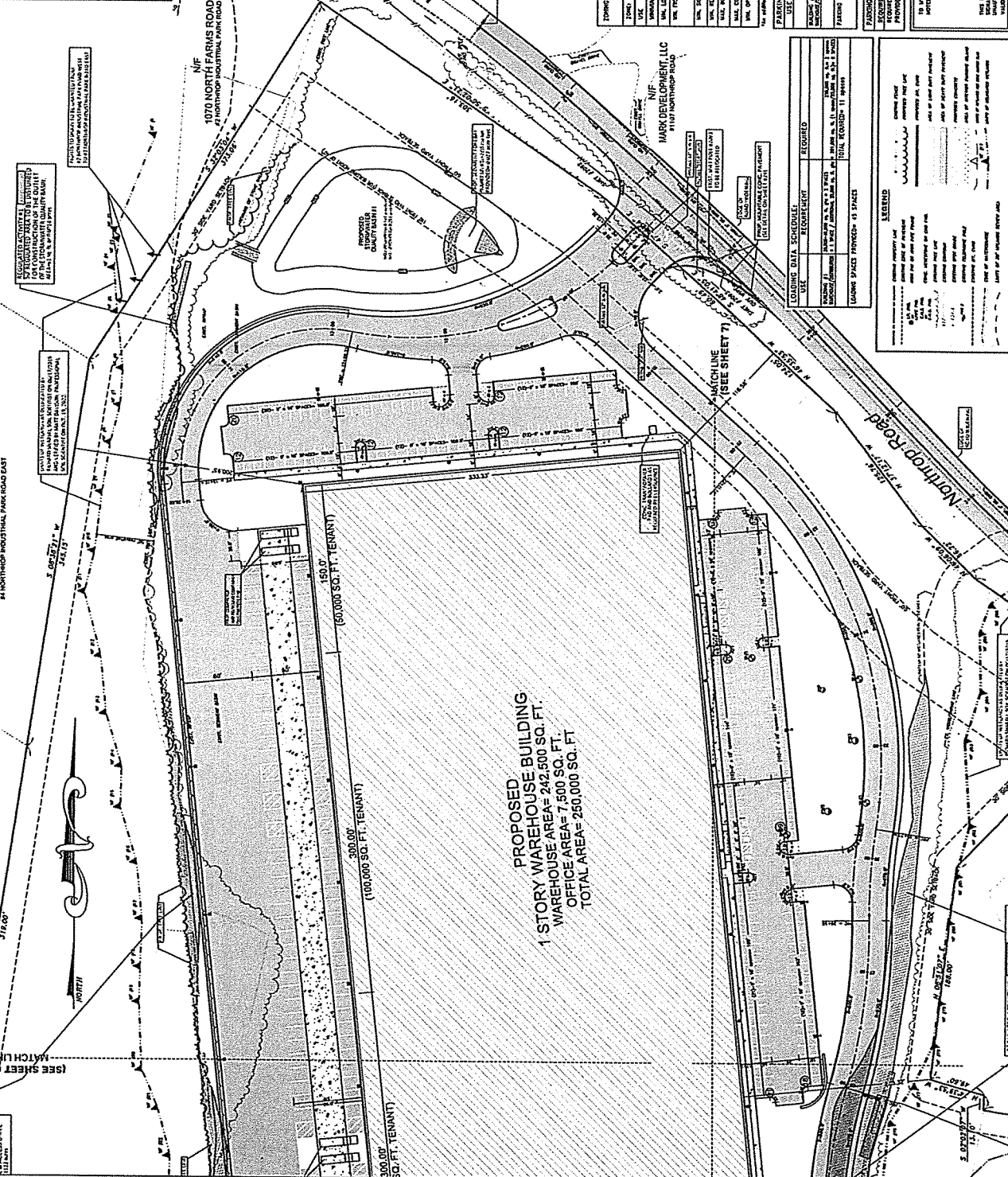
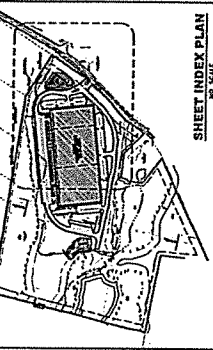
LEGEND

- Proposed Building Footprint
- Proposed Warehouse Area
- Proposed Office Area
- Proposed Total Area
- Proposed Parking
- Proposed Loading Dock
- Proposed Driveway
- Proposed Access Road
- Proposed Utility Lines
- Proposed Easement
- Proposed Right-of-Way
- Proposed Survey Boundary
- Proposed Survey Point
- Proposed Survey Line
- Proposed Survey Area
- Proposed Survey Station
- Proposed Survey Bearing
- Proposed Survey Distance
- Proposed Survey Angle
- Proposed Survey Curve
- Proposed Survey Curve Radius
- Proposed Survey Curve Length
- Proposed Survey Curve Chord
- Proposed Survey Curve Area
- Proposed Survey Curve Perimeter
- Proposed Survey Curve Volume
- Proposed Survey Curve Weight
- Proposed Survey Curve Mass
- Proposed Survey Curve Energy
- Proposed Survey Curve Power
- Proposed Survey Curve Force
- Proposed Survey Curve Pressure
- Proposed Survey Curve Stress
- Proposed Survey Curve Strain
- Proposed Survey Curve Displacement
- Proposed Survey Curve Velocity
- Proposed Survey Curve Acceleration
- Proposed Survey Curve Frequency
- Proposed Survey Curve Wavelength
- Proposed Survey Curve Amplitude
- Proposed Survey Curve Phase
- Proposed Survey Curve Period
- Proposed Survey Curve Duty Cycle
- Proposed Survey Curve Modulation
- Proposed Survey Curve Demodulation
- Proposed Survey Curve Encoding
- Proposed Survey Curve Decoding
- Proposed Survey Curve Encryption
- Proposed Survey Curve Decryption
- Proposed Survey Curve Compression
- Proposed Survey Curve Decompression
- Proposed Survey Curve Filtering
- Proposed Survey Curve Amplification
- Proposed Survey Curve Attenuation
- Proposed Survey Curve Reflection
- Proposed Survey Curve Refraction
- Proposed Survey Curve Diffraction
- Proposed Survey Curve Interference
- Proposed Survey Curve Scattering
- Proposed Survey Curve Absorption
- Proposed Survey Curve Emission
- Proposed Survey Curve Absorption
- Proposed Survey Curve Emission
- Proposed Survey Curve Absorption
- Proposed Survey Curve Emission



NOTES

- Survey notes.
- Property is proposed to be rezoned from Industrial (I-1) to Commercial (C-1).
- Parcel area = 2,222,222 sq. ft. or 50.5 acres.
- Proposed building footprint is 242,500 sq. ft.
- Proposed warehouse area is 242,500 sq. ft.
- Proposed office area is 7,500 sq. ft.
- Proposed total area is 250,000 sq. ft.
- Proposed parking is 100 spaces.
- Proposed loading dock is 100 spaces.
- Proposed driveway is 100 ft wide.
- Proposed access road is 100 ft wide.
- Proposed utility lines are 100 ft wide.
- Proposed easement is 100 ft wide.
- Proposed right-of-way is 100 ft wide.
- Proposed survey boundary is 100 ft wide.
- Proposed survey point is 100 ft wide.
- Proposed survey line is 100 ft wide.
- Proposed survey area is 100 ft wide.
- Proposed survey station is 100 ft wide.
- Proposed survey bearing is 100 ft wide.
- Proposed survey distance is 100 ft wide.
- Proposed survey angle is 100 ft wide.
- Proposed survey curve is 100 ft wide.
- Proposed survey curve radius is 100 ft wide.
- Proposed survey curve length is 100 ft wide.
- Proposed survey curve chord is 100 ft wide.
- Proposed survey curve area is 100 ft wide.
- Proposed survey curve perimeter is 100 ft wide.
- Proposed survey curve volume is 100 ft wide.
- Proposed survey curve weight is 100 ft wide.
- Proposed survey curve mass is 100 ft wide.
- Proposed survey curve energy is 100 ft wide.
- Proposed survey curve power is 100 ft wide.
- Proposed survey curve force is 100 ft wide.
- Proposed survey curve pressure is 100 ft wide.
- Proposed survey curve stress is 100 ft wide.
- Proposed survey curve strain is 100 ft wide.
- Proposed survey curve displacement is 100 ft wide.
- Proposed survey curve velocity is 100 ft wide.
- Proposed survey curve acceleration is 100 ft wide.
- Proposed survey curve frequency is 100 ft wide.
- Proposed survey curve wavelength is 100 ft wide.
- Proposed survey curve amplitude is 100 ft wide.
- Proposed survey curve phase is 100 ft wide.
- Proposed survey curve period is 100 ft wide.
- Proposed survey curve duty cycle is 100 ft wide.
- Proposed survey curve modulation is 100 ft wide.
- Proposed survey curve demodulation is 100 ft wide.
- Proposed survey curve encoding is 100 ft wide.
- Proposed survey curve decoding is 100 ft wide.
- Proposed survey curve encryption is 100 ft wide.
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- Proposed survey curve attenuation is 100 ft wide.
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- Proposed survey curve refraction is 100 ft wide.
- Proposed survey curve diffraction is 100 ft wide.
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- Proposed survey curve scattering is 100 ft wide.
- Proposed survey curve absorption is 100 ft wide.
- Proposed survey curve emission is 100 ft wide.

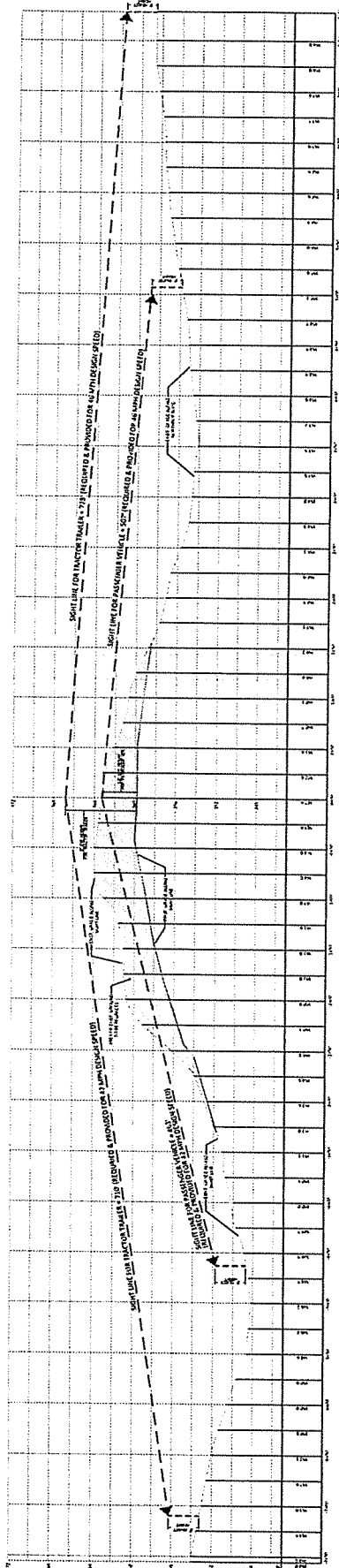
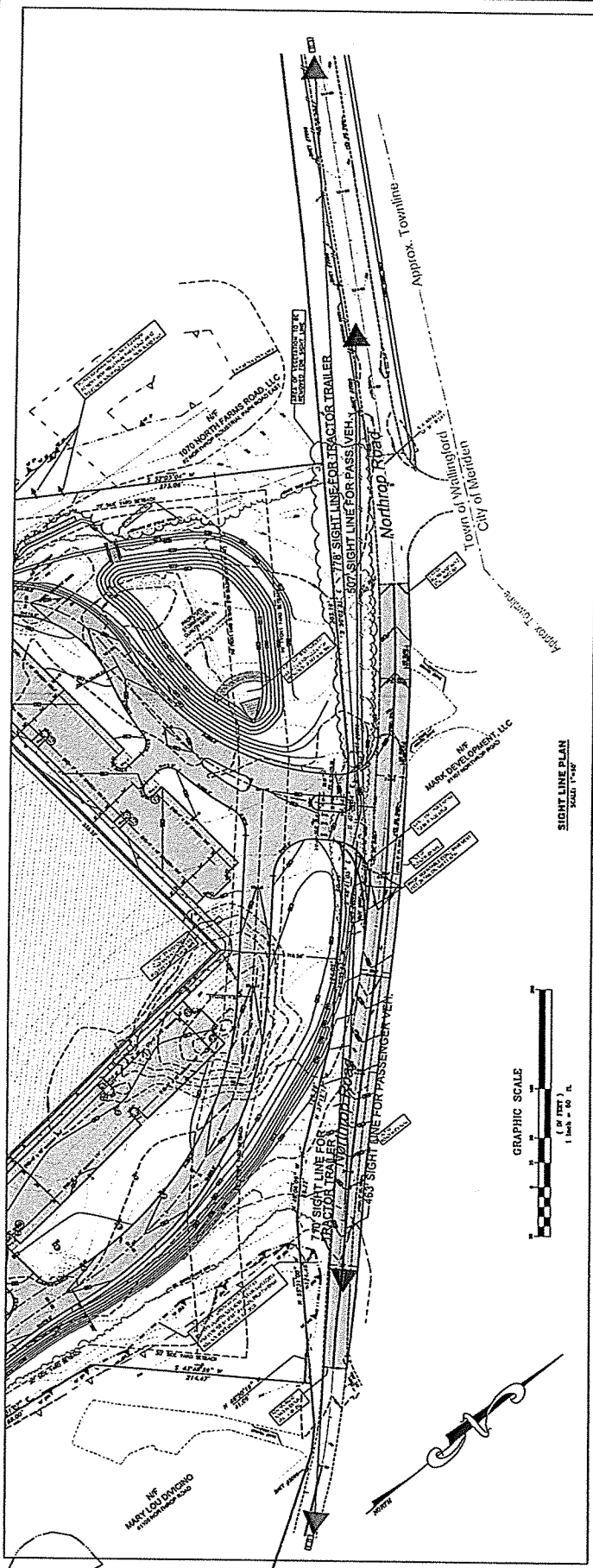




