Agenda
Wallingford Planning and Zoning Commission
Monday September 8, 2025
7:00 p.m.
Robert F. Parisi Council Chambers
Town Hall - 45 South Main Street

Call to Order
Pledge of Allegiance
Roll Call
Consideration of Minutes- August 11, 2025

PUBLIC HEARINGS

1. Special Permit/Midwood Management Corp/1000, 1020, 1030, 1044, 1080 Barnes Rd. **(Continued from: 08/11/2025)** #401-25

Bond Release

2. Choate Rosemary Hall-138 North Elm Street/Hill House Servery #213-23

REPORTS OF OFFICERS AND STAFF

3. Administrative Approvals-
   37 Silliman Rd/Barbieri #220-25
   5 Hamlin Ave/Baldarelli #221-25
   11 Quarry Run/Stanton #222-25
   50 Wooding Rd/Gatavaski #223-25

4. ZBA Notice of September 15, 2025

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.

Staff Notes
Wallingford Planning & Zoning Commission Meeting
Monday, September 8, 2025

1. **Special Permit - Midwood – 1000-1080 Barnes Rd. #401-25**

- The applicant has submitted revisions based upon comments from Town Staff as well as comments made by the peer reviewer in their report to the Town.
- The applicant is requesting to construct 3 warehouse buildings totaling 415,000 sq. ft. in 3 separate phases.
- Truck access will be on Northrop Road and Old Barnes Road.
- Town Staff, as well as myself, met with the applicant quite frequently before submission. They addressed many of our concerns prior to the official Planning and Zoning submission.
- The site is located directly adjacent to North Farms Reservoir and the application was reviewed and approved by the Wetlands Commission.
- There were e-mailed comments and suggested conditions of approval from Commissioner Kohan that have been added to the motion.
- The Fire Marshal had some last-minute changes for a relocation of a fire hydrant that can be addressed as a condition of approval.
- The applicant has responded to the recommendations of the Peer Review and have made changes to the plan that have addressed those recommendations.
- The applicant will explain the project in its entirety at the hearing.
- The applicant met with the Town Engineer and myself after the July meeting as submitted new revisions based upon her comments.
- Since there is no office space in these proposed warehouses, it was discussed at the meeting with the applicant that most warehouses in Town have sidewalks due to the inclusion of office space. Therefore, I am in agreement with the applicant that sidewalks would not be necessary for this specific project.
- The applicant also submitted a revision to the traffic study to include bus traffic counts when schools are in session and to assess 5% of the traffic potentially going north on Northrop Road.

Updates since the August meeting:

- The Police Chief submitted a memo dated September 3, 2025 that recommends a no-left turn for trucks out of the facility onto Northrop Road, I have added this to my conditions of approval.
- The applicant's Traffic Engineer responded to public questions as well as questions from the Commission regarding specific data in the traffic analysis.
- The Peer Reviewer also provided a memo confirming that these responses were adequate.
- The Peer Reviewer will be in attendance at the meeting to answer any specific questions that the public or the Commission may have.
- The applicant also updated the plans to include sidewalks around the building, it was not recommended by the Town's Engineering Department to place sidewalks along the perimeter of the property.

RECOMMENDED MOTIONS
Wallingford Planning & Zoning Commission Meeting
Monday, September 8, 2025

1. **Special Permit/ Midwood Management LLC #401-25**

Special Permit and site plan approval request to construct 3 warehouse buildings totaling 415,000 sq. ft. and associated parking on plans entitled "Site Development Plans for Warehouse Complex" dated September 23, 2024 and revised to August 29, 2025 subject to:

1. Comments from Environmental Planner, Erin O'Hare dated 5/13/2025
2. Comments from Senior Engineer Tom Flannery, Water and Sewer division dated 07/10/2025
3. Comments from Town Engineer, Alison Kapushinski dated 6/16/2025, 06/25/2025, 7/14/2024, 8/7/2024 and 8/20/2025
4. Comments from the Fire Marshal Brian Schock dated 7/2/2025 & 7/9/2025
5. Comments from the Chief of Police, John Ventura dated 9/3/2025
6. The use of rodenticides (first and second generation) and neonics (insecticides) shall be prohibited on site.
7. Excavation permit is required from the Department of Engineering for any work within the right of way.
8. That native plantings are used that are conducive to the surrounding environment.
9. That the final plans are revised to prohibit left turns for trucks exiting onto Northrop Road
10. Operation & Maintenance Plan, or Notice of said Plan, to be filed on Wallingford Land Records.
11. Once final architectural plans are compiled and a tenant is finalized, applicant to submit a final set of plans that matches the architectural door locations for review by Town Engineer and Town Planner prior to the issuance of a building permit.
12. Erosion and sediment control bonds shall be posted for each phase as construction progresses in the amount of $60,500.00 for each specific phase.
13. Six (6) copies of final plans forwarded to the Planning and Zoning office

Wallingford Planning & Zoning Commission
Regular Meeting
Monday, August 11, 2025
7:00 p.m.
Robert F. Parisi Council Chambers – Town Hall
Town Hall – 45 South Main Street
MINUTES

Chairman Seichter called the meeting to order at approximately 7:00 p.m.

The Pledge of Allegiance was recited by all.
Roll Call: Present: James Seichter, Chair; J.P. Venoit, Vice Chair; Stephen Allinson, Secretary; James Fitzsimmons, Regular Member; Jeffrey Kohan, Regular Member; Joseph Sanders, Alternate; David Parent, Alternate; and Kevin Pagini, Town Planner.

Consideration of Minutes – July 14, 2025, Regular Meeting

Commissioner Venoit: Motion to approve the Minutes of Monday, July 14, 2025, Meeting of the Wallingford Planning and Zoning Commission as submitted.

Commissioner Fitsimmons: Second
Vote: Unanimous to approve, Commissioner Kohan abstained.

PUBLIC HEARINGS

1. **Special Permit/Midwood Management Corp./1000, 1020, 1030, 1044, 1080 Barnes Road (Continued from 7/14/2025) #401-25**

Commissioner Allinson noted the additional correspondence including memo from the Department of Engineering to Planning & Zoning Commission dated July 14, 2025; letter from OCC Group Inc. to Wallingford Planning & Zoning Commission dated July 14, 2025; letter from OCC Group Inc. to Wallingford Planning & Zoning Commission dated July 29, 2025; document entitled Inventory of Existing Stormwater Facilities for 1000, 1020, 1030, 1044, and 1080 Barnes Road, Wallingford, noted Amended dated July 29, 2025; letter from James Bubaris, Bubaris Traffic Associates to David Carson, OCC Design Consortium dated July 29, 2025; letter from Ed Hohmann to Wallingford Planning & Zoning Commission dated August 5, 2025; letter from Joan Munger to Wallingford Planning & Zoning Commission dated August 5, 2025; email from Alison Kapushinski Town Engineer, to Kevin Pagini Town Planner, dated August 7, 2025; email from Joe Heeran to Planning & Zoning Commission dated August 7, 2025 and revised Site Plans receieved August 7, 2025.

Presenters included: Atty. James Barrito, Halloran & Sage, 265 Church Street, New Haven, represented the owners of the property; George Cotter, PE, and David Carson, OCC Group for design; Jim Bubaris, Bubaris Traffic Associates, East Hampton; and Sam Sargeant, Lazarus & Sargeant, Architects.

Atty. Barrito reported that they have submitted revised plans in response to the Engineer's comments, copies of the amended Stormwater Inventory, as well as the response to the traffic comments.

Mr. Bubaris responded to questions from the last meeting on the traffic report. The counts done on Northrop Road were done in mid-September of 2024. They also used a prior study that was done in mid-September 2022. So, school buses were included. He clarified that the DOT told them to use that study as background data. In response to a question from last month, he reported that they have recalculated so that 5% of the traffic will go north, which generates 7 additional vehicles during peak hours. The levels of service at the nearby intersections are not affected. Regarding the levels of service presented for some prior projects for Research Parkway, he noted that the volumes they used were from 2020 or earlier. Mr. Bubaris stated that the analysis used a different set of data to come up with service levels of D & E. Their analysis shows levels B & C. He presented the DOT data for Rt. 68 between the two I-91 ramps for the last few years. Since COVID, fewer people commute to work, so there are fewer cars in these intersections. He noted that the ITE for traffic generation for a 415,000 sq. ft. warehouse is estimated to generate 710 trips daily, with 75 during peak hours. Using the same data source for an office development in that space, the daily count would be 4,750 vehicles with 545 to 585 trips during peak hours.

Chairman Seichter asked what projects were included in the data that the DOT provided. Some of the earlier proposals included road improvements. Mr. Bubaris replied that the data is for all approved projects at full potential in the DOT database.

Mr. Pagini noted that the peer reviewer of the traffic study signed off on the methodology.

Atty. Barrito stated that regarding sidewalks, the Town Engineer was satisfied with their plans. Sidewalks are not required throughout the site. They are not needed for this type of use. Instead, they provided a wider area of planting.

Mr. Carson addressed the question of sidewalks. He reported that they met with the Town Engineer and Town Planner and clarified the building entrances, handicapped spaces, sidewalks, and loading docks. The building entrances are marked on the site plan. There are two main entrances for each building, with additional entrances in the center. There are no sidewalks along the sides, allowing for 10 ft. of robust shrubbery. Parking is for employees only. There is no impact on the storm drainage system with or without sidewalks.

Commissioner Fitzsimmons asked how many parking spaces are provided for building 3. Mr. Carson replied around 130 or 140. Commissioner Fitzsimmons asked if they have a tenant yet. Atty. Barrito replied no. Commissioner Fitzsimmons stated that he still thinks they need sidewalks to get employees from the parking lot to the building. He supports the engineer's request to have sidewalks from the parking lot to the building. He noted that there are no sidewalks along the frontage and asked if we could request that they be added. Mr. Pagini replied Yes. Commissioner Fitzsimmons asked if there

were any sidewalks to connect to. Mr. Pagini replied no. Commissioner Fitzsimmons suggested making sidewalks from the parking lot to the buildings a condition.

Mr. Carson stated that the buildings are laid out for two tenants each with two separate parking lots each.

Commissioner Kohan noted that a lot of people walk down Old Barnes Road to the reservoir and out to Rt. 68. Sidewalks along the frontage on Old Barnes Road should be considered. Proton Therapy across the street and the nearby hotel will likely increase foot traffic. Northrop Road traffic is bad. He stated that he would like to see sidewalks on the western side of Northrop. This is a safety issue.

Mr. Cotter noted that industrial areas have not required sidewalks along the main roads or around buildings except at entrances. Even retail plazas don't require sidewalks. This building will have parking on either side of the aisleway. It is not a mass parking lot. They are trying to provide more green space.

Atty. Barrito noted that the existing developments to the north and south don't have sidewalks.

Commissioner Kohan stated that the Commission is taking a better look at how we do things. We are starting to require more sidewalks for safety reasons. There is plenty of room to add them. He asked about the height of the buildings. Mr. Carson stated that the plan is designed for a maximum of 45 ft. high buildings. It is conceivable that, based on the design of the roof trusses, it could be less. Commissioner Kohan noted that long-term storage warehouses are usually 20 – 30 ft. Mr. Carson replied that the standard for new warehouse buildings is 36 ft. of clear height. Two years ago, it was 32 ft. The old warehouses are not viable anymore. Commissioner Kohan noted that 150,000 sq. ft. is the minimum for a high cube warehouse. He asked if they would have to come back for approval if they changed the use from long-term storage. Mr. Pagini replied Yes. Commissioner Kohan asked about noise. He noted that sound travels over water. If the warehouse operates 24/7, there could be trucks during the night. How much traffic do they expect during the quiet hours? Mr. Carson replied that they don't know that the tenants will be open 24/7, but they have designed it for that. The existing woods along the water should limit the noise going across the water. He added that the loading docks are on the opposite side from the reservoir. Commissioner Kohan asked about the demolition of the house. Mr. Carson replied that there will be a demolition permit by a licensed contractor.

Mr. Pagini added that the Commission may require noise strategies based on regulations.

PUBLIC COMMENT

Ed Hohmann, 12 Marie Lane, asked if they had factored future 5 Research Parkway into the traffic. He asked what the prediction of tractor-trailer traffic will be from 5 Research Parkway. Mr. Bubaris replied that he doesn't have the number. The DOT has included whatever is pending in the numbers. He doesn't know the breakdown.

Joan Munger, 15 Valley View Drive, stated that there are sidewalks on Research Parkway. Due to the hotel and Proton Sciences on Northrop, there will be people walking and jogging. It is posted no through trucks. She asked what happens to these buildings when the building height standard goes up again. She asked if all these buildings would become unviable. There are already lots of empty buildings on Research Parkway.

Shirley Standish, 6 Tammy Hill Road, stated that this site is difficult. It is posted no through trucks, but they go through. When they turn from Rt. 68 onto Northrop, it's too late. She asked if they would widen the road at this end, too. The sight line where the buses come down is bad. Chairman Seichter stated that several years ago, a study was done for Northrop Road. The Town would have to make the improvements. He agrees that it is a challenge. The applicant is only responsible for improvements at their property. Ms. Standish clarified that there is no plan to widen the road. Chairman Seichter said that there is no proposal by the applicant, and the Town Engineer has not suggested it.

Joe Heeran, High Hill Road, stated that the same issues were talked about for Research Parkway before. He asked who did the study, as he has issues with the studies. Chairman Seichter replied that a professional traffic engineer did the study, and they shared how it was done. A peer reviewer reviewed the study, which was presented last month. The Town Engineer also looked at the analysis. Mr. Heeran noted that a study in 2019 for Research Parkway deemed the area unsatisfactory. How did it become satisfactory? There were to be over 1000 vehicles exiting and entering the Research Parkway facility, and now there is new traffic being added from new developments. It's going to be a disaster at Rt. 68. He stated that Northrop Road is dangerous. The intersection of Carpenter and Research Parkway is dangerous. Trucks go through despite the signs. The speed limit is not enforced. He quoted a report by the Town of Wallingford: "Northrop Road lacks the characteristics desired to provide safe mobility for not only the industrial, commercial, and agricultural land uses but for residents that utilize the roadway as well". He is concerned with the ecology and environment of North Farms Reservoir. He noted that storage in warehouses would result in the use of pesticides to keep the pests under control and harm the endangered species there.

Fred Fiore, 130 High Hill Road, thanked the Commission for the questions they are asking. People walk dogs and go on nature walks in this area. He sees deer, fox, and more that travel through the property. All that would change with this development. The animals would be trapped. Traffic will increase on High Hill. We need to analyze the risks and benefits. The benefits must outweigh the risks. Any tax benefit will end up being used to fix the roads. There are no sidewalks on High Hill Road. He asked that the Commission not let this happen.

Celine L'heureux, 10 Coventry Court, stated that she is concerned with traffic. She noted that after COVID, a lot of companies asked their people to come back to the office. The study needs to be revisited. She has seen the traffic increase since COVID. She is also concerned with noise.

Richard L'heureux, 10 Coventry Court, stated that he is a retired president of the Wallingford Land Trust. This is some of the most pristine farm land left. He noted that a/c units on the roof would be taller than

the trees around the buildings. These will be three huge boxes. His house overlooks Rt. 68. He is already disturbed by truck noise at night. He noted that distribution centers run 24/7.

Bruce Cwirka, 1043 Northrop Road, stated that traffic is and has been a problem. Four years ago, there was a proposal to slow traffic, and trucks now go 50 mph. He can't get out of his driveway. He is concerned with stormwater runoff and snow removal. He noted that with the current construction, no one can get through Northrop. There is no legal enforcement of the no through trucks signage. He asked what we would do if this damages the reservoir. We all have wells that will be contaminated by the runoff. How will they get all that traffic to Northrop Road? Nothing came of the proposal to slow traffic. Safety concerns are not being addressed. This will have a huge environmental impact. He added that he doesn't disagree with expansion.

Roseanne Brennan, 75 Thorpe Avenue, stated that promises were made a year or two ago when East Side Garages was built in front of her house. They planted some stuff, but that doesn't do anything for the noise. Diesel trucks run all night. She can only imagine what this will do. The traffic is already bad at the other end of Rt. 68. This will impact us.

Glenna Piring, Leigus Road, stated that with the Blue Cross building sitting empty, there are motorcycles and cars there at night. The police are there every weekend. They think this will be a warehouse, maybe not. Adding a building of this size will cause environmental issues. There are plenty of empty buildings; why can't they refurbish those?

Jack Arrigoni, 18 Martin Trail, regarding sidewalks, noted that Meriden is putting in a bike and walk trail all the way to the Wallingford line. Regarding the traffic study, it states that there is less traffic than there was in 2016. There is more traffic. He looked up the CT DOT numbers. The DOT did the ropes across the road to count axles in 2016. In 2016, there were 21,000 vehicles. In 2022, they broke out cars from trucks and motorcycles. They counted vehicles, not axles. In 2022, there were 15,000 vehicles. Mr. Bubaris stated that they always count axels. There is no difference in how they did it then and now. Mr. Arrigoni replied that now they use cameras.

Heather Hinckley, 216 High Hill Road, thanked the Commission. She stated a worry about water and the reservoir. The chemicals used to keep the parking lot clear go into the reservoir and into the well water.

Atty. Barrito closed by stating that the zoning for the area permits this type of use by special permit. They have revised their plans to address comments from the Town's staff. They presented expert testimony and reports, which made it clear that traffic won't be a problem. They made their point about the relevance of the sidewalks. The application meets the regulations. They had a comprehensive review by the Wetlands agency and made design changes to address the concerns.

Mr. Pagini suggested that the condition of approval for the sidewalks be worked out by the engineer and the applicant, and they can come back.

Commissioner Fitzsimmons asked if the Police Department provided comments. Mr. Pagini replied no, that he was unable to connect with him. Commissioner Fitzsimmons noted that the Police Chief has a duty to say something as Wallingford's legal traffic authority. Many of the comments had to do with traffic.

Chairman Seichter agreed that a comment from the Police Department was requested and is important to have. He asked Mr. Pagini about time limitations. Mr. Pagini replied that there is one more month. Chairman Seichter stated that the Commission would like to continue the hearing and asked the Applicant for concurrence. Atty. Barrito stated that the Police Department could be considered staff, and the hearing can be closed before getting the comments. Chairman Seichter disagreed. He apologized and stated that the comments are necessary. Atty. Barrito consented to the continuation.

Commissioner Allinson noted that the Engineer didn't weigh in on the environmental effect of sidewalks on Barnes and Northrop. He suggested asking about any effect from these.

Commissioner Parent supports the continuation and stated that he is having doubts about supporting the application.

Commissioner Kohan stated that he supports sidewalks and is concerned about the level of service on Northrop Road. The comments from the Police Chief are important. This is a country road not designed for this traffic. He agreed several years ago that a traffic engineer suggested changes to improve traffic. He believes that the sidewalks internal to the warehouses and along Northrop and Barnes Road are critical.

Hearing no further public comment, Chairman Seichter called for a motion to continue the public hearing.

Commissioner Venoit: Motion to continue the public hearing for application #401-25 Special Permit/Midwood Management Corp/1000, 1020, 1030, 1044, and 1080 Barnes Road to the September 8th Planning & Zoning meeting.

Commissioner Fitzsimmons: second

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

The application is continued.

SITE PLAN APPROVALS

2. **CT General Statute 8-30g – Site Plan/Next Gen Development LLC/100 South Cherry Street (Continued from 7/14/2025) #210-25**

Commissioner Allinson noted the additional correspondence including memorandum from Janis Small, Corporation Counsel to the members of the Planning and Zoning Commission dated July 14, 2025; memo from the Department of Engineering to Planning & Zoning Commission dated July 31, 2025; 100 South Cherry Street, Wallingford, CT Final Affordability Plan revised to July 25, 2025; email from Alison Kapushinski, Town Engineer to Kevin Pagini, Town Planner, dated August 4, 2025; email from Janis Small, Corporation Counsel to Kevin Pagini, Town Planner, dated August 5, 2025; Engineering Report/Traffic Generation from Nafis & Young Engineering, dated June 9, 2025; document entitled 100 South Cherry Street, Wallingford, CT PZC application #210-25/8-30-g Site Plan Response to Comments Dated Juy 31, 2025 date of receipt August 5, 2025; letter from Kevin Pagini, Town Planner to Next Gen Development, LLC, dated August 6, 2025; Inspection Report from the Wallingford Fire Department, dated August 6, 2025; 100 South Cherry Street, Wallingford, CT Final Affordability Plan noted revised date of receipt August 6, 2025; Interoffice Memorandum from Thomas Flannery, Senior Engineer, Water & Sewer Divisions to Kevin Pagini, Town Planner, dated August 6, 2025; Memo from Department of Engineering to Planning & Zoning Commission dated August 7, 2025; and revised site plans dated August 5, 2025.

Samuel Sargeant, Lazarus & Sargeant Architects, Vetan Alimi, one of the owners, Adam Hirsch, one of the owners, and Dave Nafis, P.E., Civil Engineer, Nafis & Young Engineers, Northford, presented. Mr. Sargeant stated that they have handled all but one of the conditions.

Mr. Nafis stated that most of the changes were details and small stuff required by the engineer. One driveway was shifted, and he showed where they added a do not enter sign for one-way traffic at the Ward Street entrance. In response to the Fire Marshal, they added a sidewalk in the courtyard. They added stormwater drainage detail to the plan. He noted that there will be no basements. Landscaping was added along the common boundaries with other houses, and they will supplement the existing fencing.

Mr. Sargeant responded to a question regarding having the building entrances face Ward Street. They showed the change in the plan.

Chairman Seichter asked how they would enforce the no exit at the Ward Street entrance. Mr. Nafis replied that due to the stop bar being so far back due to the train tracks and from conversations with the Town Engineer it is a safety issue. The driveway will be clearly marked.

Commissioner Parent asked if the 72 non-handicapped parking spaces would be enough parking for all residents. Mr. Alimi replied Yes. Mr. Sargeant noted that there will be a minimum of code-accessible units, so the five handicapped parking spaces will be used. Commissioner Parent asked about the snow removal plan. Mr. Naifs replied that they plan to push off small amounts, but for large storms will the owner will truck it off-site.

Commissioner Fitzsimmons asked who they would use for administering the affordable housing. Mr. Alimi replied that they will do it themselves, but are happy to work with the Town. Commissioner

Fitzsimmons stated that there is a big need and asked if they would consider working with the Wallingford Housing Authority. Mr. Alimi replied that he is happy to look into that.

Chairman Seichter asked if they would consider extending the affordability period to 50 years, as there will still be a need in 40 years. Mr. Alimi said yes.

Mr. Pagini stated that the Corporation Counsel will work with the applicant for the yearly certificate and noted that the change to 50 years needs to be reflected in the affordability plan.

Chairman Seichter stated that there is a need for affordable housing and that this is an important project. This has been an open space for quite some time. He is supportive of this application.

PUBLIC COMMENT

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

Commissioner Venoit: Motion to approve application #210-25 for CT General Statute 8-30g – Site Plan/Next Gen Development LLC/100 South Cherry Street for a Site Plan approval request to construct an affordable housing development under CT Statute 8-30g with 66 units, 20 of which will be affordable and associated parking on plans entitled "8-30g Site Plan – South Cherry Commons" dated April 30, 2025 and revised to August 5, 2025, subject to the following conditions:

1. **Comments from the Town Planner dated June 17, 2025, and August 6, 2025.**
2. **Comments from Senior Engineer, Tom Flannery, Water & Sewer Divisions dated July 3, 2025, and August 6, 2025.**
3. **Comments from Town Engineer, Alison Kapushinski, dated July 11, 2025, July 31, 2025, and August 7, 2025.**
4. **Comments from the Fire Marshal, Brian Schock, dated July 2, 2025, and August 6, 2025.**
5. **Operation & Maintenance Plan, or Notice of said Plan, to be filed on Wallingford Land Records.**
6. **Excavation permit is required from the Department of Engineering for any work within the right-of-way.**
7. **Applicant to confirm any required permitting from Amtrak.**
8. **The applicant shall submit a required yearly certificate stating compliance with the affordable housing requirements to be reviewed by the Law Department and shall execute and record a restrictive covenant regarding the affordable units for a 50-year duration prior to the issuance of a building permit.**
9. **Erosion and sediment control bonds shall be posted for each phase as construction progresses in the amount of $9,500.00 for each specific phase.**
10. **Six (6) copies of the final plans forwarded to the Planning & Zoning office.**

Commissioner Fitzsimmons: Second

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

The application is approved.

PUBLIC DISCUSSION

3. Sign Permit Fee

Mr. Pagini reviewed the proposal for new permits due to the change in the sign regulations. New sign requests have a more thorough review.

Commissioner Parent asked how much of the fees fund the Planning and Zoning office. Mr. Pagini replied that the money goes to the general fund, not the department. He reported that they currently collect $5,700 per year, with 80% of that for re-facing signs. The new regulations eliminate the re-facing fees, and there is more work involved.

Commissioner Allinson clarified that the recommendation is for a fee of $300. Mr. Pagini reported that the Zoning Enforcement Officer talked to other towns, and $300 is reasonable.

Chairman Seichter clarified that the Commission can vote on the increase tonight. Mr. Pagini confirmed. Chairman Seichter called for a motion.

Commissioner Venoit: Motion to increase the New Sign Permit fee to $300 because we were undercharging for new sign permits, as they take more time and analysis and thus require a larger fee.

Commissioner Fitzsimmons: second

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

REPORTS OF OFFICERS AND STAFF

4. **Administrative Approvals** – noted as approved
   a. 5 Research Parkway/5 Research Parkway/Reduction to previous approval #217-25
      Mr. Pagini noted that the entire file is available for review in the Zoning Office.
   b. 212 S. Orchard St./Falcone #218-25
   c. 17 Winding Brook Lane/Heath #219-25
   d. 10 Willard Ave./Ma #307-25
   e. 19 Fairlawn Drive/Barnes #RA-25-02
   f. 367 Williams Rd/Nadwairski #RA=25-03
5. **ZBA July Decisions** – no comment
6. **ZBA Notice of no meeting in August, 2025** – no comment

ADJOURNMENT

Commissioner Venoit: Motion to Adjourn the Wallingford Planning and Zoning Commission for Monday, August 11, 2025, at 9:12 pm.

Commissioner Fitzsimmons: Second
Vote: Unanimous

Respectfully submitted,
Cheryl-Ann Tubby
Recording Secretary

1000, 1020, 1030, 1044, 1080 Barnes Rd.

#401-25

Special Permit

Warehouse Facility

Midwood Management Corp.

401-25-23

Cherie Murchison

From: hilltammy@aol.com
Sent: Wednesday, August 13, 2025 11:11 AM
To: zoning
Subject: Proposed Warehouses on Northrup Rd

Mr. Mangini and Planning and Zoning Commissioners:

I am a resident at 6 Tammy Hill and spoke during the public period of the meeting held August 25.

As part of my statement I had commented on this part of Northrup being posted as "No Thru Trucks," although seemingly not enforced. I believe this was done at the time Amazon built their warehouse on Research Parkway so the tractor trailers would only use Research Pkwy to access the facility. Our previous police chief, Captain Wright, had personal dialog with Amazon and did a great job through a "gentleman's agreement" to keep trucks from going through High Hill Rd and connecting neighborhoods as well. I believe most of the trucks that now ignore the posting on Northrup are coming from the warehouses at the Meriden end.

It was requested by the commissioners at the August 25 meeting that the current police chief be brought into the discussion on safety. I would like to request he also be asked how this section of Northrup was deemed unsafe for tractor trailers previously and now all of a sudden it's going to be ok for not just a few trucks but as a main route for access to the warehouses being proposed. Is the police dept responsible for removing this restriction? Is this in any part of the request for Special Permit before the Planning and Zoning Commission? If not, should it be?

I hope this issue can be addressed in your discussions in preparation for the September 8 meeting. Thank you for your consideration.

Shirley Shadish
6 Tammy Hill Rd
203-265-1378

401-25-24

Cherie Murchison

From: Joe Heeran <jheeran206@yahoo.com>
Sent: Thursday, August 14, 2025 2:49 PM
To: zoning
Subject: Subsequent questions to the August 11 Public Hearing

To: PZC

My concerns related to traffic arise from reading peer reviews of the Traffic Impact Study done by Bubaris Traffic and the 2 Northrop Rd traffic studies; one by the Town of Wallingford and the other by Bubaris in 2024. Peer review was done by GM2. While the Bubaris report was commissioned to look at the traffic impact attributed to the Midwood warehouses, it is far short in predicting what the cumulative effect would be of all new and approved PZC applications impacting what the impact of traffic would be.

I had attended the public hearing on August 11 but am left with the lack of answers to the questions below. I apologize ahead of time if the lack of understanding is on my end. Therefore, per instruction from the PZC, I am submitting further questions to be forwarded to those responsible for the traffic study. and to the traffic specialist who presented his findings to the commission Monday at the public hearing. My questions are:

1. Did the scope of the traffic study include data from the traffic study executed for the 2019-2020 application for the 1,000,000 sq ft (and the subsequent 450,000 sq ft) warehouse at 5 Research Drive (former Bristol Myers) property? The traffic flow was projected to be approximately 1000 vehicles to and from that facility each day. Employee traffic would add to that number of round trips from trucks. Obviously this would have a significant impact on traffic on Rt 68 (Barnes Rd). That application was approved so it seems that it should be taken into account?

2. Understanding that there is a difference in the type of data that could have been used in this study, what percent of the data set used was empirical data versus computer generated data from a model constructed from inputted factors (constants) in subsequent algorithms? Corollary to that, how is the CT DOT data set constructed? How are the constants in the algorithm determined?

3. Who paid for the traffic specialist?

4. Is it possible to view the traffic study itself? While I did read the PZC file (thank you), I assume that this traffic report would have been an attachment?

P.S. Having attended all the public hearings related to the Calare application for their warehouse application on the former Bristol Myers property, I can honesty say I have witnessed nothing short of professionalism and patient consideration for public concern. I have seen the same on August 11.

Joseph Heeran
phone 203.823.0315
home 203.265.2925
email jheeran206@yahoo.com

401-25-25

Cherie Murchison

From: Kevin Pagini
Sent: Monday, August 18, 2025 12:44 PM
To: zoning
Subject: Fw: Traffic Confirmation Request
Attachments: Ed Hohmann P&Z Letter.pdf

Kevin J. Pagini
Town Planner
Town of Wallingford
P: 203-294-2090

From: ED HOHMANN <eghohmann@snet.net>
Sent: Sunday, August 17, 2025 1:44 PM
To: vjseichter@sbcglobal.net <vjseichter@sbcglobal.net>
Cc: Kevin Pagini <kevin.pagini@wallingfordct.gov>
Subject: Traffic Confirmation Request

Dear Chairman Seichter-

I am writing to follow up on my prior letter (attached), which raised concerns about the traffic impact assessment for the proposed warehouses at Barnes and Northrop Road. Given the significant scale of this project and its potential impact on Route 68 and nearby I-91 ramps, I remain concerned about whether the applicant's baseline "no-build" traffic scenario includes critical data points. Specifically, it is unclear whether the baseline accounts for:

1. Anticipated traffic from the 450,000 square-foot warehouse approved at 5 Research Parkway.
2. Full-capacity traffic from nearby high-vacancy buildings, such as 108 Leigus Rd. (Anthem/Burns & McDonnell).

At the August 11 meeting, you asked the applicants' traffic engineer about 5 Research Parkway. The engineer's response was:

"To my knowledge, everything approved up to date is included. That's what the DOT does – they keep track of all the projects that are approved in a study area, and the database we are asked to build off includes everything approved up to the point we are told we can use the data."

Similarly, when I asked a question at the August 11 meeting as to what the volumes are assumed in the applicant's numbers for the approved 5 Research Parkway warehouse. The engineer responded:

"I don't have those numbers. The DOT has that number. DOT has included whatever is pending into their numbers. They don't tell us what those numbers are. They just give us what background levels of traffic we are to add our traffic to."