PREPARED FOR:
 1070 NORTH FARMS ROAD LLC & JOHN ORSINI
 PROPERTY LOCATED AT:
 117 NORTHROP ROAD & NORTHROP RD, PARK ROAD EAST
 WALLINGFORD, CONNECTICUT

HALLISEY, PEARSON & CASSIDY
 CIVIL ENGINEERS & LAND SURVEYORS
 430 MAIN STREET, SUITE 210
 COVENTRY, CONNECTICUT 06418
 PHONE: (860) 533-6812, FAX: (860) 731-7708

SCALE: 1" = 40'
 SHEET: 21 OF 31
 JOB NO.: 1174
 DATE: 05/14/2018
 DRAWN BY: JPC
 CHECKED BY: JPC





March 3, 2021
Revised: June 28, 2021

Mr. James Cassidy
Hallisey, Pearson & Cassidy Engineering Assoc., Inc.
630 Main Street, Suite 1A
Cromwell, CT 06416

**RE: Traffic Impact Assessment
Proposed Warehouse
1117 Northrop Road, 2 Northrop Ind. Park Road
Wallingford, CT
Project Number: 2005101**

Dear Mr. Cassidy,

Solli Engineering, LLC has prepared this assessment to provide an analysis of the potential traffic impacts associated with the proposed development located along Northrop Road in Wallingford, CT. The evaluation has been completed in accordance with the Town of Wallingford requirements as well as standard traffic engineering methodology. Our investigation concludes that the proposed development will not have an adverse impact on the area roadway network.

Project Description:

The property is located along Northrop Road in Wallingford, Connecticut approximately 1.1 miles north of the intersection of Barnes Road (Route 68) and Northrop Road. The site is currently undeveloped and partially wooded on the western border. The project site is bound by warehouse developments to the west, residential homes to the north, farmland to the east, and undeveloped land to the south. Refer to Figure 1, Site Location Map, for more details on the project location.

The project proposes the construction of a one-story, 250,000± sf warehouse inclusive of 7,500± sf of office area with associated parking. The parcel is located within the Industrial Expansion (IX) District. Site access is proposed via a stop controlled site driveway on Northrop Road. See the Site Index Plan for more details on the proposed site configuration.

Existing Conditions:

Northrop Road is a local road that runs north to south with a posted speed limit of 30 miles per hour in the vicinity of the project site. Northrop Road is a two-lane roadway that provides local access with a mix of commercial and residential uses along the corridor. There are no sidewalks along the property's frontage on Northrop Road.

Turning movement count was collected on September 15, 2020. As a result of the travel restrictions and social distancing practices associated with the outbreak of COVID-19, data collected was lower than historical data. Per guidance provided by the Connecticut Department of Transportation, the data was

adjusted to reflect traffic operations during normal conditions to establish 2020 existing count data. The 2020 existing traffic volumes are illustrated in Figure 2.

Proposed Conditions:

Full movement access to the site is proposed via a STOP-controlled intersection from Northrop Road. Preliminary site development plans consisted of two proposed STOP-controlled intersections, one driveway located at the western corner of the property across from the existing site-access to a private industrial development and a secondary access approximately 720 feet east. Site access has been modified to provide one primary access with two lanes of egress at the vertical crest of the roadway on Northrop Road to maximize intersection sight distance.

Intersection sight distance (ISD) at the proposed site driveway was reviewed and evaluated per guidance provided in the 2003 edition of the Connecticut Department of Transportation, Highway Design Manual. Based on the posted speed limit of 30 miles per hour, a minimum ISD of 335 feet is required for passenger cars exiting the site and a minimum ISD of 510 feet is required for tractor/semitrailers exiting the site. Based on the 85th percentile speed of 42 miles per hour observed by the ATR for vehicles traveling northbound on Northrop Road, a minimum ISD of 463 feet is required for passenger cars looking right from the site driveway and a minimum ISD of 710 feet is required for tractors/semitrailers looking to the right from the driveway. Based on the 85th percentile speed of 46 miles per hour observed by the ATR for vehicles traveling southbound on Northrop Road, a minimum ISD of 507 feet is required for passenger cars and a minimum ISD of 778 feet is required for tractor/semitrailers looking left from the site driveway.

Based on review of the existing conditions in the vicinity of the proposed site driveway intersection, brush clearing along the property frontage and within right of way is required to achieve intersection sight distance. Intersection sight distance looking left from the proposed unsignalized driveway is less than the minimum required sight distance in the existing condition, however, it is anticipated that adequate intersection sight distance, based on the posted speed limit, can be achieved with brush clearing across the property frontage and within the town right of way. Additionally, it is anticipated that the intersection sight distance for passenger vehicles, based on the 85th percentile speed, can be achieved with the recommended brush clearing. The intersection sight distance is anticipated to meet the required sight distance for tractor/semitrailers traveling northbound without roadway improvements, furthermore, a vehicle traveling northbound will also have adequate stopping distance to stop before entering the site driveway intersection. The required stopping sight distance traveling northbound, based on the 85th percentile speed, is 380 feet.

The anticipated number of trips that will be generated by proposed development was estimated using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The trip generation was calculated for the weekday AM and weekday PM peak hours based on the proposed land use. The trip generation rate sheets are provided as a supporting document to this assessment. Table 1 below illustrates the anticipated trips to be generated by the proposed project during the weekday AM and weekday PM peak hours, as these are the peak hours which have the greatest potential for impact on the adjacent roadway based on the proposed land use. A detailed breakdown of the proposed trip generation calculations are provided as a supporting document to this assessment.

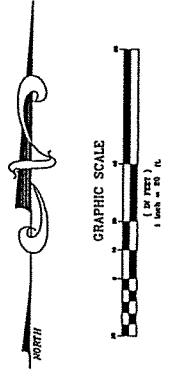
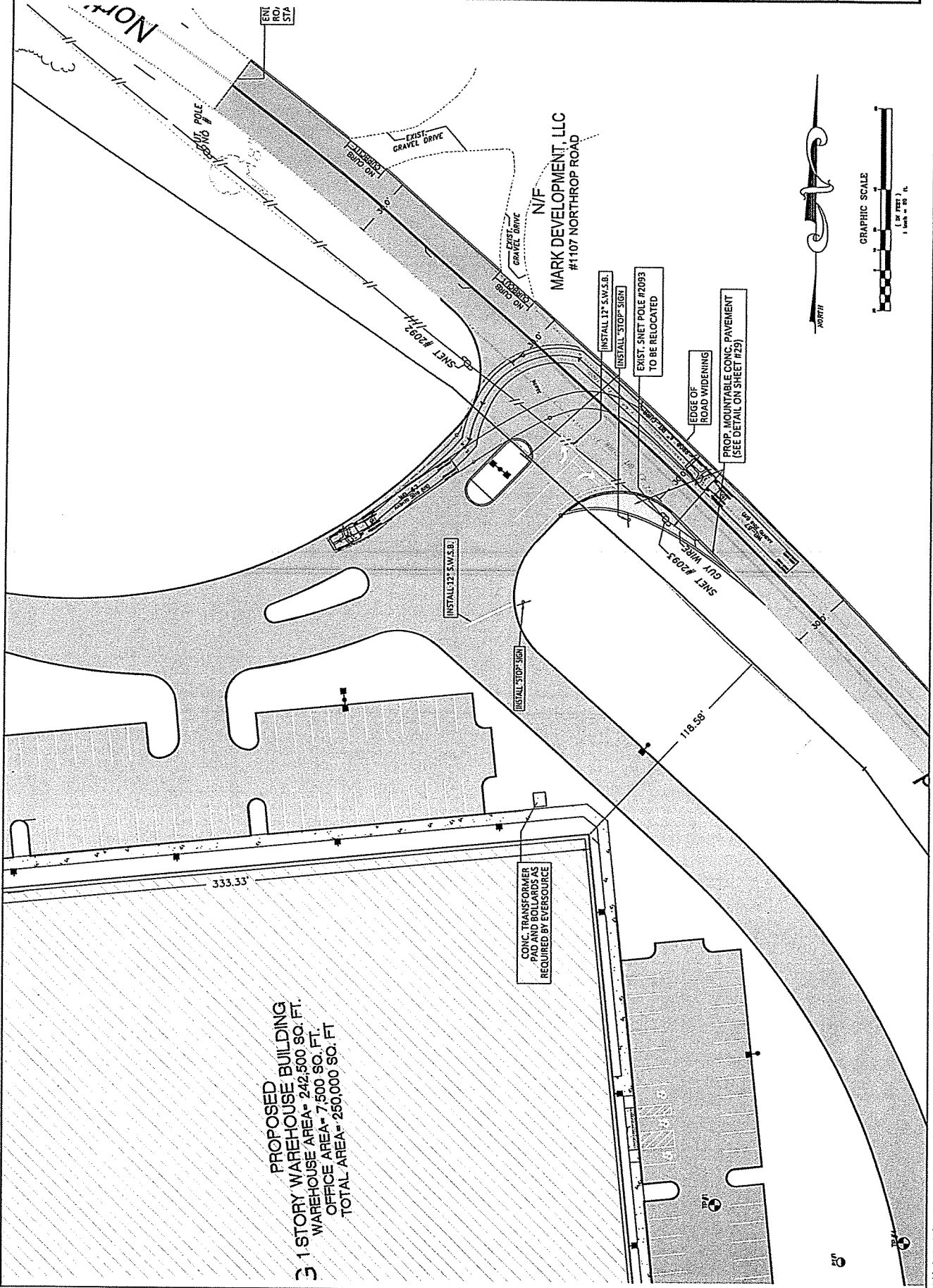
LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Warehousing (LUC 150) 250,000±sf	33	10	43	13	35	48
Total New Trips	33	10	43	13	35	48



TURNING MANUEVER PLAN
 WB-67 - INGRESS FROM NORTHROP ROAD WEST BOUND
 PREPARED FOR
 1070 NORTH FARMS ROAD LLC & JOHN ORSINI
 PROPERTY LOCATED AT
 1117 NORTHROP ROAD & NORTHROP IND. PARK ROAD EAST
 WALLINGFORD, CONNECTICUT

HALLISEY, PEARSON & CASSIDY
 CIVIL ENGINEERS & LAND SURVEYORS
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 CHROMEILL, CONNECTICUT 06418
 PHONE: (860) 528-6812, FAX: (860) 721-7708

SCALE: 1" = 20'	CHECKED BY: MC
DATE: JUNE 25, 2011	DRAWN BY: JN
JOB NO. 1114	DATE: FEB. 24, 11
SHEET: TM-2	
REVISIONS:	