These vague responses do not definitively answer whether the 5 Research Parkway warehouse's anticipated traffic is included in the baseline data, which is concerning, especially for a project of this scale.

Also, while the peer traffic review likely verified calculations, I suspect it may not have confirmed what specifically was included in the baseline starting point from which the calculations began.

The town should not rely solely on the applicant's vague claims about this critical issue. Without verification from the CT DOT, the proposed application might proceed based on understated traffic levels, thereby exacerbating truck traffic on Route 68 and I-91 ramps, which could pose significant public safety risks.

Therefore, I respectfully ask if you would request that the Wallingford Engineering Department contact the CT DOT to confirm:

1. Whether the anticipated traffic from the unbuilt 5 Research Parkway warehouse is included in the applicant's baseline traffic numbers.
2. Whether the high-vacancy 108 Leigus Rd building is assumed at full capacity in those baseline figures.

Thank you in advance for addressing this important matter.

Ed Hohmann
12 Marie Lane

To: Wallingford Planning & Zoning Commission

From: Ed Hohmann, 12 Marie Lane, Wallingford

CC: Kevin Pagini, Town Planner

Date: August 5, 2025

Subject: Opposition to Proposed Warehouses at 1000-1080 Barnes Rd

I strongly urge you to reject the application for three new warehouses at 1000-1080 Barnes Road due to the additional truck traffic that will be generated in an already overburdened Route 68 area. The cumulative impact of existing and recently approved warehouse developments, combined with this proposal, threatens to create gridlock that will harm residents and businesses.

The applicant's traffic study appears to be deeply flawed, failing to account for the 450,000-square-foot warehouse approved at 5 Research Parkway, which includes 105 loading docks, 96 trailer spaces, and 530 car spaces. Its significant traffic implications are conspicuously absent from the applicant's analysis. The study also appears not to recognize truck traffic from the new warehouses on Northrop Road and Murdock Avenue. These omissions undermine the credibility of their projections and ignore the reality of escalating truck traffic on Route 68 and nearby I-91 ramps.

Further, discrepancies in traffic data raise serious concerns. In June 2021, BL Companies' traffic study for 5 Research Parkway rated the I-91 southbound entrance ramp at Level of Service (LOS) C and the northbound entrance at LOS D in pre-construction conditions. Yet, the applicant's traffic engineer seemed to represent that these same ramps are currently operating at LOS A/B or B/C. This contradiction suggests either a significant error or an attempt to downplay the true impact of existing traffic and additional development. The Commission must demand clarity and accuracy on this critical issue.

I applaud the Commission's 2023 adoption of Passenger Car Equivalents (PCE) to better assess truck traffic impacts. However, the applicant's study applies PCE calculations only to their proposed site, ignoring the existing and approved truck traffic from other warehouse projects. This selective analysis paints an incomplete and misleading picture of the cumulative burden on Route 68.

The Commission has also recently approved an expansion for the CT Food Bank on Research Parkway, as well as an allowed use for an electric vehicle charging station directly across from the proposed site (Miles Drive and Route 68), which, when built, would further intensify traffic in this immediate area.

Approving more warehouses without assessing the cumulative impact of all current, approved, and proposed developments in this area risks creating a traffic nightmare that will disrupt local businesses, schools and residents alike.

Sincerely,

Ed Hohmann

401-25-26

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

Alison Kapushinski, P.E.
Town Engineer

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **1000, 1020, 1030, 1044, 1080 Barnes Road / Midwood**
PZC Application #401-25 / Special Permit

DATE: August 20, 2025

Dear Commissioners:

The Engineering Department has been asked to review the Commission's recommendation for the installation of public sidewalk along the Barnes Road and Northrop Road frontages of the proposed Midwood Warehouse Complex.

When reviewing proposed sidewalk locations, sidewalks that create connections and improve pedestrian flow are prioritized. There are no existing public sidewalks located in the surrounding areas of the proposed project where connections could reasonably be made, nor are any planned at this time. Also, there are no pedestrian generators in the vicinity (schools, parks, public transit facilities, etc.). While some may consider North Farms Reservoir a park, the use does not host amenities that would typically contribute to pedestrian traffic generation such as sport fields/courts and gathering areas. Additionally, it appears a significant amount of vegetation, including mature Town trees along Northrop Road, would require removal in order to construct the sidewalk. While the original cost of construction would be borne by the developer, the Town would be responsible for the cost of repairing and/or replacing the sidewalk in perpetuity.

For the above reasons, the Engineering Department does not recommend the installation of public sidewalk along the Warehouse Complex at this time.

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

401-25-27

RECEIVED
AUG 21 2025
WALLINGFORD
PLANNING & ZONING

From: **Jack Arrigoni** 18 Martin Trail Aug. 21, 2025

To: **Mr. Kevin Pagini and the P & Z Commission**

Ref: 401-25 Midwood Management Corp, Barnes Road

A vehicle count heard in the applicant's response to the July 14 meeting should be reviewed. There are two reasons the 2022 vehicle count of (14,400) should be at least (3000) to (4000) higher. Ref. Aug. 11 meeting video, 6 minutes in.

Focus is on the CT-DOT station, WALL-237, (Rt.-68 on the bridge over I-91).

The large reduction of vehicles (6800) between 2016 (21,200), and 2022 (14,400), made sense because of the pandemic. The 2022 (14,400) lower count was used in this application allowing a more favorable LOS ratings of B&C.

The 2020 pandemic did reduce traffic for less than a year, but by 2022 it was back, I use Rt.-68 every day, - *it was not a third less*. I questioned and found that these two counts were made with different methods. Could this be the actual reason for the (6800) reduction? NOT the pandemic!

The applicant emphasized the pre and post pandemic counts with the two Meriden warehouses that were rejected. Is it possible the DOD realized the 2022 count looked low? Is this why BL was told to use the 2016 higher count of (21.500) that produced the lower LOS grades of D&E.

COUNTING METHODS Road tube Camera

A simple example

In 2016 road tubes counting axles

In 2022 camera counting vehicles

Consider **one** (5) axle truck (combination unit)

In 2016 counted as (2.5) vehicles

In 2022 counted as (1) vehicle

The difference between the two counting methods will increase as the number of vehicles with (3) or more axles increases.

Note: Counting axles with two road tubes can be used to analyze vehicle class types (cars, trucks, etc.) and speed on open roads, but when traffic travels at varying speeds, stops or turns, the counts are not accurate. Because of this, the 2016 count done at WALL-237 only counted axles, with no correction factor for vehicle class. Axle count divided by two, equals vehicles.

QUESTIONABLE DATA

The CT-DOT 2022 count of (14,400) on the Bridge is suspicious. Please analyze the sequence of numbers in all rows and columns.

Five counting locations heading East along Route 68

Location DOT Station	AADT count Count method			
Year	2013	2016	2019	2022
Rt68---No. Main WALL-28	16,300 Road tube		16,100 Camera	13,800 Camera
Rt68---No. Farms WALL-103	23,000 Road tube	19,100 Camera		17,600 Camera
Rt68---Northrup Road	Not A DOT count station			
Rt68---On Bridge WALL-237	20.500 Road tube	**21,200** **Road tube**		**14,400** **Camera**
Rt68---West of Research WALL-30	19,100 Road tube	20,300 Road tube		14,900 Camera
Rt68---West of Williams WALL-102	15,300 Road tube		**14,500** **Camera**	**14,000** **Camera**

Most change (6800) bridge over I-91. **road tube** to **camera**

Least change (500) Williams Road, **camera** to **camera**

The Williams 2019 survey was done on March 26.

Equating count methods at WALL-237 station, (bridge).

The 2016 AADT count of **21,200 vehicles by road tube**

The 2022 AADT count of 14.400 vehicles, **by camera** (with type to obtain axles)

11,675 cars	x2	23350 axles	/2	11,675 vehicles
2,220 single unit trucks	x3.5	7700 axles	/2	3885 vehicles
1173 combo trucks	x5	5865 axles	/2	2933 vehicles

My 2022 corrected count **18,500 vehicles (rounded)**

The difference of (2700), is closer to expected, but the starting count number should remain questionable as noted above.

To further support that traffic decrease was not due to the pandemic, two other counting stations in town are shown below. First, on Rt-15 ramps that carry vary few vehicles with 3 or more axles. Second, on Rt-68 at Highland Avenue, that carry some trucks, and the counts made in 2019 and 2022, were both by camera giving consistency.

RT-15 with no trucks, vehicles counted by axle count should match vehicles counted by camera.
AADT count WALL-305, (North bound RT-15 off ramp exit 65)

2009	2200	road tube	
2012	4000	camera	Combined N & S ramps ?
2019	2700	camera	
2022	2600	camera	
2025	2600	camera	

100 less between the 2019 and 2022 counts pre/post pandemic

RT-68 at Highland Ave.
With very few trucks (about 5/ HR), vehicles counted by axle count should closely match vehicles counted by camera.
AADT count WALL-93

2010	10,400	road tube
2013	10200	road tube
2016	10,000	road tube
2019	11,000	camera
2022	10,100	camera

900 less between the 2019 and 2022 counts pre/post pandemic

Since the Aug, 11 meeting I have tried numerous times to contact the CT-DOT by email and phone for additional information or confirmation about this matter with no response. It is being submitted now to allow ample time for others to review before the next meeting on Sept. 8th. Meanwhile, if anything is heard from the DOT, I will forward it.

Thank You,

Jack, Drive Safely

#401-25 #8

Cherie Murchison

From: Kevin Pagini
Sent: Friday, August 29, 2025 9:17 AM
To: zoning
Subject: Fw: Proposed Warehouses
Attachments: P&Z Minutes Jul 2021.pdf; P&Z Aug 2021 Minutes .pdf

Kevin J. Pagini
Town Planner
Town of Wallingford
P: 203-294-2090

From: ED HOHMANN <eghohmann@snet.net>
Sent: Thursday, August 28, 2025 9:35 PM
To: vjseichter@sbcglobal.net <vjseichter@sbcglobal.net>; jeffrey.kohan@snet.net <jeffrey.kohan@snet.net>; Kevin Pagini <kevin.pagini@wallingfordct.gov>
Subject: Proposed Warehouses

Dear Wallingford P&Z Commissioners,

I am writing to bring your attention to two important issues regarding the proposed warehouses on Barnes Road.

First, the three proposed warehouses would negatively affect traffic patterns in the area. The CT DOT OSTA website data shows that the Wallingford P&Z Commission has approved a staggering 1.8 million square feet of warehousing within a 2-mile area. This concentration of warehousing has already set the area on course for extreme traffic and safety issues. Therefore, the additional 414,000 square feet from the three proposed warehouses will only further exacerbate traffic issues for nearby roadways (I-91 Exit 15 entrance and exit ramps, Route 68, Northrop Road, Carpenter Lane, and Research Parkway) and jeopardize the safety and quality of life for our community.

Wallingford Warehouses within a 2 Mile Area*

Address	OSTA Approval	Square Footage	Status
24 Research Parkway (USPS)	Unknown	271K	Built
29 Research Parkway (Amazon Sortation)	Nov-15	391K	Built
1117 Northrop Rd	Jan-22	250K	Unbuilt
1107 & 1200 Northrop Rd & 850 Murdock Ave	Feb-24	439K	Partially Built
5 Research Parkway	Aug-24	466K	Unbuilt
		1.817M	
1000, 1020, 1030, 1044, 1080 Barnes Road	*N/A*	*414K*	*Application*
		2.231M	

*Excludes smaller warehouses (e.g. CT Food Bank -Research Parkway, 15 Sterling Dr)

Second, I urge you to closely scrutinize the applicant's "no-build" traffic scenario. The attached minutes from your July 12, 2021, and August 9, 2021, meetings for 5 Research Parkway and 1070 N. Farms/1117 Northrop Rd applications include highlighted sections where independent engineers, peer reviewers, and this Commission had robust discussions about the poor existing traffic conditions, rated (D/E) at Route 68 and I-91 ramps. In stark contrast, the current application's traffic study (Bubaris Traffic Associates, October 2024, Table E) implausibly claims a "no-build" rating of B for these same areas. This discrepancy raises serious concerns and warrants the same scrutiny and due diligence afforded to prior applications.

The area has reached a dangerous saturation point for further warehouse development. Approving three additional warehouses will worsen traffic congestion and have dire consequences on the safety and quality of life of area residents and businesses.

I strongly urge the Commission to deny this application – there are higher and better uses for this area of Wallingford.

Sincerely,

Ed Hohmann
12 Marie Lane

Wallingford Planning & Zoning Commission
Monday, July 12, 2021
Remote Meeting
MINUTES

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

Consideration of Minutes – June 14, 2021
Chairman Seichter noted a correction. The first line needs to be changed to "Chairman Seichter called the meeting to order at approximately 7:05pm."
Commissioner Fitzsimmons: Motion to accept the Planning and Zoning Minutes of the June 14, 2021 meeting as amended.

Commissioner Kohan: Seconded
Vote: Unanimous to approve with Commissioner Venoit abstaining.

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

2. Public Hearing: Special Permit/1070 North Farms Road, LLC/1117 and 2 Northrop Road (Continuation)
4. Public Hearing: Zoning Text Amendment (§4.9.B.(10) & 6.11(C) /Small Animal Surgical Services of CT, LLC #501-21
5. Old Business: Site Plan/6 Research, LLC/4A Research Parkway #210-21

PUBLIC HEARINGS

1. Special Permit (Warehousing)/Montante Construction/5 Research Parkway (CONTINUATION) #401-21
Commissioner Allinson noted all correspondence received since the last hearing. Email dated June 14, 2021, from Emma Mendillo to Kevin Pagini; email dated June 14, 2021, from Susan Durant to Kevin Pagini; email dated June 14, 2021, from Jane Wronka to Kevin Pagini; email dated June 14, 2021, from Robert DeMaio to Kevin Pagini; Memo dated July 1, 2021, from Department of Engineering to Planning and Zoning Commission; email dated June 17, 2021, from Bill Piantek to Kevin Pagini; email dated June 21, 2021, from Chief William Wright to Alison Kapushinski, Town Engineer; letter dated June 22, 2021 from Thomas Cody, Robinson & Cole, to James Seichter, Chairman, Planning and Zoning; memo dated June 22, 2021, from Michael Gudelski, Fire Marshal to Kevin Pagini, Planning & Zoning; Inter-Office Memorandum dated June 23, 2021, from Kevin Pagini, Town Planner to Janis Small, Corporation Counsel; letter dated June 29, 2021 from Kevin Pagini, Town Planner, to Byron DeLuke, Montante Construction; Memo dated June 28, 2021, from Michael Gudelski, Fire Marshal to Kevin Pagini, Town Planner; correspondence dated

June 30, 2021, from Ken Lloyd, President of the Wallingford Community Farmers Group to PZC; memorandum dated June 30, 2021, from Janis Small, Corporation Counsel, to Kevin Pagini, Town Planner; email dated July 6, 2021, from James and Carol Mikulski to Kevin Pagini; correspondence dated July 6, 2021, to the members of the Planning and Zoning Commission; Inter-Departmental Referral dated March 8, 2021 from the Fire Marshal; letter received July 7, 2021, from Thomas & Joan Marshall to Jim Seichter, Chairman Planning & Zoning; letter dated July 7, 2021, from Jeffrey Dewey, BL Companies to Kevin Pagini, Town Planner; Interoffice Memorandum dated July 8, 2021, from Scott Shipman, Junior Engineer, Water & Sewer Divisions to Kevin Pagini, Town Planner; email dated July 9, 2021, from Don Brennan to Kevin Pagini; letter dated July 9, 2021 from Christopher van Zanten, VN Engineers, Inc., to Kevin Pagini, Town Planner; multiple proposed development plans; Permit document for proposed development; letter from Montante Construction to Town Planner dated June 23, 2021; Correspondence from Benjamin Mueller, Ostagaard Acoustical Associatesdated June 18, 2021; correspondence from Jeffrey Dewey, BL Companies to Alison Kapushinski, Town Engineer, dated June 21, 2021; correspondence from Jeffrey Dewey, BL Companies to Erik Krueger, Senior Engineer, Water & Sewer, dated June 21, 2021; Traffic Analysis Addendum number 1 received June 24, 2021; correspondence from Michael Dion, BL Companies, dated June 22, 2021; colored plans received June 24, 2021; black & white topographical and satellite image titled Eastern Site Line Exhibit, received June 24, 2021; Storm Water Management Summary Report, received June 24, 2021; email from Ann Lee dated July 10, 2021; email from D Stuckey, dated June 15, 2021; correspondence from the Fire Marshal dated July 9, 2021; letter from BL Companies to Kevin Pagini dated July 12, 2021; letter from BL Companies to Kevin Pagini dated July 12, 2021 regarding VN Engineering's Peer Review; Interoffice Memorandum dated July 12, 2021, from Water & Sewer Divisions; and a map revision received July 7, 2021 regarding the gated holiday closure.