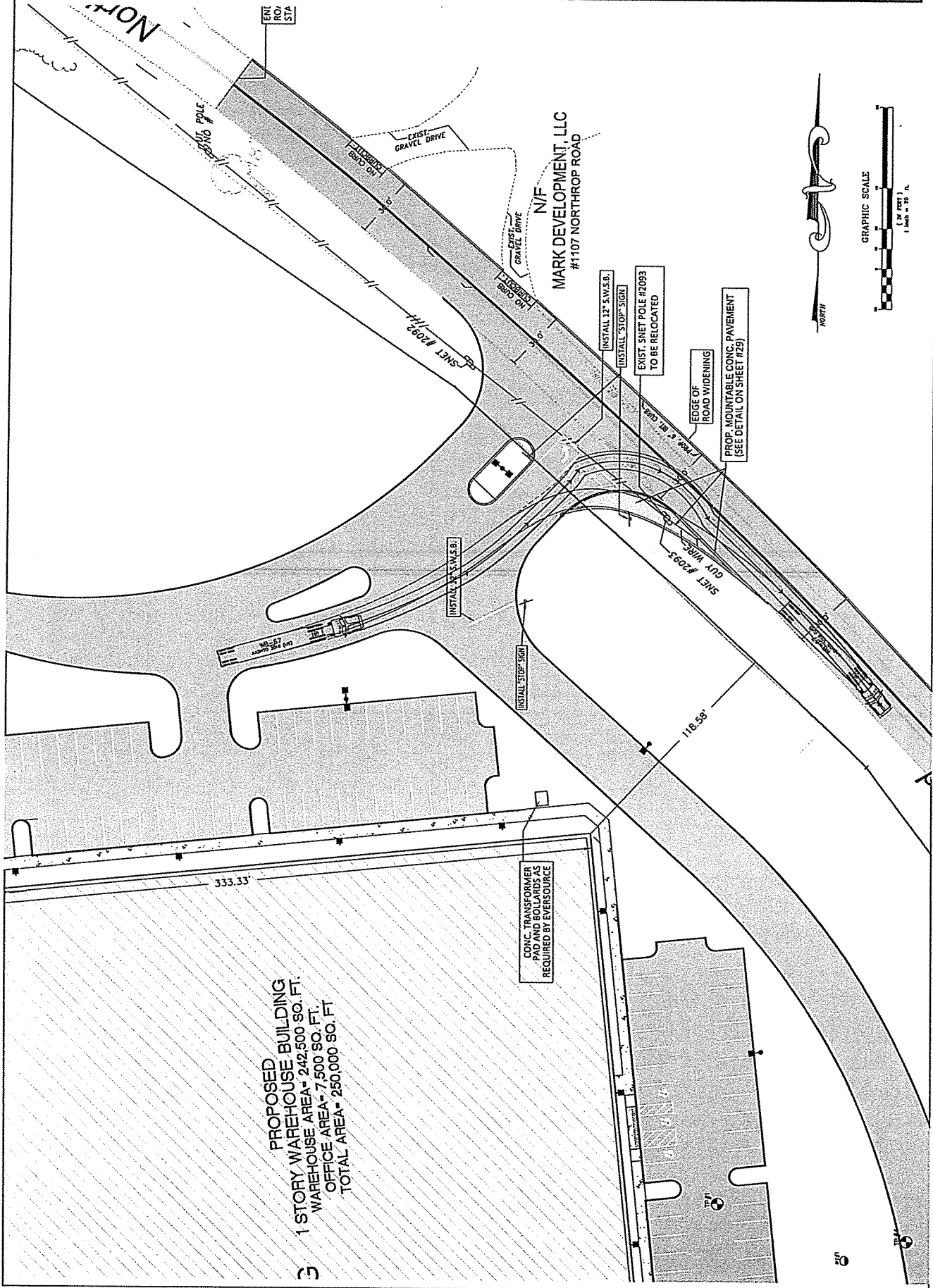
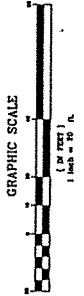




TURNING MANUEVER PLAN
 WB-67 - EGRESS TO NORTHPROP ROAD EAST BOUND
 1070 NORTH FARMS ROAD LLC & JOHN ORSINI
 PROPERTY LOCATED AT
 117 NORTHROP ROAD & NORTHPROP IND. PARK ROAD EAST
 WALLINGFORD, CONNECTICUT

HALLISEY, PEARSON & CASSIDY
 CIVIL ENGINEERS & LAND SURVEYORS
 630 MAIN STREET, UNIT #1A
 GROVELAND, CONNECTICUT 06418
 PHONE: (860)-228-8812, FAX: (860)-721-7709

PROJECT NO.	WB-67
DATE: APR 25, 2022	DRAWN BY: JWP
JOB NO. 3124	SCALE: 1" = 20'
SHEET:	TM-1
REVISIONS:	



PROPOSED WAREHOUSE BUILDING
 WAREHOUSE AREA - 242,500 SQ. FT.
 OFFICE AREA - 7,500 SQ. FT.
 TOTAL AREA - 250,000 SQ. FT.

CONC. TRANSFORMER
 PAD AND BOLLARDS AS
 REQUIRED BY EVERSOURCE

The anticipated distribution of new traffic entering and exiting the site was developed based on area populations, existing traffic patterns, and layout of the adjacent roadway network. The following distributions were applied to the new site generated trips:

- 10% to/from the west via Northrop Road
- 90% to/from the east via Northrop Road

The anticipated percent distribution of the new site generated trips is illustrated in Figure 3. The new site generated trips were assigned to the site driveway intersection based on the anticipated percent distributions illustrated in Figure 3 and the resulting trip assignment is illustrated in Figure 4.

As the proposed development is anticipated to be opened in 2023, background traffic growth is estimated to account for the traffic increase as a result of regional population growth. Based on previous ADT data provided by the Connecticut Department of Transportation (CTDOT), there has been a minor increase in overall traffic volumes in the study area in recent years. The ADT reported for Barnes Road (Route 68) between the Interstate 91 northbound and southbound ramps in 2013 was 20,500 vehicles while the reported ADT in 2017 increased to 21,200 vehicles. The ADT data provided by the CTDOT is reflective of an annual growth rate of 0.85 percent. The existing traffic volumes on Northrop Road were projected to the 2023 design year using a conservative 1.00 percent per year growth rate. Confirmation of this background growth rate was also provided by CTDOT.

A 158,333± sf warehouse facility with an additional 5,000± sf of office located at 850 Murdock Avenue was recently approved by the City of Meriden. The nearby project is located north of the proposed development and includes shared access via the existing Flexo Convertors Driveway on Northrop Road. The vehicle trips associated with this recently approved, but not yet constructed, development have been included in the traffic impact analysis as a background generator and are included in the 2023 background traffic volumes. The specific traffic volumes generated by the proposed development are illustrated in Figure 5a. Additionally, a proposed redevelopment of the property at 5 Research Parkway has been included as a background generator to this study. The redevelopment of 5 Research Parkway includes a proposed delivery station consisting of 219,000± sf warehouse building and 1,269 parking spaces. Vehicle trips associated with the redevelopment will result in addition traffic throughout the study area. The vehicle trips associated with this development are illustrated in Figure 5b and are included in the 2023 background traffic volumes illustrated in Figure 5.

The trip assignment volumes illustrated in Figure 4 were combined with the 2023 background volumes illustrated in Figure 5 to develop the build traffic volumes. Figure 6 illustrates the 2023 build traffic volumes.

The Connecticut Department of Transportation and Town of Wallingford were contacted to identify any ongoing or proposed projects within the study area which may impact the analysis. No further projects were identified which would impact the analysis.

Safety Analysis:

Accident data was obtained from the Connecticut Crash Data Repository for the three most recent years of available data prior to COVID from May 2017 to May 2020 for the study area intersections and along Northrop Road. There was a total of 41 accidents identified along the corridor in the area of study. There were a total of five (5) crashes identified along Northrop Road consisting of one (1) angle and four (4) unclassified accidents over the three year period, four of which occurred when the road surface conditions were impaired. There were a total of sixteen (16) crashes identified at the intersection of Barnes Road (Route 68) & Miles Drive/Northrop Road over the three year period, consisting of nine (9) rear end, one (1) angle, one (1) sideswipe in the opposite direction, three (3) sideswipe in the same direction, and one (1) other accident. A total of ten (10) crashes were identified at the intersection of Barnes Road (Route 68) &

Interstate 91 Southbound, consisting of two (2) rear end, three (3) angle, and five (5) sideswipe in the same direction. A total of fifteen (15) crashes were identified at the intersection of Barnes Road (Route 68) & Interstate 91 Northbound Ramp, consisting of seven (7) rear end, four (4) angle, two (2) sideswipe in the same direction, and two (2) other accidents. During the three-year period throughout the study area, three (3) of the reported accidents occurred in work zones when traffic patterns were not reflective of normal operating conditions.

In addition to the evaluation of three years of accident data prior to COVID-19 travel restrictions, an additional year of accident data from May 2020 to May 2021 was analyzed. During this time period, six (6) accidents were observed at the intersection of Barnes Road (Route 68) & Miles Drive/Northrop Road, one (1) accident was observed at Barnes Road (Route 68) & Interstate 91 Southbound, and three (3) accidents were observed at the intersection of Barnes Road (Route 68) & Interstate 91 Northbound. Overall, the safety assessment showed that there are no accident patterns or geometric deficiencies identified that would warrant mitigation. Based on the review of the accident data, the main cause of the accidents was from operator error. A summary of the accident data for the two study periods is provided as a supporting document to this assessment.

Roadway Audit:

Solli Engineering conducted a Road Audit on Tuesday, September 15, 2020. The audit was held along Northrop Road in Wallingford, CT. Members of the audit team discussed safety issues, conducted a site visit, and determined countermeasures during the audit on the infrastructure and operating conditions of Northrop Road.

Northrop Road has a road width that varies from 20 feet to 30 feet throughout the study area. During the audit it was noted that the roadway width was restricted by mature trees in multiple locations. Northrop Road is approximately 24 feet in width from the intersection of Barnes Road to the northern most site driveway to the Marriott Courtyard Hotel. The road narrows north of the Marriott Courtyard Hotel to a width between 20 feet and 22 feet and then widens to 30 feet from the site driveway to Flexo Converters to the intersection of North Farms Road. As a result of the narrow pavement width, no shoulder is provided along the roadway and curbing exists intermittently throughout the roadway. There are double yellow lines along the length of Northrop Road, marking the center of roadway and separating direction of travel. The Connecticut Department of Transportation has designated a portion of Northrop Road between Carpenter Lane and Barnes Road (Route 68) as a No Thru Trucks section. There is signage at either end of this section which states NO THRU TRUCKS. Solli Engineering noted during a field investigation that WB-67 trucks were traveling from the industrial developments at the northern portion of Northrop Road to the intersection of Northrop Road and Barnes Road. It was noted that the roadway was heavily traveled by school busses with the Durham School Services bus depot located at the intersection of Northrop Road and Carpenter Lane. Overhead utility lines run along the side the northbound travel lane of Northrop Road with overhead crossings to provide power to the residences located on the western side of the road. Speed limit signs along the road state that the speed limit is 30 miles per hour in both directions.

Northrop Road varies in width between 20 feet and 22 feet across the property frontage. The proposed development includes the widening of Northrop Road within the existing right of way in the vicinity of the project site to provide 30 feet of pavement to accommodate delivery vehicles. This improvement along with vertical curve improvements along this section of Northrop Road will increase driver visibility. It is recommended that the Town of Wallingford review the roadway section of Northrop Road north of the Marriott Courtyard Hotel for additional widening within the right of way to provide additional shoulder width. This work is outside of the scope of this project but would address geometric deficiencies of the existing roadway in this area. No accident trends were identified along Northrop Road which would indicate the need for additional geometric improvements to the existing roadway.

Capacity Analysis:

To determine the operating conditions of the study area intersections after the development has been constructed, the intersection was analyzed using the Synchro 10 capacity analysis software for the existing, background, and build peak hour conditions during the weekday AM and weekday PM peak hours, as these are the periods which have the greatest potential for impact by the proposed development.

The results of the Synchro analysis describe the traffic impact in terms of Level of Service (LOS). LOS describes the operational condition of the signalized intersection in terms of delay (in seconds per vehicle) and is expressed on a scale of A through F with LOS A being the best and LOS F being the worst. LOS A reflects intersection operations with little to no vehicle delay (less than 10 seconds per vehicle) and LOS F reflects intersection conditions that are over capacity and experience long delays (more than 80 seconds of delay per vehicle at signalized intersections and more than 50 seconds of delay per vehicle at unsignalized intersections). At unsignalized intersections, only the delay on the STOP-controlled approach is reported. Table 2 below summarized the results of the analysis for the existing, background and build scenarios.

TABLE 2 PEAK HOUR LEVEL OF SERVICE SUMMARY (AM/PM)			
INTERSECTION	2020 Existing	2023 Background	2023 Build
Northrop Road & Site Driveway*	-	-	A/A
Barnes Road (Route 68) & Northrop Road/Miles Drive	B/B	B/C	B/C
Eastbound (Barnes Road, Route 68)	B/B	B/B	B/C
Westbound (Barnes Road, Route 68)	A/B	B/B	B/C
Northbound (Miles Drive)	B/B	B/B	B/B
Southbound (Northrop Road)	D/C	D/D	D/D
Barnes Road (Route 68) & Interstate 91 Southbound	C/C	C/C	C/C
Eastbound (Barnes Road, Route 68)	C/B	C/C	C/B
Westbound (Barnes Road, Route 68)	B/B	B/B	B/B
Southbound (Interstate 91 Southbound)	C/E	D/E	D/E
Barnes Road (Route 68) & Interstate 91 Northbound	C/D	C/C	C/D
Eastbound (Barnes Road, Route 68)	B/B	B/C	B/C
Westbound (Barnes Road, Route 68)	C/E	B/C	B/D
Northbound (Interstate 91 Northbound)	D/D	D/D	D/D

*Unsignalized Intersection

Under the 2023 build condition, the proposed site driveway intersection with Northrop Road will operate at a LOS A with 9.0 seconds of delay during the weekday AM peak hour and a LOS A with 8.9 seconds of delay during weekday PM peak hour. Under the 2023 background condition, the signalized intersection of Barnes Road (Route 68) & Interstate 91 Northbound operates at a LOS C with 33.2 seconds of delay during the weekday PM peak hour. Under the 2023 build condition, the signalized intersection of Barnes Road (Route 68) & Interstate 91 Northbound operates at a LOS D with 35.5 seconds of delay during the weekday PM peak hour. Under the 2023 build condition the eastbound 95th percentile queuing at the intersection of Barnes Road (Route 68) & Interstate 91 Southbound is anticipated to be 192 feet and 280 feet during the weekday AM and weekday PM peak hours, respectively. The anticipated queues at the eastbound approach are not anticipated to extend through the intersection of Barnes Road (Route 68) & Interstate 91 Southbound and will be metered by the upstream signal. The queue lengths reported by the Synchro analysis accounts for the percentage of heavy vehicles which are anticipated to be utilizing the roadway. The traffic impact analysis indicates that the anticipated minor increase in traffic volume associated with the proposed development can be accommodated without adverse impact on the operating conditions of the adjacent roadway network. Copies of the Synchro analysis reports are provided as a supporting document to this assessment.