Byron DeLuke, Development Director for Montante Construction at 2760 Camera Avenue, Tonawanda, NY, introduced the team: Brian Smith, Attorney with Robinson & Cole; Jessica Schumer, Brad Griggs and Michael Keleher with Amazon; Michael Dion, Chris Gagnon, Jeffrey Dewey, Wayne Violette of BL companies, and Ben Mueller with Ostagaard Acoustic Associates. Mr. DeLuke stated that their presentation will focus on responses to comments from the last hearing and to detail the site plan changes. He noted that the team has tried to listen and respond to all comments and concerns. He pointed out three main changes leading up to the June 14th meeting: vehicle access at Carpenter Lane has been eliminated; they reduced the number of parking spaces by 239 spaces and enhanced the landscape plan with 150 evergreens. In response to comments received at the June 14th hearing, from the town and the traffic peer reviewer, he reported on several areas. They reviewed the site plans with local emergency services who determined that the Carpenter Lane emergency access is acceptable and consistent with their design standards. They added a sound wall around the truck court to mitigate concerns with truck noise. Regarding the revised peer review of the traffic study, which included questions on the CT DOT (OSTA) review process, they provided a formal response. Regarding the correspondence from the Town Planner and the Water & Sewer Department, they will explain their responses on the technical aspects that were provided in formal responses. They agreed to block off 350 van parking spaces for peak holiday season/Prime event parking only in the southern portion of the lot, which is closest to the residential area. He noted in an updated rendering that showed these changes.

Jessica Schumer, Economic Development Manager for Amazon, explained that they will use a physical barrier to block off the 350 seasonal parking spaces except for the 35 days of their holiday peak which is November 1 – February 1 plus about 4 days for Amazon Prime days.

Ben Mueller, Ostergaard Acoustical Associates, gave a summary of his sound study and stated that the project meets state and local codes and blends with the existing ambient sound in the area. He stated that there will be heavy trucks intermittently at night but would have no negative impact. To mitigate concerns with truck noise, they have added an optimized sound barrier around the truck court which will be 450 ft long and 14 ft high. He noted that tractor-trailers are 13.5 ft high. This wall will be sufficient to block the truck noise. He noted that this causes a 4-6 dB reduction in noise to the East, which is a noticeable improvement.

Chairman Seichter asked if the 1-3 trucks an hour reflect the steady-state or the peak season. Mr. Mueller replied that his model accounts for the worst-case condition. He stated that at peak, more hours will be at the maximum, so it's not a busier hour but more of those hours. Ms. Schumer added that 3 trucks an hour are the maximum even during the peak season.

Jeffrey Dewey, PE, BL Companies explained how they determined the site lines for the Carpenter Lane /Research Parkway intersection and Research Parkway through traffic. He noted that a small amount of clearing may be necessary. It is up to the Commission to determine if these areas need to be cleared. He also noted that it is a 4 way stop intersection.

Michael Dion, PE, PTOE, BL Companies, 355 Research Parkway,explained that traffic during steady-state (2056 trips a day) will be similar to a typical Starbucks which generates 1969 trips a day. He explained that they reviewed the Peer Reviewer's comments and most were minor clarifications. He stated that the peer reviewer generally agrees with the analysis. He noted that the peer reviewer recommended that the Town stay involved with the OSTA process through the local traffic authority. Mr. Dionstated that the Policy Chief would be involved in step 2 with OSTA. He reviewed the recommended improvements including the roadway width adjustment and line striping for the right turn off Rt 68 onto Research Parkway. This is already approved by the DOT. He also noted that they will reactivate the light and stop bars at the site entrance. He reviewed the I91 North off-ramp improvements that they have proposed to OSTA. He added that the Carpenter Lane access and egress for emergency vehicles has been narrowed and a second access gate was added. This was all vetted by the Fire and Police departments.

Commissioner Fitzsimmons referred to the comment that the Town Traffic Authority would work with OSTA and if the applicant will work with OSTA on the striping and signage, and asked why are they not working with the Commission. Mr. Dion replied that the concept needs to be worked through with OSTA. Commissioner Fitzsimmons asked for clarification that to get through OSTA the applicant needs to go through the Town. Mr. Dion agreed. Commissioner Fitzsimmons noted that Amazon has a building at South Cherry Street, which was approved with the condition of a timing adjustment to the signal at Rte 5 and John Street. But the adjustments have not happened. Is that what can be expected for this intersection? Mr. Dion stated that this is a three-step process and is different from the Cherry Street

facility. Town has more involvement from the Local Traffic Authority. He suggested that if they have not heard from OSTA on South Cherry Street, the local traffic authority should follow up. They are very responsive. Commissioner Fitzsimmons asked about the OSTA process. If the application receives P&Z approval, it does not come back to P&Z, just to the traffic authority. Mr. Dion replied that that is correct.

Mr. Dewey shared an overlay of the impervious surfaces showing the difference between the previous Bristol Myers Squibb (BMS) facility and the current application. He noted that BMS had 25.6 acres of impervious surface and the proposed site will have 41.4 acres, which is an increase of 15.7 acres. He explained how this is balanced out by providing substantially more open space than is required by zoning and using much less than the maximum site coverage. He explained that the robust stormwater management system is a big improvement over the BMS site. Their system will decrease the peak runoff rate and volume of runoff leaving the site. The proposed stormwater management system meets and exceeds CT DOT, DEEP, and Wallingford Watershed Protection District requirements. It is protective of sensitive environmental areas. There will be multiple levels of high-quality water quality treatment features as well as an increase in the number. He gave a high-level overview of the system. He noted that all paved areas will be directed through the water quality structures. Their system will treat the water quality three times while the requirement is one.

Attorney Brian Smith explained how the application is consistent with the criteria for evaluating a special permit in section 7.5.B. He reviewed how they meet the appropriateness of the location and use criteria. He explained their conformance with laws, regulations, and ordinances. Regarding the definition of the term Warehouse, he noted that the Town Attorney stated that this is the same kind of use as was approved use for the South Cherry Street facility. This is a warehouse use that is accepted in this district and consistent with the plan of development. He also noted that this is a clean facility with environmental protection features including conservation easements.

Mr. DeLuke closed the presentation stating that the applicant believes that the application is now consistent with all the decisional criteria for a special permit. They have tried to be very responsive to the Town's concerns. He noted that this is a redevelopment of a previously developed site, is an allowed use, and complies with zoning regulations. They have received approval from Inland Wetlands and the project has hadhad several extensive peer reviews. The traffic will have no significant impact on the area roadways. He concluded that they believe it will be in harmony with the character of the neighborhood. He respectfully asked for approval.

Christopher van Zanten, VN Engineers, the traffic peer reviewer, stated that he had provided a subsequent peer review since the last hearing and just received the revised traffic study addendum and plans from BL Companies. Key findings from the peer review included a question on the number of parking spaces and that the applicant received approval of traffic volumes from OSTA as part of step 2.The applicant made revisions and corrections to figures and tables based on the previous review. He noted that the Build Condition largely remained the same regarding improvements offsite. One big proposed change is signal-focused, primarily cycle length revisions and timing adjustments. Mr. van Zanten noted some areas where queues will exceed available storage, by even more during the holiday periods. The most notable

movement is eastbound through at the I-91 southbound exit 15 off-ramp. This is key because in the No-Build condition it already exceeds available storage. For the off-ramps, the queues are smaller and there is space though it's not ideal. They provided the needed clearance interval calculation corrections, but it won't make a big difference. He noted that one of the OSTA requirements in step 2, is for any movement where control delay is increased by 15 seconds, they need to provide offsite mitigation or detail why it's not possible. They noted two movements in average weekday operations where the delay increased over 15 seconds. He noted that the eastbound thru at I91 southbound exit 15 off-ramp will increase by 18.5 seconds. The Exit 15 off-ramp at I91 Northbound the delay will be 21.2 seconds. This is because of the proposed middle lane change to left through right. They will need to be prepared to discuss this with OSTA. He questioned the use of 45 mph speed on Research Parkway because he couldn't find a record of the posted speed limit there. He asked if they were proposing to change the speed limit there. He noted that the proposed site line clearing is conservative. He noted concerns with the Rt. 68 I91 on and off-ramps in the previous review. His concern is that people will get trapped in the middle turn lane resulting in accidents. OSTA will look at that. One key point he noted is that OSTA doesn't require a peak holiday season analysis. So if the improvements are based on a holiday peak season analysis they may not require them.He noted that cycle length revisions at other intersections were not analyzed and the DOT may require it. The cycle length revisions proposed need to apply to mid-day peak and weekday PM peak hours as well. The Holiday analysis shows more impacts on movements. The Eastbound through and southbound left increased queues that exceed storage slightly. The I91 northbound left at the exit 15 ramp increases by 4 car lengths during the PM peak and the northbound right at exit 15 would also increase by 3 car lengths beyond available storage. Generally, those queues can be accommodated without backing up into through traffic. In the Holiday analysis we see eastbound thru movement at exit 15 south with a 41 seconds delay, the Westbound left has an additional delay of 35 seconds , the northbound thru at the off-ramp will increase by 35 seconds, the Eastbound left turn onto Research Parkway increase by 25-second delay and the southbound left and through movement at Research Parkway will have an additional delay of 26 seconds. He noted that OSTA will only look at the average weekday analysis. The Town needs to know that there will be additional delays. Northbound movement at Research and Carpenter operates at a level E currently. The applicant did update the accessible parking to 23 spaces and worked with local emergency services on the emergency entrance. He stated that the analysis the applicant presented is representative of the conditions to be expected of the facility. Mr. van Zanten recommended that the Town remain involved in the process as much as possible with the Local Traffic Authority.

Commissioner Fitzsimmons asked Mr. van Zanten if in his experience there are other opportunities to be involved in the OSTA process other than the Local Traffic Authority. Mr. van Zanten replied that you need to go through the local traffic authority. The public can complain to OSTA. Commissioner Fitzsimmons stated that he is concerned about the applicant's response to Mr. van Zanten's letter. He quoted from comment #16 on page 6, " BL Companies will work with OSTA to come up with solutions that are acceptable to the department."He asked why they are not presenting them to this Commission. Mr. van Zanten replied that movement in the no-build condition is operating at the D/E level with a 54.3-second delay. With additional vehicles and no timing adjustment, the delay increases to 56.5 seconds. With timing adjustments to cycle lengths, the delay increases to 66 seconds. He noted that other movements are

sacrificed and stated that they should revisit them. Commissioner Fitzsimmons noted that all the lights are synchronized already. Mr. van Zanten stated that all cycle lengths are coordinated now. You would need to take time away from one to help the other movements.

Commissioner Kohan asked if Mr. van Zanten's comments today were based on the document received today or on an earlier response. Mr. van Zanten stated that he is looking at the latest revision but would like to look at it in more depth. Commissioner Kohan stated that he hasn't seen this latest memo. He referred to the June 11th peer review and questioned the number of inconsistencies. He referred to question 17, stated that Research Parkway deteriorates from D to E which is a concern. The Town needs to be part of the OSTA process. Regarding striping, the Town's Engineering Department also commented that it would be unwieldy. He asked if there is any mitigation or if that is the best solution. The OSTA resolution should be done before the application is approved. He referenced question 25, page 10, about holiday build volumes. There was not a response that indicated whether it would affect traffic flow. Mr. van Zanten replied that those volumes have been corrected and didn't make much of an impact. He noted that generally, things improved with the optimization that the applicant did. Commissioner Kohan referred to question 27 about the speed limit. Mr. van Zanten replied that based on the current memo, it doesn't sound like they are proposing increasing the speed limit. Mr. Dion noted that they are not proposing a change and that the signs north of Carpenter Lane show a 45 mph limit. Commissioner Kohan referenced question 32 which states that the left-turn movement degrades during the weekday PM peak. The response didn't provide a solution. He asked if there is an update. He also noted that for questions 33 and 34 several analyses were conducted but there was no response as to the result. For question 35, the holiday conclusion, it says improvements were attempted but gives no analysis or answer to the question. He asked how many days of the holiday season is Amazon Prime Day. Mr. Dion replied that the responses are in the revised report that was reviewed by Mr. van Zanten. He added that some movements improved while some worsened. Mr. Dion stated that prime day is included in the Peak holiday analysis which used the ultimate capacity for the station. Mr. Van Zanten referenced the June 11th review and replied that they did address the level of service degradation mentioned in Question 33 and that it stays the same. For question 32, it is currently operating at the threshold, with timing adjustments it improves to a D. For Question 35,there are additional movements that operate at undesirable levels of service during the holiday peak.

Commissioner Hine commented that the commission needs to receive the information sooner. He stated that Mr. van Zanten was retained to provide a peer review of the applicant's traffic study and report back on the effects of the project. He referred to the July 9 report which has several points and issues for the Commission to consider. The applicant presented tonight that there is no significant impact on the roadway network as a result of the project. Commissioner Hine asked Mr. Van Zanten if he agreed. Mr. van Zanten replied that for the average weekday operation some delays can be expected with a development like this. The Peak hour doesn't seem too bad. Holiday season delays are more of a concern. Practically speaking, there is adequate queuing space. It's a matter of how much delay the town is willing to live with. Generally, a level of service D or E is acceptable. Commissioner Hine asked for Mr. van Zanten's expert opinion on the effect of this project on the traffic flow in this area. Mr. Van Zanten replied that he feels that there will be additional delays. The town would need to decide if they are willing to live

with the additional delay. Commissioner Hine asked if E and F levels of service are undesirable. Mr. Van Zanten agreed and explained that a signalized intersection is at capacity when it is at the upper threshold of level E. Commissioner Hine asked if E or F would mean gridlock. Mr. Van Zanten replied that upper-level E would be gridlock. Commissioner Hine if there were any intersections at those levels in the analysis. Mr. van Zanten replied that the Rt 68 eastbound through movement at the off-ramp and the westbound left at that location and the southbound thru left movement at Research Parkway during the PM peak. Commissioner Hine asked if he had concerns with the proposal for the center lane in the I 91 northbound off-ramp to be changed to left and right turn. Mr. van Zanten stated that he was concerned that OSTA not would accept that. Commissioner Hine asked how the analysis is affected if OSTA does not approve that change. Mr. van Zanten replied that it would revert to build without improvements condition. He added that they could do some optimization to the signal timing, but the intersection is currently at a level of service E. Commissioner Hine asked the applicant if they had done any computations as to how many trips this size Amazon facility would have handled 10 years ago. Ms. Schumer explained that these facilities did not exist 10 years ago. They started using last-mile delivery systems about 5 years ago and it's changed dramatically since then. Commissioner Hine asked how many trips they would have handled 5 years ago. Ms. Schumer stated that this is a totally different facility. They have learned from their legacy sites and improvements include moving the deliveries to non-rush hour periods and to keeping the vans on site. The site will be state of the art. She explained that if they need more capacity, they will open another site, not run more through this site. Commissioner Hine asked why they need 17 loading docks when there are only 3 trucks per hour overnight. Ms. Schumer replied that about 80% of the trucks will be arriving overnight with no more than 3 trucks per hour. Drivers leave the trailer and take empty ones away. There can be several trailers waiting to be unloaded. During the day the trailers build up and are unloaded overnight. There will be full and empty trailers sitting there.