Conclusion:

A traffic impact analysis of the site driveway intersection was conducted and indicates that the proposed project can be accommodated without adverse impact on the operating conditions of the study area roadway network. The proposed project includes the construction of a one-story, 250,000± square foot warehouse with associated parking, loading, drainage and utilities. This project proposes access via a proposed full movement STOP-controlled intersection with Northrop Road.

Based on the analysis, a total of 43 new trips (33 enter, 110 exit) are generated during the weekday AM peak hour, 48 new trips (13 enter, 35 exit) are generated during the weekday PM peak hour. Under the build condition in the year 2023, the site driveway is expected to operate at level of service A during the weekday AM and weekday PM peak hours.

It is the professional opinion of Solli Engineering that the traffic anticipated to be generated by the proposed development can be accommodated by the surrounding roadway network. There is no indication that the proposed development will have an adverse impact on the roadway network.

If you have any questions or require any additional information, please call at your convenience.

Sincerely,
Solli Engineering, LLC



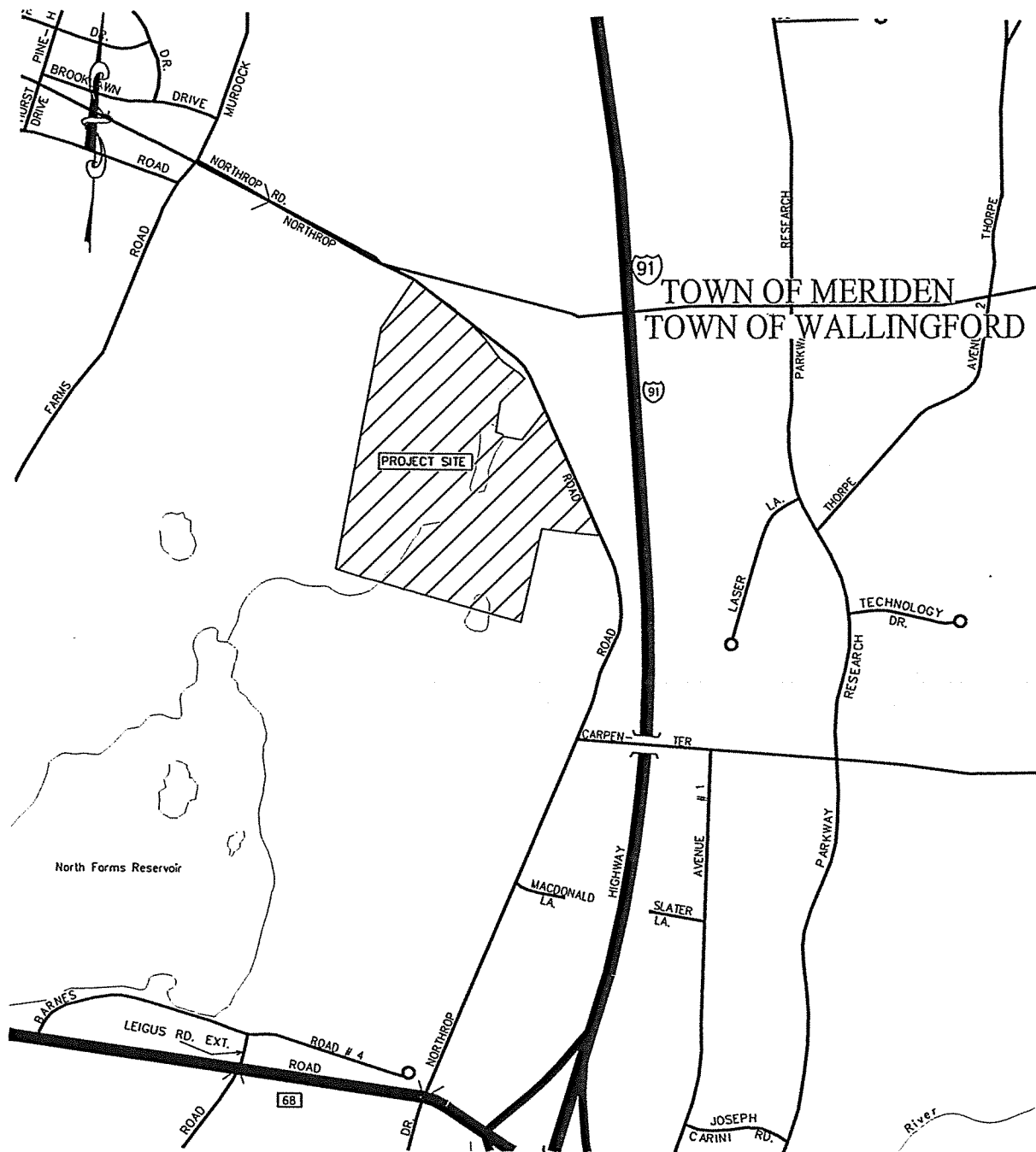
Collene Byrne
Project Manager



Kevin Solli, P.E.
Principal

Supporting Documents:

Site Location Map	(Figure 1)
2020 Existing Traffic Volumes	(Figure 2)
Trip Distribution	(Figure 3)
Trip Assignment	(Figure 4)
2023 Background Traffic Volumes	(Figure 5)
Background Generator Traffic Volumes: 850 Murdock	(Figure 5a)
Background Generator Traffic Volumes: 5 Research Parkway	(Figure 5b)
2023 Build Traffic Volumes	(Figure 6)
Automatic Traffic Recorder Location Map	(Figure 7)
Site Index Plan	
Trip Generation Summary	
ITE Trip Generation Rate Sheets	
Study Area Accident Summary – May 2017 through May 2020	
Study Area Accident Summary – May 2020 through May 2021	
Growth Rate Guidance from CT DOT	
Synchro Capacity Analysis Worksheets	



NOTE: BASE MAP INFORMATION TAKEN FROM THE CONNDOT TOWN ROAD MAPS (TRU), MAP NUMBER 148 & 79



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SITE LOCATION MAP
1117 NORTHROP ROAD & 2 NORTHROP
IND. PARK ROAD
WALLINGFORD, CONNECTICUT

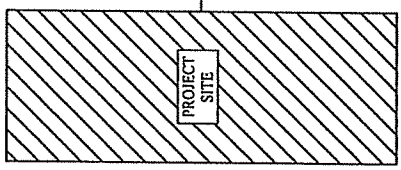
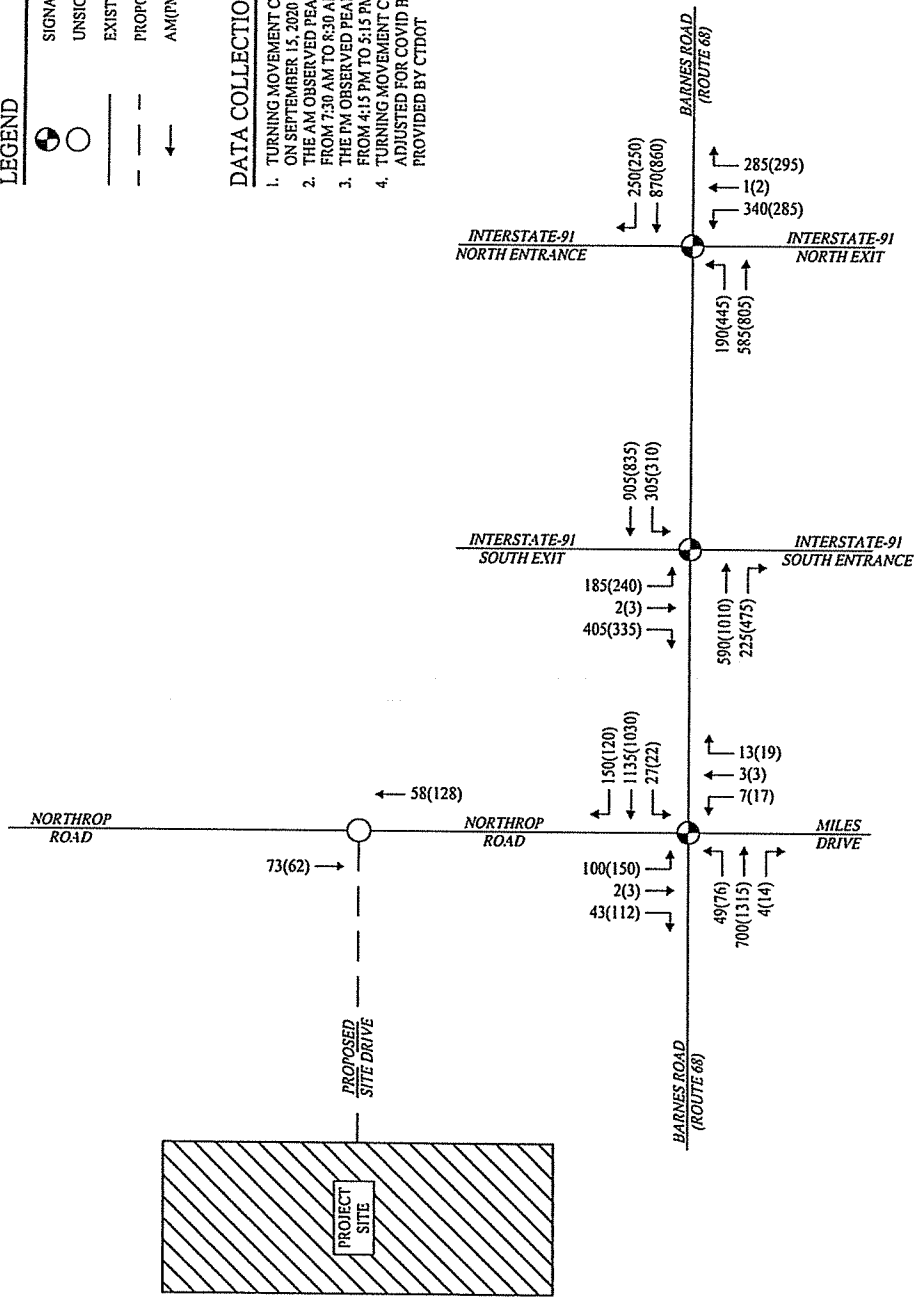
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Plan Date:	02/25/21
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Figure:	1

LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- PROPOSED ROADWAY
- AM(PM)