Commissioner Allinson noted that the applicant and the peer reviewer used different trip generation models and asked if it makes a difference. Mr. Dion replied that ITE is the trip generation model, but they used client-provided data. Mr. Van Zanten stated that ITE is typically used for trip generation rates. The applicant used tenant-specific data typical for Amazon. In this case, their numbers are much higher than what would expect from ITE. They show more trips and more impact than a typical warehouse. Commissioner Allinson noted that OSTA doesn't consider holiday peak traffic generation. He asked if an intersection goes from a D to F with holiday traffic, would OSTA make any changes? Mr. van Zanten replied that they don't require holiday traffic numbers, so they wouldn't know it was going to be an F. He did say that the data and concerns could be presented. Mr. Dion added that's why the local traffic authority should be involved with the OSTA process. He stated that they are willing to share the holiday numbers with OSTA. Mr. van Zanten stated that OSTA could listen to the holiday numbers or ignore them.

Commissioner Hine referred to the June 23rd letter from Montante Construction to Kevin Pagini. He asked about the potential condition of approval suggested by the applicant to limit the number of vans to 400 per day during non-peak periods. They also offered to conduct a traffic count twice a year during non-peak periods. If there is an increase of 20%, it would trigger a reassessment by the Planning and Zoning Commission. He asked if this is being proposed. Atty. Brian Smith replied that that suggested condition is superseded by discussions with Town staff, Montante, and Amazon. Instead, they came up with the

concept of limiting the vans with a physical barrier to block off 350 spaces except for peak periods. Mr. Pagini noted that it would have been difficult to monitor the original proposal and it would have meant zoning violations. Limiting the vans on site is easier to monitor and enforce. Commissioner Hine noted that there has been little discussion of flex drivers and how those vehicles are monitored. Mr. Pagini replied that it is more enforceable to limit the parking. Commissioner Hine stated he has concerns with traffic and monitoring the traffic.

Chairman Seichter asked if a queue that goes beyond 4 cars is not a concern. Mr. van Zanten replied that it is a concern if storage isn't there. He noted that storage doesn't count the taper lanes on off-ramps. It is not ideal, but you don't want to back up into the travel lane. Chairman Seichter asked where the queue length ends. Mr. Van Zanten shared a Google earth photo of the I91 exit 15 northbound ramp and explained that it begins where the lane is fully developed. Chairman Seichter asked if there were other options for the northbound ramp since the change to the turning lanes could cause problems. Mr. van Zanten stated the intersection would drop to a level F in the build condition. He added that widening might be an option. Mr. Dion stated that in their analysis the intersection would be a level E in the holiday peak but that they will work with OSTA and the local traffic authority. He stated that they will share the holiday analysis with OSTA. Chairman Seichter noted that the local traffic authority does not have ultimate control, because it is up to OSTA to agree with and approve the solution for improvements. Mr. Dion replied that he met with OSTA, developers, and the local traffic authority to discuss a similar situation. They are willing to work with Towns to come up with solutions. Chairman Seichter stated a concern that the ultimate authority is OSTA and not the town. He asked Mr. van Zanten to review the applicant's responses to the peer review and to comment later in the meeting.

Commissioner Fitzsimmons asked if police and fire have signed off on the lockbox proposal for the Carpenter Lane emergency access and who would have the keys. Mr. Pagini stated that he has not spoken with the Fire Marshal, but believes they signed off on the emergency access plan. Mr. DeLuke replied that Fire and Police have seen the design detail and signed off. He confirmed that there will be a lockbox.

Commissioner Kohan referred to the June 21st memo from Jeffrey Dewey to the Town Engineer. Item 3 mentions bedrock and using mechanical methods and/or blasting. They state that the Commission may consider conditions to abate or minimize noise and/or dust. He asked if they will monitor wells in the area as well. He suggested that that be included as a condition. Mr. Dewey replied that monitoring wells would be part of the pre-blast survey, which is the standard protocol if blasting is required. Chairman Seichter noted that the Town Engineer asked if there is a plan in place to minimize noise and dust caused by blasting. Robert Peters of Montante Construction stated that they are reviewing how much blasting is required. There will be a pre-blast survey and they will try to do as much as possible with mechanical means. If there is blasting, they will cover blasting locations with rubber mats and as well as do seismic monitoring on-site and off-site in the High Hill neighborhood.

Commissioner Hine referred to the first revision of the sound study Appendix. He asked for a similar graph based on the anticipated sound created by the site activity at those locations. Mr. Mueller replied that theoretically he can do that but because of the sporadic activity of the trucks nothing off-site will be

heavily impacted. Commissioner Hine stated that it would have been useful, even if it showed no difference. Mr. Mueller stated that he showed the worst case compared to existing conditions. The modeling shows the maximums. Commissioner Hine stated that he likes the addition of a sound wall. He asked about the material the sound wall is made of. Mr. Mueller replied that the product is AIL Silent Protector, 4" thick wall. It is solid PVC vinyl filled with mineral wool that absorbs sound. Commissioner Hine asked about the useful life of the mineral wool. Mr. Mueller replied that it is comparable to fiberglass and is routinely used for environmental products.

Commissioner Allinson noted that the plan approved by the Inland Wetlands Commission was different from the plan now. He asked if it has to go back for approval. Mr. Pagini replied that he heard from Inland Wetlands and the changes were considered. They reported that their condition #1 has been satisfied. Commissioner Allinson noted that the applicant stated that the site of impervious pavement is going to be aboutthe same as was there previously. He referenced the Water & Sewer memo dated today that says it has approximately 61% more impervious area than the existing condition. Mr. Dewey replied that they never said it was the same impervious area. They shared a comparison earlier this evening. Commissioner Allinson stated that Water and Sewer is correct. Mr. Dewey replied that is correct and explained how it will be balanced by robust water quality controls. Chairman Seichter noted that the chart does show an increase though it is less than what was originally proposed.

Chairman Seichter commented on the 350 van parking spaces being restricted except for 3 months. He noted that the Town Planner proposed November 15 through January 15. He asked how mobilization relates to needing more vehicles on the site. He also noted that it appears that there are associate parking spaces that could also be restricted. Ms. Schumer explained how the holiday season has a slow ramp-up that starts after Halloween and ramps down after Christmas. They lease more vans as they see the orders picking up. She noted that the associate parking is not near the residential area. She stated that it is not feasible to block part of the associate parking. He stated that the main associate lot has 260 spaces and steady-state uses 150 – 200 associates. He pointed out the 120 associate spaces near the van lot. Chairman Seichter stated that the concern of the Water & Sewer Department for the potential for vehicles dripping fluids and use of snow removal products. Michael Keleher, from Amazon, replied that those 120 spaces are for the first wave of van drivers and are mislabeled. Ms. Schumer stated that all associates park near the building in the yellow on the site map. Chairman Seichter noted that the site plans have this parking labeled as associate parking and stated that he understood that van drivers were considered associates. He stated that it would have been helpful if this was clear. He asked if there would be signage to limit that area to personal vehicles and not vans. Ms. Schumer agreed to do so. Christopher Gagnon of BL Companies added that the spaces are smaller for cars so that vans wouldn't fit.

Mr. Pagini noted that there is an agreement as part of the Inland Wetlands Watercourse Commission approval regarding independent site sediment and erosion control plan implementation monitor whereby the Town, the Mayor's office, the Environmental Planner, Town Planner, Town Engineer, Public Works, and Water & Sewer Division can enforce the agreement. He also noted the memo from the Town Engineer which outlined the potential traffic impacts.

Public Comment

Mohammed Hanif, 20 Cliffside Drive, commented on the Cherry Street facility and the traffic between Rt.5 and John Street. He also noted that in online businesses there is no real holiday season, it's always a holiday.

Susan Durant asked through the chat how much Amazon will pay the Town in taxes annually. Chairman Seichter stated there was no one available to answer that, but that taxes are not a consideration for Planning and Zoning.

Jennifer Frechette, 29 Valley View Drive, asked to see the list of how the application meets the criteria of 7.5.B.that the applicant presented. Despite the steps they have taken, she still doesn't believe it fits into the character of the neighborhood. She also noted a comparison to a Dunkin Donuts and stated that it is not comparable because this involves vans and trucks. She stated that at the last meeting someone said that employees will use local roads to access the site but the applicant denied that would happen. It did happen with Bristol Myers, so they can't say it won't. If traffic in intersections is starting at a level D or E then it will be a nightmare. She asked the commission to vote this down because of the traffic and it does not meet the character of the neighborhood.

Bill Stuckey, 54 High Hill Road, stated that at the May meeting the applicant said during the holiday season there would be 63 trucks per day with 80% overnight. Now they say only 3 trucks at a time overnight. Ms. Schumer replied that during steady-state there will be 63 trucks over 24 hours which works out to 2.6 trucks an hour. Mr. Dion noted that the number of trucks is in the traffic study. They looked at the estimated number of trucks for all the periods studied. Mr. Stuckey asked how many overflow spaces are available for trucks in addition to the 17 docks. Mr. DeLuke replied that there are 13 overflow spaces. Mr. Stuckey asked if there could be 30 trucks on-site at any time. Ms. Schumer explained that the trucks are not always unloaded when they arrive. When full trailers are dropped off, the truck will pick up an empty trailer. She stated that they have more staff during the holiday times so more trucks are unloaded during the day.

Ed Bradley, 2 Hampton Trail, explained the importance of the watershed. He asked about the stormwater management plans. He noted that 'standard practices' haven't protected residents in the past. They can't rely on the Town and have to go to DEEP to get a resolution. He is concerned with the amount of impervious area. He asked if the applicant had walked the watershed area. Mr. Dewey replied that they have not physically walked the entire watershed all the way to Spring Lake, but have walked and surveyed portions of it. Mr. Bradley encouraged them to walk down to Spring Lake. He stated that Inland Wetlands signed off but the plan was flawed. The modified plans for water management should go back for approval by Inland Wetlands and a public hearing. He stated that the homeowners are tired of fighting for their water. He asked if there could be further development on or around that site. He noted that there has not been adequate flood control on that site. He stated that we keep encroaching on the aquifer. He stated that he hopes the town will look at the Watershed Protection District and purchase it as open space to protect the water.

Chairman Seichter noted that modifications to the plans were communicated to the Environmental Planner who had no issues with the modifications.

Will Brennan, 75 Thorpe Avenue stated that the applicant doesn't plan to upkeep the roads the trucks will be using other than striping. He noted that one truck is equivalent to 1400 or more passenger vehicles. He asked if the Town absorbs the cost to maintain the infrastructure. Chairman Seichter replied yes, the Town maintains the Town roads. Mr. Brennan noted that no one has spoken in favor of the project. He asked if the Commission has an obligation to support it if there is complete opposition to the project. Chairman Seichter explained that the Commission is responsible to review the application based on the regulations and the information presented. If the applicant meets the regulations it is hard to disapprove but there are many factors evaluated.

Rachel DiPietro, 2 Tammy Hill Road stated that nearly every school bus serving Wallingford students accesses Rt. 68 at the Research Parkway intersection. The project will significantly impact all the school buses and students. The kids from this area are already on the bus for 20 minutes .For some kindergarteners, it takes an hour to get home. People from Durham shop in Wallingford and will go to Middletown instead the traffic is bad.

John Livingstone, 42 Valley View Drive stated a concern with the parked vehicles dripping fluids, such as transmission, antifreeze, and others that goes into the runoff. Mr. Dewey explained the level of stormwater controls they will use. The water quality volume is treated to remove most pollutants from stormwater. Wallingford uses a very conservative approach. This system will treat it three times. Most discharges go into infiltration systems into the ground. He stated that he has a lot of confidence in this robust and intense system. Mr. Livingstone asked about the maintenance schedule of the trucks. He also asked what happens when the filters can't take it anymore. Ms. Schumer noted that they require vehicles to be maintained regularly. The vans are owned by Amazon and leased back to the delivery service partners.

Bev Morse, 174 High Hill Road, asked how the number of trucks is monitored. She noted that there are already lots of Amazon trucks. The Rt. 91 North ramp is marked no turn on red. If trucks need to get into the left land it will be a problem. She stated that another warehouse is proposed for Northrop Road so there be more trucks. She stated that she doesn't understand why everyone is comparing this project to Bristol Myers as it is a different facility. She stated that the neighbors don't drive tractor-trailers. Traffic is already bad leaving the neighborhood. She concluded that she hoped the project doesn't get approved.

Karen Zealor, 178 High Hill Road commented that traffic is a major consideration along with truck noise. She asked if the vans have an audible backup signal. Ms. Schumer replied that some vans do have an audible backup signal and some have the shusher sound. She also noted that most of the vans won't be backing up. Ms. Zealor stated that she can hear the backup signals from other businesses that are farther away. Mr. Mueller noted that all vehicles were included in his analysis and he took the worst-case scenario into account. Chairman Seichter referred to the June 18th study. He asked about the white 'x' on the plans with the sound barrier. Mr. DeLuke responded with an explanation of the location of the sound

wall and that it would have the greatest impact. The 'x' represents the location of the worst-case sound level.

Susan Laursen, 3 Tammy Hill Road, asked if there would be any sound that can be heard from the backup signals of the vans and trucks. Mr. Mueller replied that there will be times when the sound is audible but the projections show that the alarms will be 46 dB which is considerably low. They documented the minimum sound in the area to be 40dB. Audibility will depend on several factors, but the sound won't be disruptive. Ms. Laursen asked how many times a day they would hear the backup alarms. Mr. Mueller replied that backup alarms are highly directive, and the way the site is configured, the trucks will pull forward to the east and back into the dock. So most backup movements will be facing to the west, away from the residences.

Jennifer Frechette asked via chat why the left-only exit on Carpenter Lane was changed. Chairman Seichter replied that it was so emergency vehicles could also exit right due to input from First Responders.

Mr. van Zanten referred to the applicant's comments that he was reviewing. He noted that no additional solutions were provided on offsite improvements for the Northbound I91 off-ramp and some of the signal timing adjustments. These were deferred to working with OSTA and the local traffic authority. Regarding the northbound off-ramp analysis, he clarified that he still sees it as a level of service F in the build condition for the average weekday condition. He referred to Table A 2.1, the average weekday summary table.

Chairman Seichter noted that a lot of information was presented tonight and the Commission needs time to review the materials just received. He noted that there is little time left for the public hearing to remain open. One option is for the Commission to take final comments from the applicant, close the public hearing and then schedule a meeting for a full discussion of the application by the Commission. Chairman Seichter noted that he feels uncomfortable voting until he has a chance to thoroughly evaluate everything presented and discussed. He clarified that if we decide to close the Public Hearing and vote at a later date, they would not be allowed to take any additional information from the applicant, staff, or the public.

Commissioner Fitzsimmons stated that in light of the amount of content received since the last meeting and the presentations tonight, he is in favor of closing the public hearing and voting at the next meeting.

Commissioner Kohan agreed. He noted that we had opened and continued the public hearing before the applicant began their presentation. He noted that at the time that he commented on how it could be a disservice to the Commission and the public.

Commissioner Hine stated that he is in favor of this and pointed out that once the public hearing is closed, only voting members can participate in the discussion. Chairman Seichter confirmed. Commissioner Hine noted that he may have additional questions after reviewing the materials and will be unable to participate in the discussion. Chairman Seichter replied that the option would be to discuss the application and vote tonight.

Commissioner Venoit stated that he agreed with the plan but asked if a special meeting would be required. Mr. Talbot explained that under the statutes, the timelines run similarly to the public hearing. Once you close the public hearing you have 35 days to vote but you also have the option of granting a total of 65 days of extension.

Commissioner Allinson agreed with closing the public hearing and having the time to review all the information and having the vote at the August meeting.

Atty. Smith, on behalf of Montante Construction, thanked the Commission and the public for a very thorough application process. He noted that all the parties have been working in good faith to provide the requested information so the public hearing would be closed and the Commission can make the best decision they can before the statutory time runs out.

Mr. Dion commented on the level of service discussion and noted that we are looking at a matter of seconds. The holiday analysis showed the worst intersection was a 40-second increase in delay. He noted that looking at the historic traffic data along Rt. 68 shows that traffic has been decreasing since the economic downturn in 2008. With the possibility that many people will continue at least part-time remote work, it's conceivable that the traffic will not get back up to its previous levels. This was not factored into the analysis.

Atty. Smith commented on the concerns that OSTA has control of what will happen. They are aware of that and are bound to work through them. OSTA waits for Planning and Zoning to decide before they will consider and make their own decision. They have jurisdiction over the state roads. We will give them all the information for peak as well as steady-state times. He encouraged the Local Traffic Authority to be involved. He noted that the comparisons to the Bristol Myers facility weren't to say we were better than them, but to explain the stormwater management which is a significant issue.

Mr. DeLuke stated that he appreciated all the hard work and time put in by the Commission members and the community. He stated that this has been a robust process and they have endeavored as a team to listen and respond to concerns. He stated that this project has become a better project due to that feedback. He respectfully asked for approval of the application.

Chairman Seichter asked Commissioner Allinson to vote for Mr. Matarazzo.

Chairman Seichter called for a Motion to close the public hearing.

Commissioner Venoit: Motion to close the Public Hearing for application #401-21 Special Permit/Warehousing for Montante Construction 5 Research Parkway.

Commissioner Fitzsimmons: Second

Vote: Venoit – yes; Fitzsimmons – yes; Kohan – yes; Allinson – yes; ChairmanSeichter – yes.

The Public Hearing is closed.
The application will be discussed and voted on at the next meeting

3. Special Permit Revision (vehicle storage & wheel repair)/18 Duncan Street, LLC/18 Duncan St. #406-21
Commissioner Allinson read the legal notice and noted all correspondence for the record. Letter dated June 24, 2021, from Kevin Pagini, Town Planner to Mr. Orsini, 18 Duncan St. LLC; Interoffice Memorandum dated June 30, 2021, from Scott Shipman, Junior Engineer, Water & Sewer, to Kevin Pagini, Town Planner; Inter-Departmental Referral dated June 11, 2021, from Alison Kapushinski, Town Engineer; Inter-Departmental Referral dated June 11, 2021, from the Fire Marshal.

Dennis Ceneviva of Ceneviva Law Firm presented on behalf of the owner. The property at 18 Duncan Street came before the Commission in September 2019. The applicant proposes to use the existing building for wheel repair services exclusively for the Executive Auto Group operations. The building had a historic use as a repair facility and is still assessed as such. In 2019 they sought permission to use this building for car storage. This service is currently provided by Executive Auto Group using a mobile facility similar to a dent wizard or rim doctor operation. The goal is to reduce the cost to customers while increasing productivity and speed of response. Three-quarters of the building would be used. No other work of any sort or nature is to be done at this site. No motor vehicles would go to this site other than the van delivering the wheels to the facility. So there is no increase in traffic. The hours of operation would be 8am to 5pm Monday through Friday, 8am to 1pm on Saturday, and closed on Sunday. He noted that this parcel has been put under a separate name and the planner was concerned that the other parcel (475 North Colony) was undersized. They have agreed to a Lot Line Revision so both parcels will be compliant with the lot area requirements. Juliano Associates is working on that. He noted that in response to the Water & Sewer Division concerns, the drains in the floor have all been capped.

Mr. Pagini noted that all his comments have been addressed.

Atty. Ceneviva noted that this is part of the overall operation of Executive Auto Group and is a positive for the operation and the customers.

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

Commissioner Venoit: Motion to close the public hearing for Special Permit Revision (vehicle storage & wheel repair)/18 Duncan Street, LLC/18 Duncan St. #406-21.

Commissioner Fitzsimmons: Second

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

Commissioner Venoit: Motion to approve #406-21, 18 Duncan Street, LLC; Special Permit Revision Request to change the use from vehicle storage to vehicle repair and vehicle storage as shown on plans entitled 18 Duncan Street, dated June 11, 2021, subject to:

1. **Comments from Town Planner dated June 24, 2021,**
2. **Comments from Water & Sewer Division dated June 30, 2021, and**
3. **Hours of operation will be from Monday to Friday, 8am to 5pm, and Saturday, 8am to 1pm. No Sundays.**

Commissioner Fitzsimmons: Second

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

The application is approved.

Commissioner Fitzsimmons announced that he had to leave the meeting. Chairman Seichter acknowledged him and stated that Commissioner Hine would vote in his place for the remainder of the meeting.

New BUSINESS

6. Flood Plain Permit/Cavallaro/475 Williams Road #810-21

Commissioner Allinson noted all correspondence for the record. Letter dated July 6, 2021, from David Carson, OCC Group, Incorporated to Kevin Pagini, Town Planner; Inter-Departmental Referral dated June 11, 2021, from Erin O'Hare, Environmental Planner; letter dated June 25, 2021, from Kevin Pagini to Scott and Sandy Cavallaro; Inter-Departmental Referral dated June 11, 2021, from Fire Marshal; Inter-Departmental Referral, dated June 11, 2021, from Eric Krueger, Senior Engineer, Water & Sewer.

David Carson, OCC Group presented for Sandy & Scott Cavallaro. The site is an 11.67-acre parcel that has 9.64 acres of flood plain with a two-acre development area in the center that supports the existing residence. They are applying for an in-ground pool and have received approval from Inland Wetlands because it is partially within the wetlands buffer. It also will result in 34.33 cubic feet of filling in the flood plain. To compensate for that they are proposing a rain garden in the upland area outside the limits of the existing flood plain and the wetlands. They are proposing 36.35 cubic feet of compensatory storage in that area so there is no impact on the flood plain.

Hearing no questions from Commission members or the Public, Chairman Seichter called for a motion.

Commissioner Venoit: Motion to approve #810-21, Flood Plain Permit, Cavallaro, 475 Williams Road, Flood Plain Development Permit request to construct the in-ground pool with a FEMA designated A100 year flood zone on plans entitled Overall Site Plan for Proposed In-Ground Swimming Pool at 475 Williams Road, dated February 17, 2021, and revised to June 1, 2021, subject to:

1. **Compliance with requirements from Inland Wetlands and Watercourse Commission memorandum dated June 11, 2021.**

Commissioner Kohan: Second

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

The application is approved.

7. Site Plan (service area expansion)/400 So. Orchard Street, LLC/400 South Orchard Street #211-21

Commissioner Allinson noted all correspondence for the record. Inter-Departmental Referral dated June 4, 2021, from Fire Marshal; Memo dated June 18, 2021, from Department of Engineering to Planning & Zoning Commission; Inter-Departmental Referral dated June 4, 2021, from Alison Kapushinski, Town Engineer; letter dated June 24, 2021, from Kevin Pagini, Town Planner to 400 South Orchard St, LLC; Memo dated June 29, 2021, from Michael Gudelski, Fire Marshal to Kevin Pagini, Town Planner; Interoffice Memorandum dated June 30, 2021, from Scott Shipman, Junior Engineer, Water & Sewer to Kevin Pagini, Town Planner; letter dated July 6, 2021, from Christopher Juliano, Juliano Associates to Kevin Pagini, Town Planner and a set of plans dated May 21, 2021.

Christopher Juliano, a licensed land surveyor with Juliano Associates, 405 Main Street, Yalesville, presented for Executive Auto Group regarding a proposed expansion at their Kia dealership. They propose an addition on the east side of the building to add an additional 6 bays to the service area. This will include some minor changes to the parking lot area. This will help them better serve their customers. They submitted revised plans based on the comments received from the Town.

Mr. Pagini noted that the submission received on July 7th has not yet been reviewed by the office or the Town Engineer. He stated that if all the comments are addressed on the site plan to the satisfaction of the office and the Town Engineer, he is fine with it. Chairman Seichter noted that that can be made a condition of approval. Mr. Juliano agreed to have the condition of approval that he has addressed all the comments.

Hearing no questions from the Commission or the public, Chairman Seichter called for a motion.

Commissioner Venoit: Motion to approve #211-21, Site Plan Service Area Expansion for 400 So. Orchard Street, LLC, 400 So. Orchard Street, site plan approval request for the expansion of the existing service area at Executive Kia for six new service bays as shown on plans entitled Limited Property Boundary Improvement Location Survey Proposed Addition, dated May 21, 2021, subject to:

1. **The applicant submitting a response to the Town Planner comments dated June 24, 2021, and the Town Engineer's Comments dated June 18, 2021, that would satisfy all outstanding issues on the site plan,**
2. **Comments from the Fire Marshal's office dated June 29, 2021, and**
3. **Comments in the memorandum from Scott Shipman, Water & Sewer Divisions dated June 30, 2021.**

Commissioner Kohan: Second

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

The application is approved.

BOND RELEASES AND REDUCTIONS

8. Special Permit/Bilchfeldt-Quality Subaru/711 North Colony Road #416-16 – Not released per the recommendation of Town Planner.

REPORTS OF OFFICERS AND STAFF

9. Correspondence noted for the record:
   a. Data Centers/Danielle Conway & Ian Fuller
   b. Data Centers/Tony Hayes

10. Administrative Approvals – Noted as approved
   a. Survey Waiver/Pattison/40 Henry Street #808-21
   b. Survey Waiver/Hinman/16 Haller Place #809-21
   c. Change of Use/Lincoln Everest/220 North Colony Street #308-21
   d. Change of Use/Freshbev, LLC/3 Sterling Drive #309-21
   e. Change of Use/Tom Rice/172-212 North Plains Industrial Road, Unit 204 #310-21
   f. Site Plan/Favian Pillacela (Serafino's Restaurant)/72 South Turnpike Road #212-21
   g. Survey Waiver/Karima El Hamradui/50 Mariot Circle #811-21

11. ZBA Decisions – June 21, 2021 – any questions were to be directed to Ms. Torre offline.
   ZBA Notice – July 19, 2021 – any questions were to be directed to Ms. Torre offline

12. Zoning Enforcement Log – no questions

ADJOURNMENT

Commissioner Venoit: Motion to adjourn the July 12,2021 Planning and Zoning meeting at 12:15 am

Commissioner Kohan: Second
Vote: Unanimous to approve

Respectfully Submitted,
Cheryl-Ann Tubby
Recording Secretary

Wallingford Planning & Zoning Commission
Monday, August 9, 2021
7:00pm
Robert F. Parisi Council Chambers – Town Hall
45 South Main Street
MINUTES

Chairman Seichter called the meeting to order at approximately 7:05 p.m.
Pledge of Allegiance was recited by all.
Roll Call: Present:James Seichter, Chairman; Jeff Kohan, Secretary; Jaime Hine, Alternate; Steven Allinson, Alternate; Armand Menard, Alternate; Kevin Pagini, Town Planner; Thomas Talbot, Planner; Amy Torre, Zoning Enforcement Officer.
Absent:JP Venoit, Vice-Chair;James Fitzsimmons, Regular Member; Regular Member; Rocco Matarazzo,

Chairman Seichter read the attendee instructions as stated in Executive Order 13A.

Consideration of Minutes -July 12, 2021
Chairman Seichter announced that a motion on the minutes will be deferred because not enough of the Commissioners in attendance tonight attended that meeting.

Chairman Seichter noted that the following agenda item will not be heard this evening at the request of the applicant.
6. NEW BUSINESS: Site Plan (service area expansion)/1164-1174 North Colony Road, LLC/1164-1174 No. Colony Road #213-21

PUBLIC HEARINGS

1. **Special Permit (Warehousing)/Montante Construction/5 Research Parkway (PUBLIC HEARING CLOSED) #401-21**

Chairman Seichter notedthat due to the expectation of only four commissioners in attendance and the amount of information to be reviewed and with the agreement of the applicant, the Commission has decided not to discuss or vote on this application this evening. He noted that the Public Hearing has been closed and that the Commission has until September 16th to make a decision.
Commissioner Allinson noted the correspondence which is a letter from Robinson & Cole to Chairman Seichter dated August 9, 2021.

2. **Special Permit/1070 North Farms Road, LLC/1117 Northrop Road & 2 Northrop Industrial Park Road East (CONTINUATION) #402-21**

Commissioner Allinson noted the correspondence. Inter-Departmental Referral submitted March 4, 2021, from the Fire Marshal; email dated March 31, 2021, from Dennis Ceneviva, Esq. to Kacie Hand; Interoffice Memorandum dated April 8, 2021, from Erik Krueger, Senior Engineer to Thomas Talbot, Acting Town Planner; Memo dated April 28, 2021, from Department of Engineering to Planning & Zoning

Commission; letter dated April 29, 2021, from Thomas Talbot, Planner to 1070 North Farms Rd. LLC; Memo dated April 29, 2021 from Vanessa Bautista, Chief Sanitarian to Thomas Talbot, Town Planner; letter dated May 14, 2021 from James and Shirley Shadish to Planning and Zoning Commission; email dated May 6, 2021 from Shirley and James Shadish to Kevin Pagini; email dated May 6, 2021 from Dennis Ceneviva, to Kacie Hand; email dated June 10, 2021 from Dennis Ceneviva to Kevin Pagini; correspondence dated May 11, 2021 from David G. Sullivan, SLR International to Kevin Pagini; letter dated June 29, 2021 from Colleen Byrne and Kevin Solli, SOLLI Engineering to Kevin Pagini Town Planner; letter dated June 28, 2021 from James Cassidy, Hallisey, Pearson & Cassidy to Planning & Zoning Department; Inter-Departmental Referral dated March 4, 2021 from Fire Marshal; Memorandum dated July 29, 2021 from Erin O'Hare, Environmental Planner to Kevin Pagini, Town Planner; Memo dated July 30, 2021 from Department of Engineering to Planning & Zoning Commission; letter dated August 4, 2021 from Hallisey, Pearson & Cassidy to Alison Kapushinski, Engineering Department; Memorandum dated August 6, 2021 from Erin O'Hare, Environmental Planner to Kevin Pagini, Town Planner; a site plan and Wetlands application received August 5, 2021; and email dated August 9, 2021 from Allison Kapushinski.

Atty. Dennis Ceneviva of the Ceneviva Law Firm introduced the applicant, John Orsini, Jim Cassidy of Hallisey, Pearson & Cassidy Engineering Associates, and Matt Baldino, a traffic engineer forSolli Engineering. Atty. Ceneviva explained that the 46.45 acres are an assemblage of several parcels and two cul-de-sac s. The western part, Northrop Industrial Park Road West is developed and occupied. The proposal is to merge the vacant eastern parcels and cul-de-sacinto a single parcel and build a 250,000 sq. ft. warehouse with associated auto and truck parking and drive aisles. Water service will be provided by Meriden as is already done for the others on Northrop Industrial Park Road West. All parking and loading areas will drain to an underground filtration system. They have already received approval from Inland Wetlands. There is also an administrative approval for the change outlined in item 402-21L with the response to the peer review comments. The change involves widening Northrop Road the full distance of its frontage and re-grading it near the entrance to address concerns of sightlines. The location is subject to a grant proposal to review the whole Northrop Road area but this significant increase in road width is a great benefit to that location.Widening the road puts grading within 50 ft of wetlands but they file for administrative approval. They have received approval. He explained that they are planning for 4-5 tenants similar to those in the western Northrop Industrial Park.