DATA COLLECTION NOTES

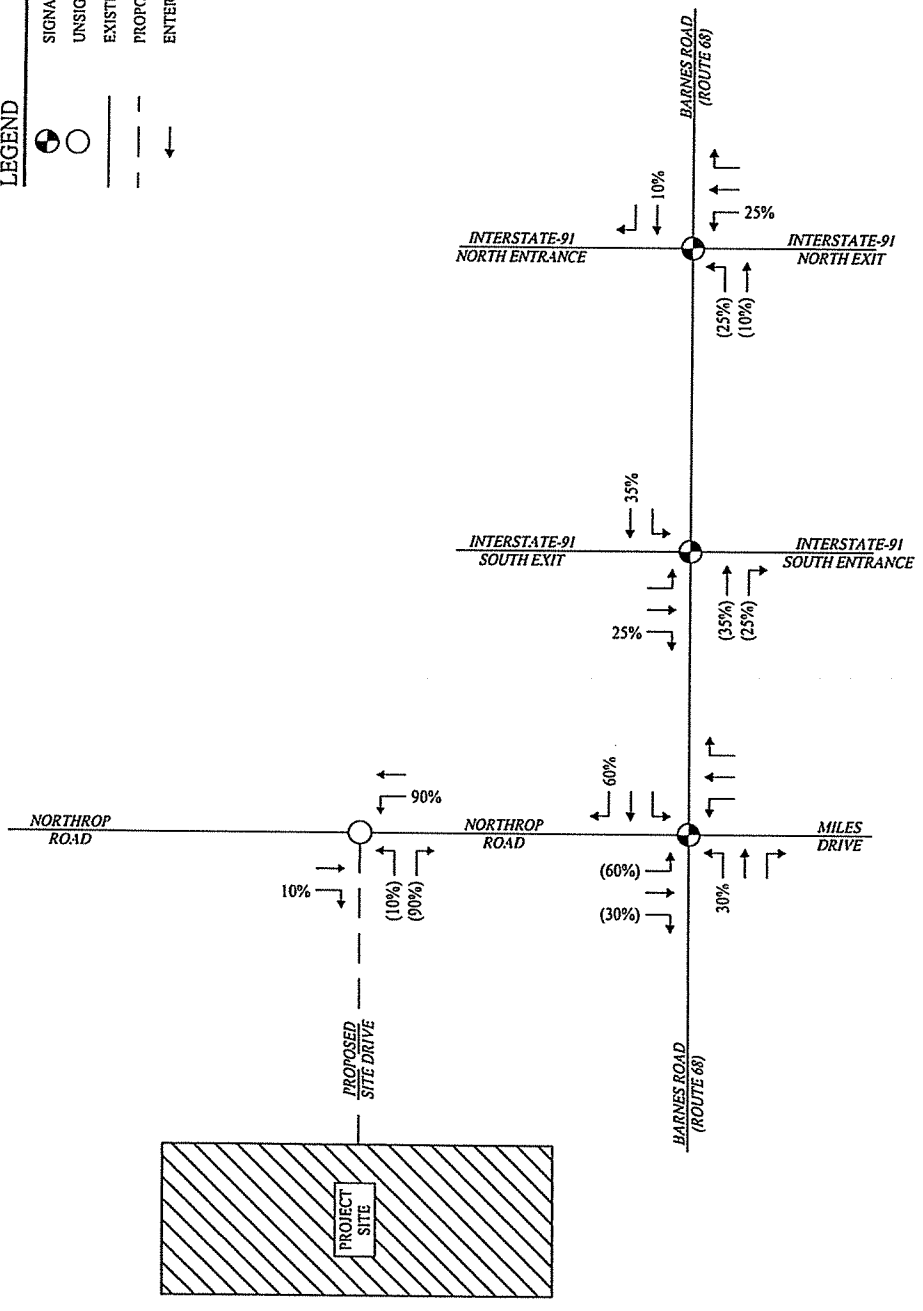
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2. THE AM OBSERVED PEAK HOUR OCCURRED FROM 7:30 AM TO 8:30 AM
3. THE PM OBSERVED PEAK HOUR OCCURRED FROM 4:15 PM TO 5:15 PM
4. TURNING MOVEMENT COUNT DATA WAS ADJUSTED FOR COVID BASED ON GUIDANCE PROVIDED BY CTDOT



<p>Rev. #:</p> <p>Date:</p> <p>Description:</p>	<p>SWG</p> <p>KMS</p> <p>2005101</p> <p>02/25/21</p> <p>NTS</p>	<p>Project:</p> <p>NORTHROP ROAD</p> <p>1117 NORTHROP ROAD, 2 NORTHROP IND. PARK ROAD</p> <p>WALLINGFORD, CONNECTICUT</p>	<p>SHEET #:</p> <p>Figure 2</p>
<p>Sheet Title:</p> <p>2020 EXISTING TRAFFIC VOLUMES</p>			
<p>Drawn By:</p> <p>Checked By:</p> <p>Project #:</p> <p>Plan Date:</p> <p>Scale:</p>			
<p>SOLLI ENGINEERING</p> <p>501 Main Street, Monrovia, CT 06468</p> <p>T: (203) 860-5455 F: (203) 860-9695</p>			

LEGEND

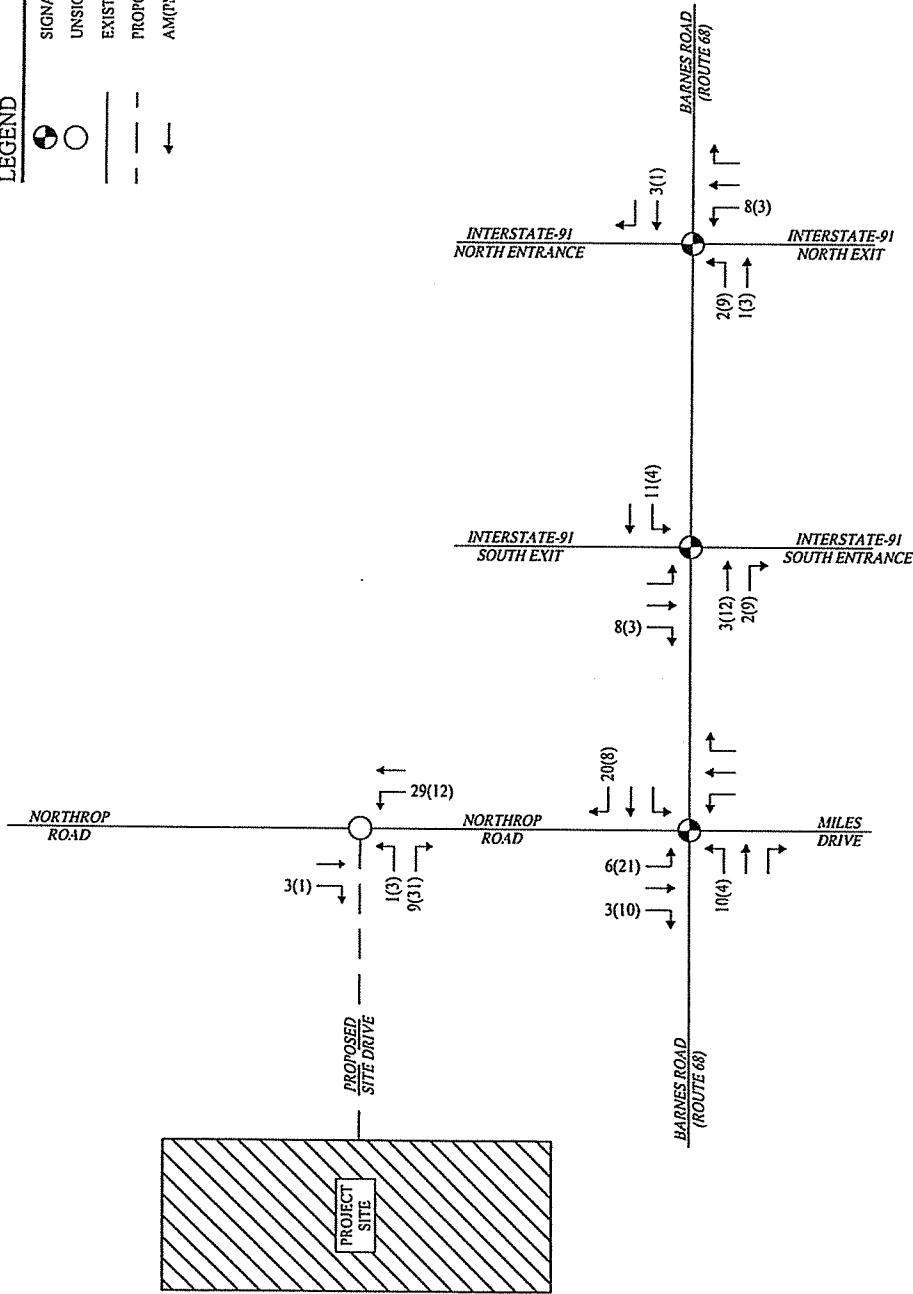
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-  UNSIGNALIZED INTERSECTION
-  EXISTING ROADWAY
-  PROPOSED ROADWAY
-  ENTER(EXIT)



<p>Rev. #: _____ Date _____ Description _____</p>	<p>SOLLI ENGINEERING 501 Main Street, Meriden, CT 06468 T: (203) 948-3455 F: (203) 948-9695</p>	<p>Drawn By: SWG Checked By: KMS Project #: 20051101 Plan Date: 02/25/21 Scale: NTS</p>	<p>Project: NORTHROP ROAD 1117 NORTHROP ROAD, 2 NORTHROP IND. PARK ROAD WALLINGFORD, CONNECTICUT</p>
<p>Sheet Title: TRIP DISTRIBUTION</p>		<p>SHEET #: Figure 3</p>	

LEGEND

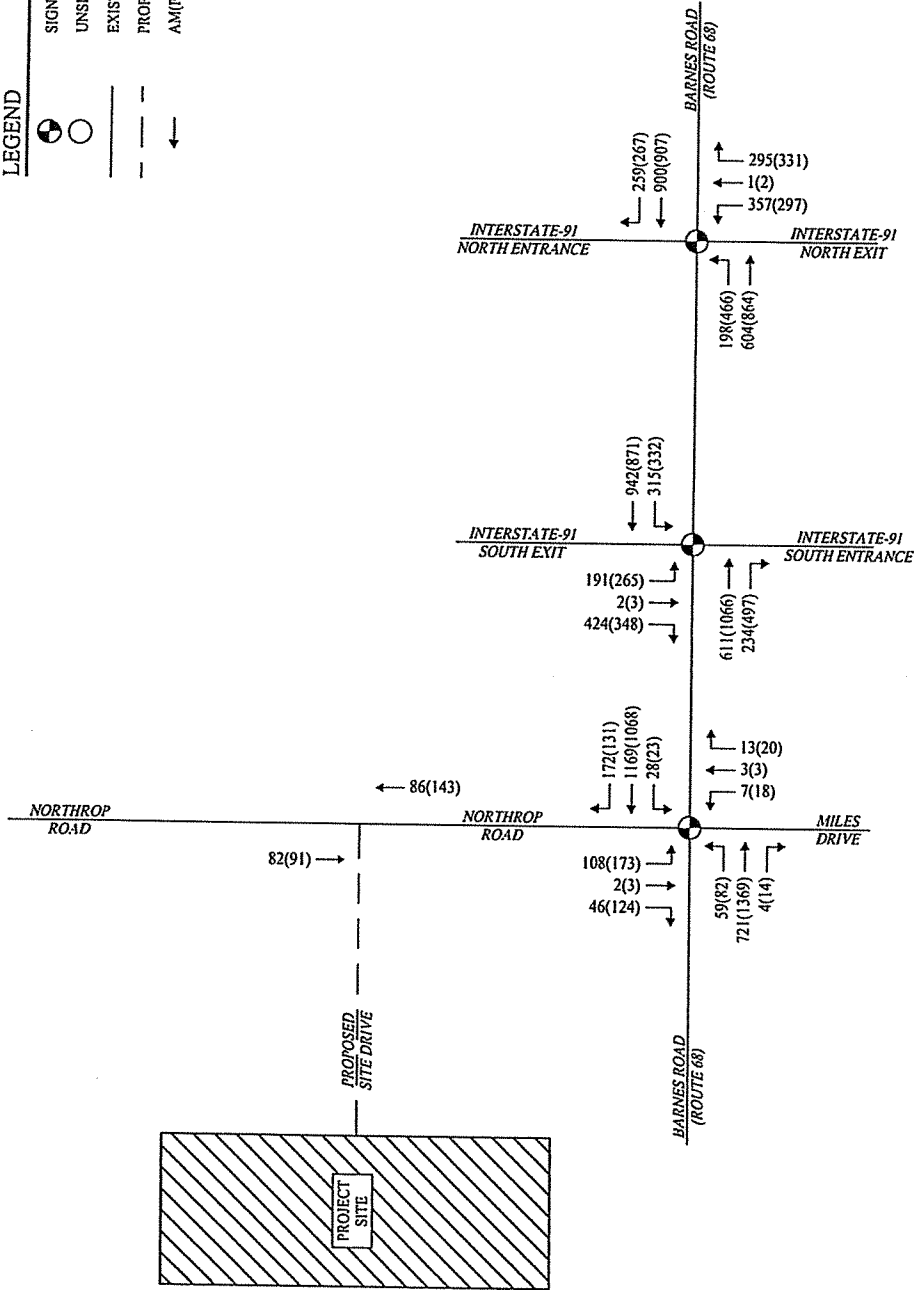
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- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- PROPOSED ROADWAY
- AM(TM)



SHEET #:	Figure 4
Sheet Title:	TRIP ASSIGNMENT
Project:	NORTHROP ROAD 1117 NORTHROP ROAD, 2 NORTHROP IND. PARK ROAD WALLINGFORD, CONNECTICUT
Drawn By:	SWG
Checked By:	KMS
Project #:	2005101
Plan Date:	02/25/21
Scale:	NTS
 501 Main Street, Monroe, CT 06468 T: (203) 880-5455 F: (203) 880-9495	
Rev. #:	Date
Description	

LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- - - PROPOSED ROADWAY
- ← AM(PM)



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SHEET #:
Figure 5

Sheet Title:
2023 BACKGROUND TRAFFIC VOLUMES

Project:
**NORTHROP ROAD
1117 NORTHROP ROAD, 2 NORTHROP IND. PARK ROAD
WALLINGFORD, CONNECTICUT**

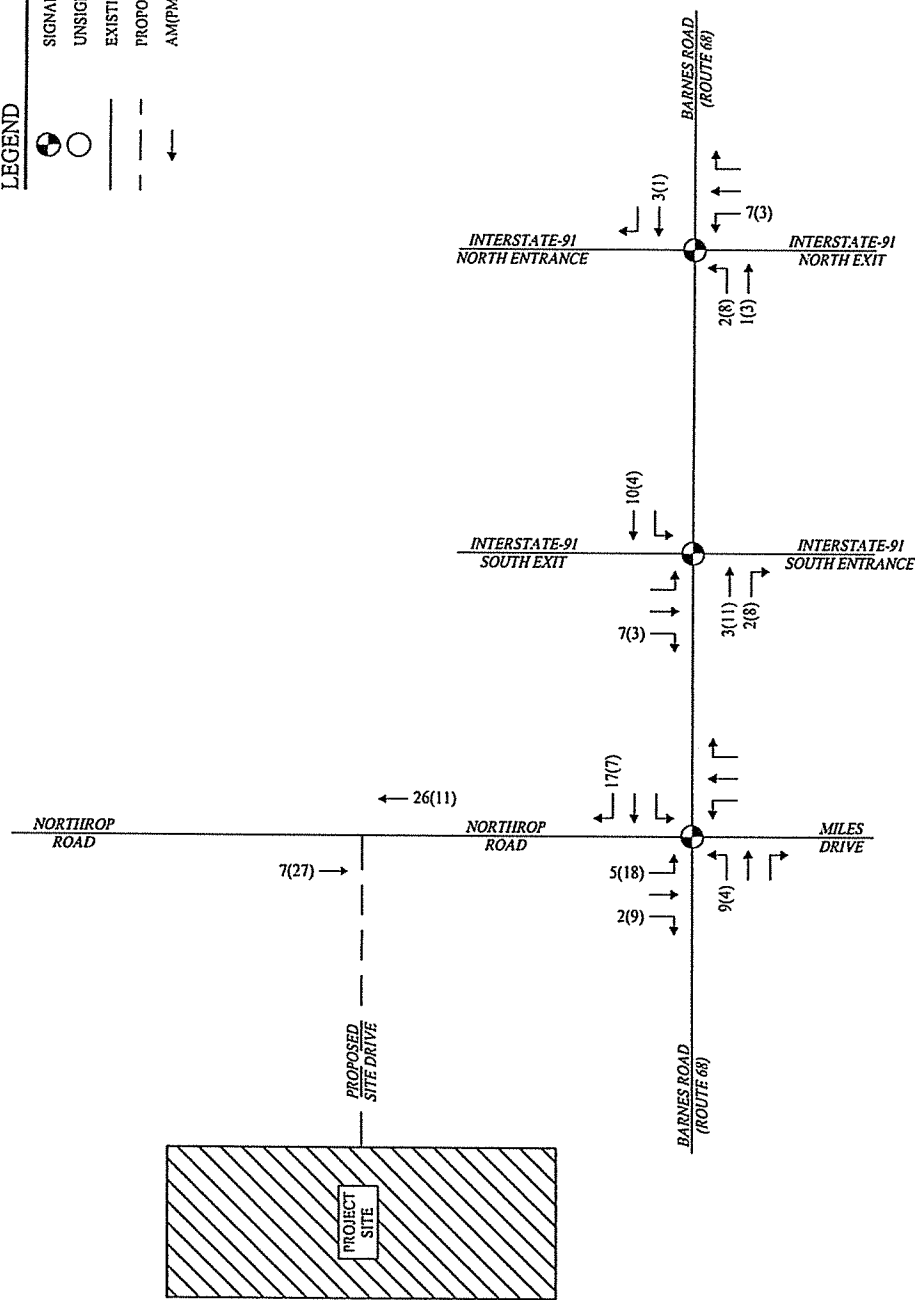
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Checked By: KMS
Project #: 2005101
Plan Date: 02/25/21
Scale: NTS

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501 Main Street, Monroe, CT 06468
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Rev. #:	Date	Description
1	06/28/2021	Revised per Peer Review Comments

LEGEND

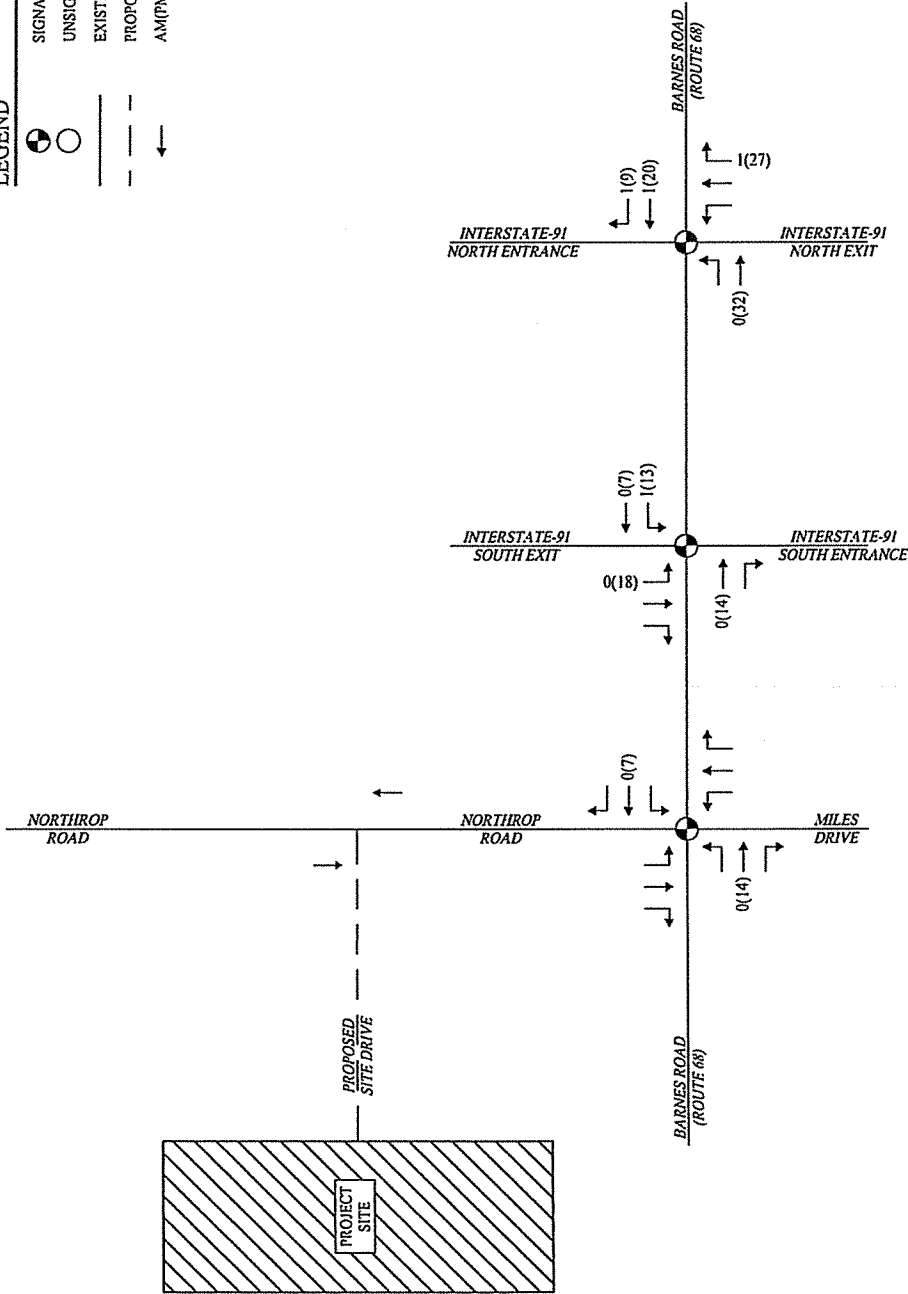
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- - - PROPOSED ROADWAY
- ← AM(PM)



<p>Rev. #:</p> <p>Date:</p> <p>Description:</p>	<p>Project:</p> <p>NORTHROP ROAD 1117 NORTHROP ROAD, 2 NORTHROP IND. PARK ROAD WALLINGFORD, CONNECTICUT</p>	<p>Sheet Title:</p> <p>BACKGROUND GENERATOR VOLUMES: 850 MURDOCK</p>	<p>SHEET #:</p> <p>Figure 5a</p>
<p>Drawn By: ABS</p> <p>Checked By: KMS</p> <p>Project #: 2005101</p> <p>Plan Date: 06/24/21</p> <p>Scale: NTS</p>	<p>SOLLI ENGINEERING 501 Main Street, Monroe, CT 06468 T: (203) 880-5155 F: (203) 880-9695</p>		

LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- - - PROPOSED ROADWAY
- ← AM(PM)

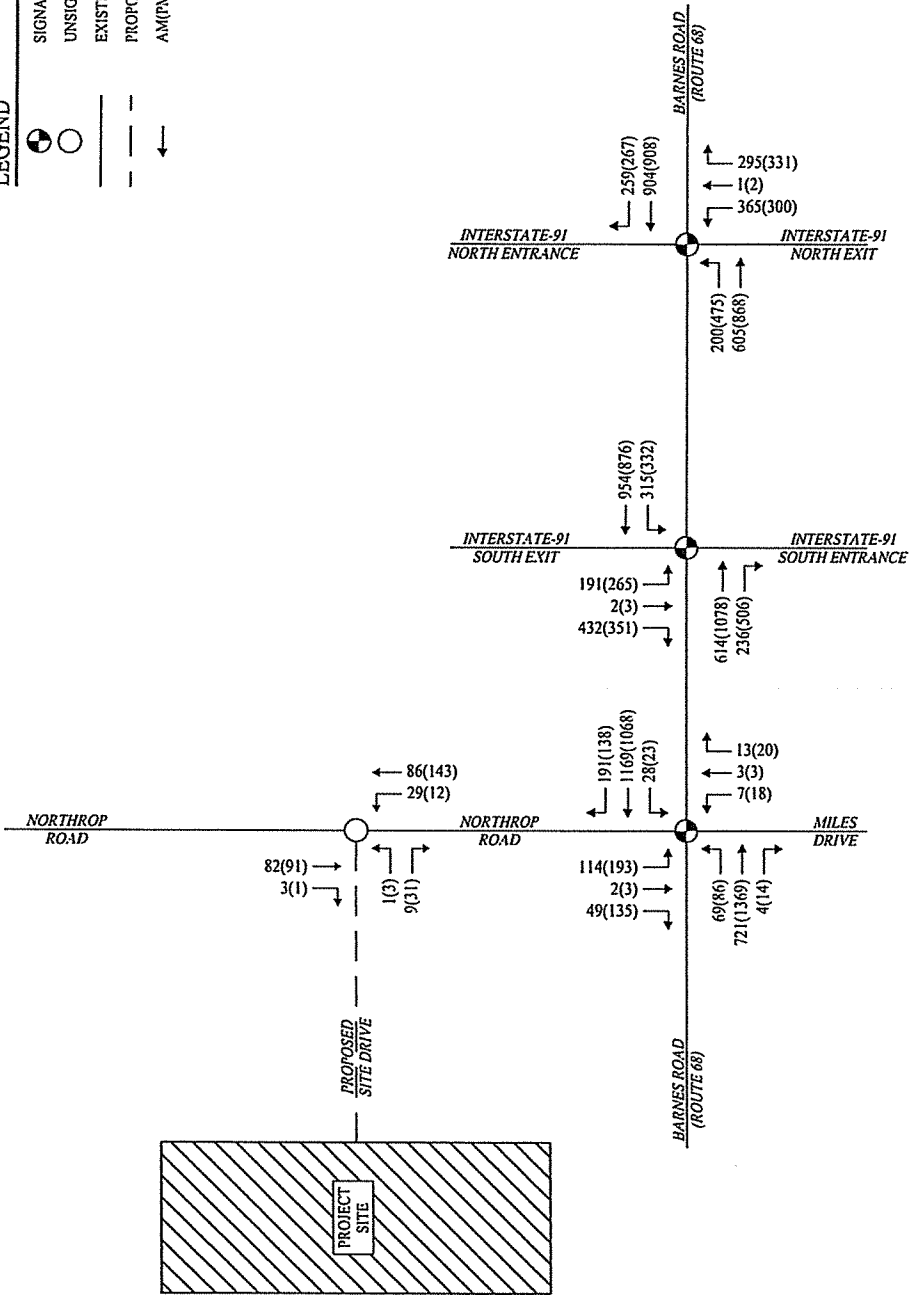


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<p>Rev. #:</p> <p>Date</p> <p>Description</p>	<p>SOLLI ENGINEERING 501 Main Street, Meriden, CT 06468 T: (203) 880-5455 F: (203) 880-9695</p>	<p>Drawn By: ABS</p> <p>Checked By: KMS</p> <p>Project #: 2005101</p> <p>Plan Date: 06/24/21</p> <p>Scale: NTS</p>	<p>Project:</p> <p>NORTHTROP ROAD 1117 NORTHTROP ROAD, 2 NORTHTROP IND. PARK ROAD WALLINGFORD, CONNECTICUT</p>	<p>Sheet Title:</p> <p>BACKGROUND GENERATOR VOLUMES: 5 RESEARCH PKWY</p>	<p>SHEET #:</p> <p>Figure 5b</p>
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LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- - - PROPOSED ROADWAY
- ← AM(PM)



<p>Figure 6</p>	<p>SHEET #:</p>	<p>2023 BUILD TRAFFIC VOLUMES</p>
<p>Project: NORTHTRHOP ROAD 1117 NORTHTRHOP ROAD, 2 NORTHTRHOP IND. PARK ROAD WALLINGFORD, CONNECTICUT</p>		
<p>Drawn By: SWG</p>	<p>Checked By: KMS</p>	<p>Project #: 2005101</p>
<p>Project #: 022521</p>	<p>Plan Date:</p>	<p>Scale: NTS</p>
<p>SOLLI ENGINEERING 501 Main Street, Monroe, CT 06468 T: (203) 880-5455 F: (203) 880-9995</p>		
<p>Rev. #:</p>	<p>Date:</p>	<p>Revised per Peer Review Comments</p>
<p>06/28/2021</p>	<p></p>	<p>Description</p>



Sheet Title:

**ATR LOCATION
MAP**

Figure 7

Project:

NORTHROP ROAD
1117 NORTHROP ROAD, 2 NORTHROP IND. PARK ROAD
WALLINGFORD, CONNECTICUT

Drawn By:

Checked By:

MB
RMS
2005101

**SOLLI
ENGINEERING**
301 Main Street, Munroe, CT 06468
T: (203) 880-5655 | F: (203) 880-9695

Project #:
Plan Date:
Scale:

06/28/21
1" = 300'

Rev. #:	Date	Description



HALLISEY, PEARSON & CASSIDY
Engineering Associates, Inc.