Jim Cassidy, Professional Engineer and Principle of Hallisey, Pearson & Cassidy Engineering Associates 630 Main Street, Cromwell explained that they are seeking approval for a 250,000 sq. ft. warehouse and distribution facility in an IX zone. He explained the layout of the parcels and that the property abuts five other industrial properties on the west also owned by the same company. He noted that there is a single residence near the center of the frontage and existing farmland to the east. There is a 125 ft. CL&P/HELCO right of way that traverses east to west through the property. He pointed out the wetlands that flow southerly into a brook to the south. One is 5.9 acres and the other is 8 acres. The building will be between the wetland areas. This is not a flood hazard zone. He explained the history of the property and why they are proposing to combine the parcels into one property. Of the 250,000 sq. ft. facility, 7500 sq. ft. will be office space. They will use a single access drive off of Northrop Road with a single lane in and two out lanes. To the east, the loading area will have 45 spaces. They have designed some

additional trailer spaces for storage and three car parking areas under the assumption that there will be multiple tenants. Parking spaces total 209 which is more than is required. He explained the extensive stormwater management system. There will be no increase in inflows as it discharges down off the south end of the property towards Catlin Brook. The system is designed to treat the first flush of runoff, including salt, sand, and oil before it goes into the wetlands area. He explained the improvements to Northrop Road which includes the reconstruction of 900 feet of roadway. It will go from 24 ft wide to 30 ft wide and the vertical crest will be lowered by 3-4 feet. He provided the site line demonstration plan. He explained the two phases of the erosion and sedimentation control plan. He reviewed the landscaping plan that was submitted and the site photometric plan. Mr. Cassidy showed the floor plan with three sections for three tenants. The building will be a single-story 40 ft high steel building and similar to the buildings on the west side. Lastly, he showed the Zoning Requirements table and demonstrated how they met or exceeded all requirements. He noted that all town department and staff comments have been addressed.

Matt Baldino of Solli Engineering located at 501 Main Street, Monroe, explained the traffic impact assessment. They analyzed the adjacent roadway network and four intersections. He explained that they measured the existing conditions in September of 2020 and adjusted the results to pre-COVID conditions. They assumed a 1% growth rate and also considered traffic associated with nearby developments including 5 Research Parkway and 850 Murdock Avenue. He reported that they expected 43 new trips in the AM peak period and 48 in the PM peak period of the adjacent street traffic. He noted due to the location of the intersections on a State route and due to the size of this development, a permit is required by OSTA. They will review the traffic and look at adjacent signalized intersections.He stated that they believe no roadway improvements are required to accommodate the proposed traffic. They will be widening the road increase site lines and allowing truck circulation. He noted that they have addressed all the comments.

Atty. Ceneviva noted that Solli has responded to the assessment of the independent peer reviewer. Regarding tenants, he quoted from the letter from CBRE, the realtor who is doing the leasing for this site. In the letter, dated July 26, 2021, the realtor states that the focus is on attracting classic warehouse users, clean warehouse users with normal auto and trailer parking.

Carl Giordano, the traffic peer reviewer from SLR explained his comments and noted that the vast majority was addressed and others were inconsequential. The big items in the review were already addressed including the site lines and treating the development as a traditional warehouse with traditional uses. His concerns with truck turns have been resolved by the widening of the road. He noted that a SCROG study was initiated to study the narrow spots along the roadway beyond the site frontage. Regarding intersection traffic operation, for the most part, this development will not have a notable impact. There will be one or two locations with the level of service degradations. One is the Barnes and Rt. 91 Northbound ramps which will degrade to a level F. The other is Barnes Road's north eastbound left turn which will degrade from a D to an E. The other locations are inconsequential o overall traffic operations at those intersections.

Chairman Seichter asked for clarification on the degradations mentioned and asked if there was a response from the applicant on how to address them. Mr. Giordano replied that the worst will be Barnes Rd at Rt. 91 Northbound on-ramp going east left turn onto the ramp. His analysis doesn't show that any improvement with signal timing should be done.

Commissioner Kohan asked if the trip numbers were for cars or trucks. Mr. Giordano replied that it is a combination. Mr. Baldino stated that he can provide specifics, but they assumed that the truck percentage is low during peak hours on the adjacent streets. He added that it is assumed all trucks exit right out of site toward the highway ramps. He noted that they did adjust during the build condition for additional truck volume.

Commissioner Hine asked what is meant by the degradation to the Rt 91 N on-ramp heading east on Barnes. Mr. Giordano replied that it would be a 10-12 second increase in delay. He noted that without development the intersection is at level E. Commissioner Hine asked ifthe level of service grades work like school grades with anything lower than a C as being undesirable. Mr. Giordano replied that typically level of service A to D is considered acceptable and F should be looked at for improvement. Mr. Baldino noted that they are showing an increase of 11.8 seconds on that left-turn movement, but in the revised material they were told to account for trips for the 5 Research Parkway development. One improvement related to that development is the restriping of the off-ramp to provide a middle right and left-turn lane. They will look at this with DOT and OSTA to see if timing improvements are needed. Commissioner Hine asked if they looked at timing adjustments. Mr. Baldino said he could. He stated that the overall intersection only increases by less than 3 seconds for all drivers. DOT will look at that. He stated that they have not identified specific improvements. Commissioner Hine referred to the end of the traffic study where the applicant stated that "there is no indication that the proposed development will have an adverse impact on the roadway network'. He asked Mr. Giordano, the trafficpeer reviewer if he agreed with that statement. Mr. Giordano replied,if we look at the overall approaches, those one or two spots wouldn't make us decide there is an adverse impact.It is a spot we would like to see if it can be better but overall, there is no adverse impact. Mr. Giordano added if one or two locations can be adjusted with DOT it would be ideal. Commissioner Hine asked if he had any concern that some intersections are already at D and E levels and this proposal would add another warehouse. Mr. Giordano explained his analysis used three scenarios: existing conditions, background conditions such as 5 Research Parkway, and lastly conditions with the proposed project. Each has an impact on intersections.He stated that it would not be correct to say that it would break the intersection. This is a conservative analysis. He agreed that one or two spots have room for improvement.

Chairman Seichter asked if the extended delay on the Northbound ramp affected queuing on Rt. 68. Mr. Giordano replied that he did not look into it. Mr. Baldino replied that the intersections are coordinated so queuing at the easternmost intersection is controlled by the intersection before it. He said that the queuing at that eastbound approach is metered by the intersections prior. He offered to look into it to get more detail. Chairman Seichter asked for the length of queuing lane. Mr. Baldino replied 640 ftfor the eastbound approach. It pretty much extends back to the prior intersection. The queuing under the existing conditions extends on the eastbound approach through to the other intersection through the

full 640 ft in the o build condition as well as the build scenarios. Queuing on the southbound approach has a minor increase. He said he can provide specifics.

Commissioner Allinson referred to exhibit 402-21L, the response to the Peer Reviewer's analysis from Solli Engineering. It seems to rely on data that may or may not occur base on other build improvements. In response #14 regarding capacity analysis, it seems to rely on data that may or may not occur from another build which is reliant on the State of CT and an OSTA application. He asked Mr. Giordano if the State makes no improvements at that intersection, what would the effect be on the traffic. The analysis is if improvements occur. He specified the I91 N ramp intersection thathas anincreased delay of 15-20 seconds. Mr. Giordano replied that the analysis assumes the most conservative scenario and includes the mitigation for the 5 Research Parkway project. Mr. Baldoni stated that the traffic study dated March 3rd didn't include the traffic associated with the 5 Research Parkway project and it shows no adverse impacton the roadway network. They also included 850 Murdock in their analysis and did demonstrate both with and without 5 Research Parkway. He reported back on the queue lengthfor the eastbound approach which ismetered by the other intersection so the queue length only increases from 457 to 477 feet. It does not extend through the 640 ft that is actually available.Commissioner Allinson stated that he only questioned this because we don't know what the State is going to do.

Mr. Pagini stated that all his concerns were addressed.

Public Comment – none

Commissioner Kohan stated that this is a good project and he knows the road improvements will help. He thinks it's a minimal increase in traffic. He stated that without the 5 Research Parkway application, this would have no impact. He stated that we are relying on OSTA to make things work, but for this application, he believes it has minimal impact on the traffic situation. He supports this application.

Atty. Ceneviva pointed out that they were instructed to consider the impact of the 5 Research Parkway project in their traffic study. He agreed this is not a large traffic generator and another set of eyes will look at it as it still has to go to DOT.

Chairman Seichter called for a Motion to close the public hearing.

Commissioner Kohan: Motion to close the Public Hearing for application #402-21 1070 North Farms Road, LLC.
CommissionerHine: Second

Vote: Kohan – yes; Hine– yes; Allinson – yes; Menard – yes; ChairmanSeichter – yes.

Chairman Seichter echoed Commissioner Kohan. He believes the predicted traffic being generated is rather small. He recognized the benefit of road improvements. Mr. Orsini's other warehouse properties in the area are attractive.

Commissioner Kohan asked if a sedimentation control bond would be required. Mr. Pagini replied yes. They currently have a special permit for excavation and fill. There are just some issues to work out on whether we can transfer some of that bond to this project. He suggested a condition that the bond amount will be determined at a later date.

Commissioner Kohan: Motion to approve application #402-21 1070 North Farms Road, LLC - Special Permit for 1070 North Farms Road LLC for a 250,000 sq. ft. distribution warehouse and an associated 209 parking spaces located at 1117 Northrop Road and 2 Northrop Industrial Park Road East as shown on plans entitled "Proposed 250,000 sq. ft. Warehouse/Distribution Building" dated September 29, 2020, and revised to August 4, 2021, subject to:

1. **Comments of Town Engineer Alison Kapushinski to Planning and Zoning Commission dated 7/30/2021 and4/28/2021;**
2. **Comments of the Fire Marshal in Inter-Departmental referral dated 3/11/2021 and 7/2/2021;**
3. **Comments of Erik Krueger, Senior Engineer Water & Sewer Department in Interoffice Memorandum dated 4/8/2021;**
4. **Property address of merged lots to be obtained from the Building Department before final maps are submitted and any permits (including Zoning and Special Permits) issued. Final plans with new address should also be accompanied with a new deed; and**
5. **Bond amount to be determined from previous excavation application.**

CommissionerHine: Second

Vote: Kohan – yes; Hine– yes; Allinson – yes; Menard – yes; ChairmanSeichter – yes.

The application is approved.

3. Zoning Text Amendment/§4.9.B(10) &§6.11(C)/Small Animal Surgical Services of CT, LLC #501-21

Commissioner Allinson read the legal notice "#501-21 Zoning Regulation Text Amendment for White to add Section 4.9.B.13 and to modify Section 6.11.C. to the Wallingford Zoning Regulations to allow Outpatient Small Animal Surgical Facilities as a permitted use in the Industrial Expansion (IX) District" andnoted the correspondence. Application dated June 10, 2021, Letter dated July 30, 2021, from Attorney Jim Loughlin to James Seichter, Planner & Zoning Commission; letter dated July 14, 2021, from Kevin Pagini, Town Planner to E. James Laughlin; letter dated July 12, 2021, from Jeffrey Kohan, South Central Connecticut Regional Planning Commission to Kevin Pagini; Inter-Departmental Referral dated June 11, 2021, from Senior Engineer; Inter-Departmental Referral dated June 11, 2021, from Town Engineer; Inter-Departmental Referral dated June 11, 2021, from Fire Marshal.

Atty. Jim Loughlin of Loughlin Law, 221 North Main Street, Wallingford introduced Christine White who has been in business with her husband working on a referral basis for decades. Their business at this site would continue on a referral basis only. He referenced his letter dated June 11 along with the

application, the legal notice, and his letter dated July 30th. Initially,the application was to add section 13 to 4.9 of the regulations along with providing for parking in 6.11. He explained that staff noted that a definition of a small animal outpatient surgical facility should be added. Town Counsel stated that re-noticing was not needed because the change to the proposal is incremental. He noted when the time comes they will submit floor plans for approval by the Fire Marshal's office. The most important part of this application is the definition of an outpatient small animal surgery facility. He explained that they would perform referral basis surgery, mostly on dogs and cats. All activities will be indoors, except for a supervised walk in a designated area. If an overnight is stay required, would be necessary as a result of the surgery. There will be no kennels or long-term stays. They expect to need less parking than a human outpatient medical treatment facility already provided for in the IX zone. They suggested the IX zone for this use because they want a more professional vs. commercial atmosphere. There will be no cosmetology or neutering unless it is arising out of the surgery.They are looking to provide a professional campus-like setting. This will also protect the IX Zone because they will preserve one of the most historic buildings in Town, the old Calcane Real Estate building located north on North Main Street Extension. The old Barnes Homestead will remain unchanged. There will be 10 employees and the whole building will beused but kept in the same state as now. This is a growing industry, boutique surgeries. He noted that had the industry been around when the zoning was developed it would have been included.

Mr. Pagini clarified that this type of use would be allowed in all areas of the IX, not just this one location.

Chairman Seichter noted that we do allow outpatient medical facilities in the IX zone. He sees outpatient treatment for pets to be similar with no boarding except for the occasional overnight.

Public Comment - none

Chairman Seichter called for a Motion to close the public hearing.

Commissioner Kohan: Motion to close the Public Hearing for application #501-21 Zoning Text AmendmentSmall Animal Surgical Services of CT, LLC

CommissionerHine: Second

Vote: Kohan – yes; Hine– yes; Allinson – yes; Menard – yes;ChairmanSeichter – yes.

Commissioner Hine: Motion to approve #501-21, Zoning Text Amendment Small Animal Surgical Services of CT, LLC Zoning Text Amendments to Section 2.2, 4.9.B.10, and 6.11(C) of the Wallingford Zoning Regulations to allow Outpatient Small Animal Surgical Facilities as an allowed use to the Industrial Expansion (IX) district as proposed in language entitled "Text Amendment – Small Animal Surgical Facility" dated 7/30/2021 because:

1. **We currently allow for outpatient treatment facilities in the zone;**

2. **This will allow for a professional, campus-like atmosphere;**
3. **It will preserve a historic building; and**
4. **It will promote a growing industry.**

CommissionerHine: Second

Vote: Kohan – yes; Hine– yes; Allinson – yes; Menard – yes; ChairmanSeichter – yes.

The application is approved.

4. Special Permit (Faculty Housing)/Choate Rosemary Hall/45 Hillhouse Avenue #407-21

Commissioner Allinson read the legal notice: #407-21 Special Permit for Choate Rosemary Hall Foundation for seven detached units of faculty housing at 45 Hillhouse Avenue zone R-18 and noted the correspondence. Memorandum dated July19, 2021 from Erin O'Hare, Environmental Planner to Kevin Pagini, Town Planner; letter dated July 20, 2021 from Kevin Pagini, Town Planner to Patrick Durbin; letter dated January 14, 1970 from Robert Fay, Fay & Lunt Attorneys-at-Law to Vincent Nuzzo, Business Manager, Choate School Foundation; Memo dated July 28, 2021 from Department of Engineering to Planning & Zoning Commission; correspondence received August 3, 2021 from multiple signers to Wallingford Planning and Zoning and the Choate Community; Inter-Departmental Referral dated July 9, 2021 from Fire Marshal; Map entitled Soil Erosion and Sediment Control Narrative dated June 1, 2021; Interoffice Memorandum dated August 4, 2021 from Erik Krueger, Senior Engineer, Water & Sewer Divisions to Kevin Pagini, Town Planner; Inter-Departmental Referral received July 9, 2021 from Environmental Planner, document entitled calculating rooftop rainfall from the Rain Catcher, Santa Fe, New Mexico, with some photographs, correspondence and notes.

Atty. Dennis Ceneviva of Ceneviva Law Firm introduced Patrick Durbin, CFO of Choate Rosemary Hall; Daren Overton, Engineer, SLR Consulting and Sam Sargeant, Project Engineer at Lazarus and Sargeant. The project is on 5.1 acres on the northern side of Hillhouse Avenue, a private road owned by the applicant. The parcel historically had two houses and garages. They will keep one house and develop private a 500 ft. cul-de-sac and seven single-family houses. These will be used exclusively as faculty housing. Their drainage report has been reviewed by the Town Engineer. They are prepared to address the concerns of the neighbors, emphasizing that buildings are designed so as not to exacerbate any existing problemswith the brook to the west of this parcel but also to improve the existing conditions.