630 Main Street
Cromwell, CT 06416-1444

TELEPHONE: (860) 529-6812
FAX: (860) 721-7709
Paul A. Hallisey, P.E. & L.S.
James P. Cassidy, P.E.

402-21 M

June 28, 2021

RECEIVED

JUN 30 2021

WALLINGFORD
PLANNING & ZONING

Town of Wallingford
Planning & Zoning Department
45 South Main Street
Wallingford, CT 06492

RE: Response to Thomas Talbot Town Planner dated April 29, 2021
Regarding Special Permit Application #402-21, 1117 Northrop Road
&
Response to Town of Wallingford Department of Engineering dated April 28, 2021
PZC Application #402-21/Special Permit Application, 1117 Northrop Road

Dear Mr. Talbot & Engineering:

This letter is in response to your comments that were provided to us on April 28 and 29, 2021, for the above project. Our response follows each comment in ***bold and italicized*** letters.

- 1) The map section should have some sort of key map on each page.
A Sheet Index has been added for each sheet showing the limits of what pages cover which part of the property.
- 2) Staff is having difficulty establishing the legality of the proposed property and its existence as a lot of record.
A map entitled "Property History Map" has been added to the plan set. This map shows the history of this property and is summarized as follows:
 - ***being a portion of a large tract, prior to being subdivided in 2002,***
 - ***then being subdivided into #1117 & #1121 Northrop Road and #2 & #6 Northrop industrial Road on June 10, 2002,***
 - ***then being consolidated into #1117 Northrop Industrial Park Road on May 4, 2020, and***
 - ***As part of the approval of this application, these (2) properties will be combined into one parcel. The final address is to be provided by the Town.***
- 3) There should be a singular deed description for the property as well as one street address.
As noted in #2 above, a singular deed description will be prepared upon approval of the project and the street address will be provided by the Town.

4-15-2014

- 4) There should be at least one sheet showing the overall plan of development on the site.
Sheet #1 shows the overall plan of development on the site.
- 5) There are no loading space calculations.
Loading space calculations have been added to Sheet #5 and Sheet #7 of the plan set.
- 6) Sheet A-10 shows more parking than other sheets and should be revised.
The parking on this plan was shown based on a preliminary plan. We have removed the excess parking on this plan where possible. This plan is intended for the interior layout of the building only. The site plans shall prevail for the approved parking configuration.
- 7) Parking requirement of 1 parking space per 1000 sf gfa is based on the standard for Distribution Warehouses and Truck Terminals found in the Wallingford Zoning Regulations. This use is described in other parts of the application as a Storage and Warehousing facility which has a minimum parking requirement of 1 parking space per 1500 sf gfa. Using that standard (which you must) it is possible, along with an allowed request for a 25% reduction, to show no more than 125 constructed employee parking spaces on this plan.
The plans have been updated so that the deferred parking spaces are not shown. Although we can reduce parking to as low as 125 employee spaces, our client feels they will need more parking spaces for the use. We are presently showing 209 parking spaces. Before the 25% reduction, we would be required to have 167 spaces.
- 8) A more substantial narrative is required.
Please see attached.
- 9) How much area is under easement, wetlands or both?
Area of wetlands = 609,131 sf or 13.9837 acres
Area under easement = 192,080 sf or 4.4096 acres
Area of wetlands & under easement = 735,454 sf or 16.8837 acres
- 10) What is the purpose of the truncated section of driveway adjacent to the southeast corner of the proposed building? Can it be removed?
In the short term, this area is proposed to be used as a truck turnaround. In the long term, it could be used as an access drive to future development of the remainder of the property.
- 11) Can tractor trailers maneuver properly both in and out of the proposed trailer storage area located on the south side of the proposed building? We would like to see an illustration of that movement.
Sheets TM1-TM4 have been added to the plan set showing turning maneuvers for a tractor trailer truck through the entirety of the property.

- 12) Floor plans indicate a single story building. Windows shown in submitted building elevations seem to indicate the possibility of some second floor use.
The windows in the upper portion of the building are to allow natural light into the building. These windows are located up high to prevent obstruction from racking and shelving inside the building.

ENGINEERING COMMENTS

- 1.) Site distance lines to be added to the Site Layout Plan. Limits of tree clearing to be noted.
A separate Sight Line Plan has been added to the plan set illustrating the plan and profile view of the Sight Lines from the access drive of the property. Clearing limits have been added to the plans.
- 2.) Applicant to provide truck turning movement for the trucks parking in the loading area west of the proposed building.
TM1-TM4 Sheets have been added to the plan set illustrating truck maneuvers through the entirety of the proposed site.
- 3.) A pole replacement project by Eversource in the vicinity of the proposed project is ongoing. I don't recall if Poles #1588 and #3627 (immediately south of the proposed building) are being replaced. Applicant to coordinate access with Eversource throughout construction.
Noted.
- 4.) The stormwater runoff for a portion of the western loading area bypasses water quality measures prior to entering the underground detention system and discharging to the adjacent wetlands. Pretreatment of stormwater runoff is strongly recommended in areas associated with truck loading and machinery such as the compacter.
The entirety of the parking/loading area drains to the underground infiltration systems prior to being discharged to the adjacent wetlands.
- 5.) Proposed Stormwater Quality Basin #1: It appears the top of grate elevation, 357.67, is above the emergency spillway elevation, 357.0. The basin design should be adjusted so stormwater is discharged through the outlet control structure prior to discharging at the emergency spillway to adjacent property.
Top of grate and spillway elevations have been adjusted as requested. The top of grate elevation of the outlet control structure is also an emergency overflow. Water will be collected via the weir and weep hole prior to exiting through the emergency overflow.

6.) Proposed Stormwater Quality Basin #2: The maximum elevation within the basin is 354.08 for a 50-year storm and 354.32 for a 100-year storm. With an emergency spillway elevation at 354.0, it appears stormwater will be discharging during the 50- and 100-year storms. It's recommended the basins are designed to contain up to and including the 100-year storm. The emergency spillway should only be used during storms exceeding the 100-year frequency.

The elevation of the emergency spillway has been adjusted to 354.5 so that water will not flow through for anything under a 100-year storm.

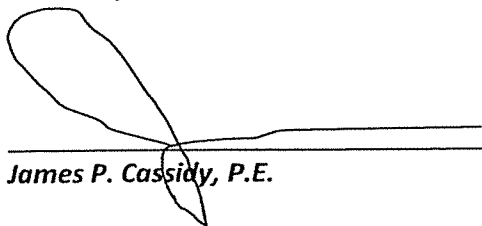
7.) The 1-yr post-development peak discharge at Design Point 1 (SA-A), which discharges to wetlands west of the proposed site, exceeds the pre-development by 2.15 cfs (32.49 cfs existing, 30.34 cfs proposed). The report (page 7) appears to be contradictory stating at first there is a 0.35 cfs decrease in peak flow rate, and then addressing the increase of 2.15 cfs. It's always recommended to attenuate peak flow for all storms. Applicant to clarify the intentions, and what strategies were investigated to reduce peak flow for all storms, including the 1-year storm.

The Stormwater Management Report has been updated to reflect the correct changes from pre-development conditions. We are showing a 2.15 cfs increase for a 1-year storm event. Based on the accuracy of the computer modeling, this is a minimal increase.

8.) The plans label the subsurface water management systems east and west of the proposed buildings as detention basins. The report refers to them as underground infiltration systems. If they are infiltration stormwater, was a percolation test conducted? If the systems were modeled with an infiltration rate, what rate was used?
Percolation tests were conducted in the area of the underground systems and the results are attached to the end of this letter. An exfiltration rate of 0.08 in/hr was used in the modeling.

I trust that the above satisfies all of the concerns listed therein. Kindly contact me should you require further information. Thank you.

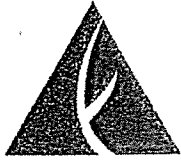
Sincerely,



James P. Cassidy, P.E.

SPECIAL PERMIT APPLICATION #402-21
RESPONSE TO THOMAS TALBOT d. April 29, 2021
SHORT NARRATIVE

#8. Paragraph 4.9F(2) of the Wallingford Zoning Regulations requires a description of the proposed operations in sufficient detail for a determination of whether or not they are permitted in the district. The Applicant proposes to build a 250,000 s.f. one (1) story building with high ceilings and loading docks. While the Owner does not have a tenant for this building at this point, it is contemplated that the site and the building will be leased by a tenant or multiple tenants for the use of storage and warehousing with related office use. The Owner believes that the current market will support this development and that it will become an integral part of Northrop Industrial Park developed by John Orsini and his 1070 North Farms Road, LLC.



WHITESTONE
 ASSOCIATES, INC.
Environmental & Geotechnical Engineers & Consultants

16 OLD FORGE ROAD
 SUITE A
 ROCKY HILL, CT 06067
 860.726.7889
 whitestoneassoc.com

November 24, 2020

via email

HALLISEY, PEARSON & CASSIDY
ENGINEERING ASSOCIATES, INC.
 630 Main Street
 Suite A
 Cromwell, Connecticut 06416

Attention: James P. Cassidy, P.E.
 Project Engineer

Regarding: FALLING HEAD INFILTRATION TESTING
1117 NORTHRUP ROAD
WALLINGFORD, NEW HAVEN COUNTY, CONNECTICUT
WHITESTONE PROJECT NO.: LM1715208.000

Dear Mr. Cassidy:

Whitestone Associates, Inc. (Whitestone) is pleased to submit this letter regarding the falling head infiltration testing for the above-referenced site. At the client's request, Whitestone performed falling head infiltration testing using two soil samples (East & West) delivered to our materials testing laboratory in Rocky Hill, Connecticut on October 22, 2020 in general conformance with Connecticut Department of Energy & Environmental Protection procedures. The results of the laboratory testing are summarized in the following table:

Falling Head Saturated Hydraulic Conductivity Test, K_{SAT} (inches/hour)		
Sample Designation	East	West
Permeability	0.034	0.084

Laboratory gradations for each sample are attached. Whitestone appreciates the opportunity to be of continued service to Hallisey, Pearson & Cassidy Engineering Associates, Inc. Please do not hesitate to contact us with any questions regarding this letter.

Sincerely,

WHITESTONE ASSOCIATES, INC.

Jason R. Landry
 Project Manager

Ryan R. Roy, P.E.
 Principal, New England Region

RRR/hz N:\Job Folders\2017\1715208LM\Reports and Submittals\LM1715208 - Soil Permeability - Wallingford CT 11.24.20.docx

Other Office Locations:

WARREN, NJ
 908.668.7777

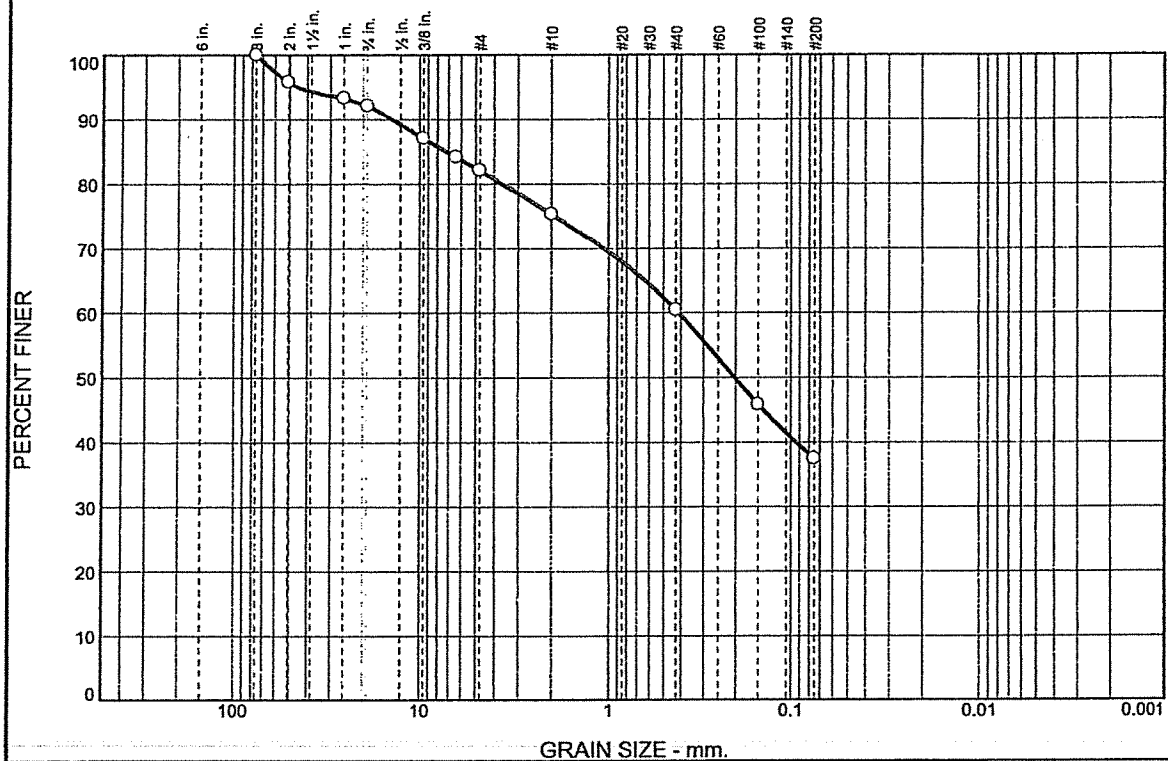
CHALFONT, PA
 215.712.2700

SOUTHBOROUGH, MA
 508.485.0755

WALL, NJ
 732.592.2101

EVERGREEN, CO
 303.670.6905

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	7.9	10.0	6.8	14.9	22.9	37.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	95.8		
1"	93.3		
3/4"	92.1		
3/8"	87.1		
1/4"	84.2		
#4	82.1		
#10	75.3		
#40	60.4		
#100	45.8		
#200	37.5		

Material Description

Silty Sand with Gravel

Atterberg Limits
 PL= NP LL= NV PI= NP

Coefficients
 D₉₀= 13.8892 D₈₅= 7.1580 D₆₀= 0.4106
 D₅₀= 0.2029 D₃₀= D₁₅=
 D₁₀= C_u= C_c=


Classification
 USCS= SM AASHTO= A-4(0)

Remarks
 Moisture Content = 12.2%

* (no specification provided)

Location: Infiltration System Sample (East)
Sample Number: WAICT-926

Date: 10/26/2020

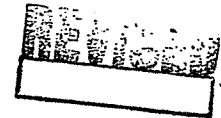
 <p>WHITESTONE ASSOCIATES INC.</p>	<p>Client: Hallisey, Pearson & Cassidy Engineering Associates Inc. Project: Various Lab Work 1117 Northrup Road, Wallingford, New Haven County, CT Project No: LM1715208.000</p>	<p>Figure WAICT-926</p>
--	--	--------------------------------

Tested By: JM

Checked By: RWM

402-21N

REVISED



**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
JUL -2 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: THE FMO WILL REQUIRE FULL STAMPETS BUILDING PLAN TO GO THROUGH 3RD PARTY PROCESS IT WILL DETERMINE IF SPRINKLER, FIRE PUMP AND OTHER CFSC

SIGNED BY: [Signature] FIRE MARSHAL (Title)
DATE: 7/2/21

RECEIVED
JUL 1 2021
BY: [Signature]

Subject **Re: Update**
From Dennis Ceneviva <Dennis@cenevivalaw.com>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Date 2021-07-09 11:23

roundcube 

402-210 + 210-21M

Hi Kevin,

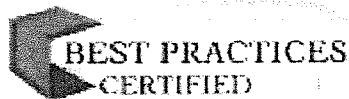
With regard to Orsini's Northrop Ave Special Permit application #402-21 and the 4A Research Parkway Site Plan application #210-2, based on our conversations, both clients are requesting and have CONSENTED to a continuance to the August 9, 2021 meeting.

I will be proceeding with the 18 Duncan Street revision on Monday.

Thank you.

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 Jul 9, 2021, at 10:48 AM, kevin.pagini@wallingfordct.gov wrote:

Hi Dennis,

Can you give me an update as to what is proceeding for Monday night?

Thank you,

Kevin J. Pagini
Town Planner
Town of Wallingford

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

210-21A

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

APPLICATION: #210-21

DATE OF SUBMISSION: April 8, 2021

DATE OF RECEIPT: April 12, 2021

SCHEDULED MEETING: May 10, 2021

RECEIVED

APR 15 2021

WALLINGFORD
PLANNING & ZONING

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Site Plan (automotive storage facility)/6 Research, LLC/4A Research Parkway

LOCATION: 4A Research Parkway

REFERRED TO:

ELECTRIC

HEALTH

BUILDING

ENGINEERING

INLAND WETLANDS

OTHER

FIRE

WATER & SEWER

DEPARTMENT COMMENTS: OK WITH SITE WILL REQUIRE BUILDING PLANS

SIGNED BY: [Signature] (Title)
DATE: 4/14/21

RECEIVED
APR 13 2021
BY: [Signature]



Town of Wallingford, Connecticut
210-21B

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

April 23, 2021

Six Research LLC
14 North Branford Road
Wallingford, CT 06492

RE: Site Plan Application- 4A Research Parkway- #210-21,

Dear Sirs:

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

1. Application does not include storm water management plan.
2. Application does not include any narrative confirming that this use is permitted in an IX District.
3. There should be a five ft. landscaped area in front of the proposed building.
4. Plan should show at least one tree along each 50ft of the front yard.
5. There are no utility lines to the new building shown on the plan.
6. Stormwater measures lack sufficient detail (e.g., sand table elevations,(outfall rip rap etc.).
7. How are you proposing to pave this lot?
8. Staff recommends a site sedimentation and erosion control bond of \$10,000.

Enclosed are comments from the Fire Marshal..

Should you wish to discuss these comments or the application further, please call the Planning Office at 203-294-2090.

Regards,

Thomas Talbot
Planner
Enclosure

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 28, 2021** in order to be provided to the Planning & Zoning Commission prior to the Monday, May 10, 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 in timely fashion.



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

210-21C

MEMO

TO: Planning & Zoning Commission
FROM: Department of Engineering *AMK*
RE: PZC Application #210-21
4A Research Parkway/ Site Plan Application
DATE: April 28, 2021

RECEIVED
APR 28 2021
WALLINGFORD
PLANNING & ZONING

Dear Commissioners:

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

- East Side Auto Transport Automotive Storage Facility Permit Drawings by Winterbourne Land Services and Summer Hill Civil Engineers & Land Surveyors, P.C., dated April 2021.

We offer the following comments based on the submitted materials:

- 1) Applicant to provide calculations showing attenuation of stormwater peak discharge for up to and including a 100-year storm.
- 2) Applicant to provide pipe sizing calculations for pipes sized for a minimum 10-year storm.
- 3) Proposed ground cover to be noted on plans.
- 4) Limit of disturbance to be shown on plans.
- 5) Inlet protection to be installed in down-gradient inlets.
- 6) Proposed slopes from southeast corner of the proposed building appears to be very flat at $\pm 0.35\%$. To ensure positive drainage and avoid ponding within the parking area, a minimum slope of 1% is suggested.
- 7) It appears the majority of the proposed parking area is directed to the proposed catch basin and pipe system which is subsequently treated by the proposed oil/grit separator and sand filter. Can the applicant confirm stormwater runoff north of the proposed

April 28, 2021
4A Research Parkway

building, that does not flow to the proposed catch basins, is treated by existing stormwater quality systems?

- 8) This Department recommends an emergency spillway set at an elevation above the top of pond elevation for a 100-year storm. This gives an outlet for the stormwater overtopping the basin in a controlled manner with rip-rap to prevent erosion and scour, rather than allowing the excess stormwater to bubble over the entire basin. The top of the basin is typically set at an elevation that allows one-foot of freeboard above the top of pond elevation in a 100-year storm.
- 9) The top of grate elevation of the outlet control structure to be added to plans and/or detail.

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

21021D

RECEIVED

INTEROFFICE MEMORANDUM

APR 30 2021

TO: KEVIN PAGINI, TOWN PLANNER
FROM: SCOTT SHIPMAN, ENGINEER – WATER AND SEWER DIVISIONS
SUBJECT: APPLICATION #210-21 SITE PLAN – VEHICLE STORAGE FACILITY
SIX RESEARCH, LLC
4A RESEARCH PARKWAY
DATE: APRIL 29, 2021

WALLINGFORD
PLANNING & ZONING

CC: N. AMWAKE, PE; E KRUEGER; D. SULLIVAN; J. PAWLOWSK; K QUARTUCCIO, 6 RESEARCH, LLC; M. OTT, SUMMER HILL CIVIL ENGINEERS & LAND SURVEYORS, P.C.

The staff of the Water and Sewer Divisions has reviewed the drawings dated April 1, 2021 as submitted for the subject application and this memo consolidates their comments and requirements.

The entire site is within the watershed for MacKenzie Reservoir and is designated as a Watershed Protection District (WPD) by the Planning and Zoning Commission. Watershed protection regulations for the WPD are enumerated in section 4.13 of the Wallingford Zoning Regulations.

The proposed development as shown on the drawings includes a paved parking area and a vehicle storage building. Municipal water and sanitary sewer services are available at the site, but no water, sanitary sewer, or fire line services are proposed for the subject project per discussions with the owner.

It is requested that the following items be made conditions of approval to be addressed prior to issuing a building permit:

1. Per discussions with the Applicant it is our understanding that no vehicle maintenance or washing will be performed at the site. Please be advised that if such activities were proposed the discharge of vehicle maintenance and/or vehicle washing wastewater to a surface water (either directly or via a storm drain) or to the ground water (via a septic tank, leaching field, or drywell) or to the ground surface (paved or unpaved) would not be allowed.
2. As mentioned above, the entire site for this development is in the Watershed Protection District. Therefore all activities on the site during and after construction shall be carried out in accordance with the Water Protection District regulations in section 4.13 of the Zoning Regulations of the Town of Wallingford.
 - a. As such, a storm water treatment system will be required for treating the run-off from all parking lots and travel ways in the development. The details of the storm water treatment system, including hydraulic calculations and a hydraulic profile, must be reviewed and approved by the Wallingford Water Division. The storm water treatment system details submitted with the current plans are not sufficient for final approval.

- b. Runoff from unpaved, non-traffic areas such as lawns, wooded or natural areas and building roofs should be diverted away from the storm water treatment system.
- c. The storm water treatment system shall consist of an oil-water-grit separator followed by a sand filter which shall have a volume equal to the initial ½-inch to 1-inch of runoff for the tributary area with a minimum of 1-foot of freeboard above the maximum water elevation.
- d. It appears that the parking area tributary to the oil-water-grit separator is greater than 1 acre but less than 1-1/2 acres. Therefore, the oil-water-grit separator must have a nominal capacity of at least 1,500 gallons. The unit shown on the plans is only 1,250 gallons and is too small for the proposed tributary area.
- e. The sand filter basin requires a minimum 24-inch bed of sand. The 18-inch sand bed shown is insufficient.
- f. If storage containers are proposed on the site they shall conform to the requirements of section 4.13.C of the Zoning regulations.
- g. No sodium chloride shall be used for ice control on the site.
- h. Upon conclusion of site work, the existing oil-water-grit separator (located on the 6 Research Parkway lot near the proposed construction entrance) should be cleaned out to remove any debris that may have accumulated during construction.

3. Erosion Controls:

- a. Erosion controls and sediment barriers are critical for the protection of the public drinking water supply downstream of the site. Extreme care shall be used in the installation and maintenance of the erosion control systems for the duration of the project.
- b. All erosion controls will be subject to the Water Division water quality inspectors review and approval prior to the start of site grading.

4. Site Operations and Maintenance Plan:

- a. A site operations and maintenance plan shall be submitted for review and approval by the Wallingford Water Division.
- b. The Water Division shall retain the right to sample the effluent of the storm water management system and have such samples analyzed by a State certified laboratory to determine if the runoff is in compliance with the cited water quality standards. Cost of such sampling and analysis shall be paid by the Owner for up to four samples at each treatment system per year.