Darren Overton, Licensed Professional Engineer, SLR Consulting, in Cheshire, shared the proposed development plan rendering. He reviewed the existing conditions and the surrounding neighborhoods.To the south is Rosemary Lane with other faculty housing and west is the properties that front on North Elm Street. He pointed out the stormwater management basin in the subdivision to the north and the watercourse that runs just off Choate property to the west.The property is currently mostly wooded. There is a ridge through the site with two distinct watersheds. The eastern side drains to the south to an existing 12-inch cross culvert on the south side of the property. The remaining part of the ridge drains down the slope. As part of the Wetlands application, the soil scientists identified

wetlands that come onto the property associated with the stream corridor. There is some surface runoff that runs down that stream corridor. He explained that one of the existing houseswill be removed. They will add a stormwater management basin that collection from the roadway. The catch basins have sumps to collect coarse sediments. There is an overflow structure and storage within the basin. They will also upgrade the culvert to a 15-inch pipe. Regarding the stream channel and hillside runoff onto adjacent properties to the west, they propose a new watershed taking the runoff associated with the roadway and divert it away from the western runoff into the stormwater basin.They maintain the existing watershed as much as possible and manage the stormwater. All the controlled discharges will be on Choate property. He explained the sediment erosion control plan and noted that they are only developing 3.1 acres of the 5.1-acre parcel. He noted that the stream is a very low gradient stream. Usually, a low gradient stream has less than a 2% slope. This one has less than 1%. There is a well encoder associated with it that has been identified on the Choate side of the property that extends to the other side of the stream on the neighboring properties.Atty. Ceneviva noted that by reducing the watershed area will minimize flow going to the existing stream on properties on North Elm. Mr. Overton stated that their computations show a 5% reduction in runoff in either watershed. They are diverting some of the watersheds away from the west.

Chairman Seichter asked for clarification that the flow west of the stream will be reduced by 5%. Mr. Overton replied yes. Eventually, all of the stormwater makes its way to stream in some manner further south. Atty. Ceneviva noted the concern of the neighbors that the development would exacerbate existing problems but they are providing5% mitigation.

SamuelSargeant of Lazarus &Sargeant Architects, North Main Street, Wallingford, explained that the 7 new buildings will be almost identical to the buildings across Hillhouse, six will be central hall colonials and one a cape. They will range from 1800 sq ft to 2700 sq ft. The existing home will get new siding. Choate emphasized that showcase of passive house design, with low environmental impact including insulation, high-efficiency heating, and cooling as well as Tesla Photovoltaic roof shingles.

Mr. Pagini noted the public correspondence regarding the stream.

Public Comment

Michael Mancino, 14 Sunset Drive, spoke for his grandchildren on 367 North Elm Street. He provided a packet with photos and information. He stated that he appreciated Choate's efforts but there will still be a significant amount of water going into the existing waterway. He added that the existing waterway doesn't move. He pointed out photos of the backyard of 311 North Elm which is owned by Choate where the brook is blocked. He stated that putting this project there will add significant water to the brook. He stated that the area is wet and that Choate didn't create it but they are adding to it. Mr. Overton replied that he has been at the site and noticed that the cross culvert under Hillhouse is blocked with wood which they will clear. He noticed standing water downstream in the wooded area. He noted that some of the mowed yards go right down to the channel.He stated that there isn't much that can be done with these pockets of standing water. He stated that they will look at cleaning out the cross culverts.

Chairman Seichter noted the next to the last photo in the packet seems to show the yard to be overgrown. Mr. Overton replied that it is a naturally wet meadow area that is associated with the wetlands on each side of the stream corridor. This time of year the vegetation is tall and lush. He suggested working with the Wetlands Commission to mow and maintain the property owned by Choate. Mr. Mancino noted that the prior owner of 311 North Elm kept it clear so the water flowed. It is not being maintained. He doesn't want this project to exacerbate the problem.

Mike Votto, 377 North Elm Street asked for an explanation of the erosion controls. Mr. Overton explained what will be done for erosion control during construction, including trapping sediment so it doesn't get into the drainage system, erosion control blankets on slopes, and establishing permanent vegetation. He explained that these controls serve as a temporary method for controlling water quality and preventing sediment runoff while the project is under construction. Mr. Votto noted that since the houses will be on a hill, the water will still come down. He asked if trees will be removed. Mr. Overton replied that trees will be removed in the development area. The change to the land cover has been taken into consideration as part of the stormwater management computations. He showed a before and after the development rendering showing where trees will be removed. He noted that stormwater management for the houses on the west side includes dry wells to collect roof runoff. He explained how these will work including when the capacity is exceeded it will spill onto the ground. Mr. Votto noted his concern that any development would cause more water to end up in the brook. Taking trees down causes erosion. The brook is already high all the time. He noted that the neighbors have been told before that precautions will be taken. He asked if the Commission could put something in to allow recourse if the plans don't work. He is not convinced that the development won't make the situation worse.

Laura Spiteri, 325 North Elm Street asked the applicant to consider taking the dead trees out of the stream. She noted that Choate took two houses down 5-6 years ago and now there is storm runoff. She wants to make sure this doesn't happen again. Mr. Overton replied that they will take away the dead trees and stated that the erosion controls are in place to prevent erosion during construction.

Sarah Mancino, 267 North Elm Street stated that there is a vast difference in the area backyards. Some have standing water, others have blockages. There is an invasive, non-native plant species, Pharamites, which take up a significant part of the backyard of 311 North Elm and is moving upstream. She is concerned because of the threat to native wildlife and standing water breeds mosquitoes. She asked what the yards are going to look like if this development adds to the problem. She asked if something can be done to make that channel flow better as it would have a huge impact.

Chairman Seichter asked Choate what they can do to improve the flow on their property and what ongoing maintenance can they do to alleviate the issue. Mr. Overton replied that the channel is about 3 ft wide and about 1 ft deep. He did notice the Pharamites in the picture but doesn't believe it's on the 311 property. The stream is surrounded by mostly native grass and stated that periodic mowing along

the channel will help. Choate would be willing to consider doing that and working on vegetation management with the neighbors. He did note that part of the stream is wooded.

Lois Schock, 319 North Elm Street noted that her backyard is not mow-able. She has already lost a third of her yard to Pharamites that came from Choate property. She provided photos to the Commission. Ms. Schock explained that removing an invasive species is a big deal. She has been chopping down and burning it for 20 years. It needs to be sprayed with two separate chemicals in late August. She has asked the town for a reduction in taxes due to the loss of her yard. She noted that nothing moves in the stream. It would be wonderful if the neighbors would help keep the stream clean. She asked the Commission for help with this.

Phillip Youker, 29 Curtis Avenue stated that he is struck by the changes in tree cover. He noted that Choate owns a lot of property and asked if there were any alternative locations for this development that would not require the removal of so many trees. Patrick Durbin, CFO, of Choate, 333 Christian Street, replied that they did consider other land but chose this due to the proximity to other faculty housing and because this site makes the most sense. It fits our needs.

Michael Mancino noted that the answers given tonight are not truthful. The yard behind 311 is overgrown and is blocking the stream because it is not maintained. He asked the Commission for help.

Chairman Seichter asked if staff had a recommendation to address the issues mentioned. Mr. Pagini replied that he didn't think a maintenance planwas addressed with the Inland Wetlands Commission. He stated that there is nothing in the current regulations that allow for a maintenance plan or inspection by Water and Sewer. He stated that they could add language to ask for a routine inspection of the stormwater management system and clean up the stream so it is flowing correctly. It would be difficult to put something requiring them to do something on the adjacent properties. Chairman Seichter stated he meant something like periodic clear out of the stream, maintenance of stream, etc. on Choate property. Mr. Pagini stated that they can write the language to address this in a way that the applicant can perform some kind of routine inspection of the stormwater system to make sure it's performing the way it was designed.

Commissioner Kohan shared some suggested wording for conditions of approval. He asked for comments on the following draft wording.

1. Clear out the culvert and maintain some type of regular maintenance routine to ensure it remains free-flowing.
2. Work with Inland Wetlands to get approval to mow some of the areas to free up the flow.
3. Look for impediments to stream on their property.

Atty. Ceneviva stated that these are reasonable suggestions. He noted that Wetlands had a condition during construction. He read number 5, regarding sediment flow to this particular area that it be monitored before and after storm events and any deficiencies be rectified. He stated that Choate is in

favor. Chairman Seichter noted that we would want monitoring post-construction as well. Atty. Ceneviva noted that the stream behind 311 was dredged three years ago.

Mr. Hine asked for clarification of the 5% net reduction in runoff to the west. Mr. Overton replied that it is part of the stormwater management report submitted and reviewed by the Town Engineer. Mr. Hine asked if there is any way of monitoring run-off after the development is completed. Mr. Overton replied that it is not easy to measure small streams and it would be difficult to get enough predevelopment data to compare it to. He explained how they calculated the current run-off rate and used that to design the controls to mitigate any increase. He noted that they used updated rainfall data. Commissioner Hine stated that Choate has been a good neighbor and is willing to work with the community. He asked if there is anything they can offer in terms of monitoring that could be presented to the neighbors for a limited amount of time showing no changes. Mr. Overton replied that the prior development sent runoff to the stream. This project is designed to draw dry and will be maintained. The discharges from this stormwater basin are not directed to the neighbor's property. A comprehensive management plan was reviewed by the Town Engineer. There are also conditions of the Wetlands approval that add assurances.

Commissioner Menard stated that as a good neighbor, Choate should, with the neighbors' permission, be able to straighten out this problem.

Chairman Seichter called for a Motion to close the public hearing.

Commissioner Kohan: Motion to close the Public Hearing for application #407-21 Choate Rosemary Hall

Commissioner Hine: Second

Vote: Kohan – yes; Hine– yes; Allinson – yes; Menard – yes;ChairmanSeichter – yes.

Commissioner Kohan: Motion to approve #407-21 Choate Rosemary Hall, Special Permit request to construct 7 new detached dwelling units and a newly constructed private driveway to be used as faculty housing for a currently operating private school as shown on plans entitled "Choate Rosemary Hall New Faculty Housing" dated 7/9/2021, subject to the following conditions of approval:

1. **Comments from Erik Krueger, Senior Engineer, Water, and Sewer Division dated 8/4/2021;**
2. **Comments in Interoffice Memorandum from Erin O'Hare, Environmental Planner, dated July 19, 2021;**
3. **Comments in Interoffice Memorandum from the Department of Engineering to the Planning and Zoning Department dated 7/28/2021;**
4. **An Erosion and Sedimentation Control bond in the amount of $40,000;**
5. **The applicant will clean out the cross culvert on the site behind 311 North Elm and maintain periodic maintenance;**

6. **The applicant will work with Inland Wetlands to get permission to periodically mow the wet meadow in the same location; and**
7. **The applicant will look over the site for other impediments to the stream**

CommissionerHine: Second

Vote: Kohan – yes; Hine– yes; Allinson – yes; Menard – yes; ChairmanSeichter – yes.

The application is approved.

OLD BUSINESS

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

Commissioner Allinson noted the correspondence. Inter-Departmental Referral dated April 8, 2021 from the Fire Marshal; letter dated April 23, 2021 from Thomas Talbot, Planner to Six Research LLC; Memo dated April 28, 2021, from Department of Engineering to Planning & Zoning Commission; Interoffice Memorandum dated April 29, 2021, from Scott Shipman, Engineer, Water & Sewer to Kevin Pagini, Town Planner; Stormwater Management System Computation package from Summer Hill Civil Engineers and Land Surveyors, P.C. received May 3, 2021; Interoffice Memorandum dated May 10, 2021 from Erik Krueger, Senior Engineer, Water & Sewer Divisions to Kevin Pagini, Town Planner; email dated May 6, 2021 from Dennis Ceneviva to Kacie Hand; Memorandum dated June 8, 2021 from Erin O'Hare, Environmental Planner to Kevin Pagini, Town Planner; Memo dated June 2, 2021, from Department of Engineering to Planning & Zoning Commission; Inter-Departmental Referral dated April 8, 2021 from Fire Marshal; email dated June 11, 2021 from Dennis Ceneviva to Kevin Pagini; letter dated June 17, 2021 from Michael Ott, Summer Hill Civil Engineers and Land Surveyors to Alison Kapushinski, Town Engineer.

Dennis Ceneviva of Cenviva Law firm introduced Michael Ott, Project Engineer for Summer Hill Civil Engineering & Land Surveying. He explained that the proposal is for a vacant 3.2 acres in an IX zone that abuts 6 Research Parkway. That property was approved for vehicle storage via application 202-19. This proposal is for the same use except the building will have no offices. There is no need for water and sewer in this building. This is an expansion of an automotive storage facility and will have a new 6000 sq ft building for vehicle storage. No fueling, repairs, maintenance,or washing of vehicles will be performed. There will not be separate access for this site. The intent is to merge the two properties. They will use the existing curb cut on 6 Research Parkway.

Michael Ott, Licensed Professional Land Surveyor with Summer Hill Engineers at 60 Wall Street, Madison explained that this is an expansion of the existing facility next door at 6 Research Parkway. He explained the stormwater management described in the report submitted. He noted that currently there is no impervious surface on this parcel. They will create 61,700 sq ft of impervious surface, to accommodate the car carrier vehicles. He explained that the site is in the watershed protection district and the site drains to the south and enters the wetlands on the east side and then ultimately into the Muddy River. They have designed an extensive stormwater management system focusing both on water quality and on the control of the peak rates of discharge of stormwater runoff.The undeveloped site is relatively flat

with woods and brush. They designed a stormwater sand filter that accepts runoff from all the pavement areas to take care of water quality. He noted that the stormwater management plan was reviewed by the Water Department. Higher flows will be directed to a stormwater management basin before being discharged. He showed the location of the property and explained that the building will be in the southwest corner of the lot. The sand filter and stormwater management basin will be on the east side close to Research Parkway. Stormwater runoff flows to the south on the west side of Research Parkway and enters the stormwater management facilities at the next developed site. He noted that the same type of lighting and fencing as at 6 Research will be used. He noted that ultimately the parcels will be merged. He added that there is a significant buffer (150 ft) between the rear of the developed parcel and Thorpe Avenue to the west. They will leave the vegetation along the street line.

Atty. Ceneviva referred the Commission to the meeting of March 2019 where there was a concern about exhaust fumes. He stated that all the vehicles are relatively new and the exhaust is under the vehicles. The applicant reported at that time that no one will know the trucks are running. The 150 ft distance to Thorpe Avenue will ensure no impact on the residents.

Chairman Seichter noted that the existing facility has a larger building but less impervious surface than the new site. He asked why this is and how the facility operates. He also asked if there would be overnight parking. Atty. Ceneviva replied that the intent is for the vehicles go to out on Sunday or Monday and come back on Wednesday or Friday. The building is to house luxury vehicles. He stated that there would be no lifts. He explained that the existing facility can only handle 8 18 wheel car carriers and this new facility will accommodate 15. He noted that all the truck movements will be on site with no backing onto Research Parkway.

Commissioner Hine asked for clarification that there will be no repairs or vehicle washing at this site. Atty. Ceneviva confirmed and added that the Water Department spelled that out.

Hearing no public comment, Chairman Seichter called for a Motion to close the public hearing.

Commissioner Kohan: Motion to approve #210-21 6 Research LLC/4A Research Parkway Site Plan Approval request for an automotive storage facility located at 6/4A Research Parkway as shown on plans entitled "East Side Auto Transport Automotive Storage Facility" dated April 2021 and revised to 6/2/2021, subject to the following conditions of approval:

1. **A Sedimentation and erosion control bond in the amount of $10,000;**
2. **Comments in Interoffice Memorandum from the Department of Engineering to the Planning and Zoning Department dated 4/28/2021 and 6/2/2021;**
3. **Comments in Interoffice Memorandum from the Fire Marshal to the Planning and Zoning Department dated 4/15/2021;**
4. **Comments in Interoffice Memorandum from the Water and Sewer Division to the Planning and Zoning Department dated 4/29/2021 and 5/10/2021; and**
5. **Comments in Interoffice Memorandum from the Environmental Planner to the Planning and Zoning Department dated 6/8/2021.**

CommissionerHine: Second

Vote: Kohan – yes; Hine– yes; Allinson – yes; Menard – yes; ChairmanSeichter – yes.

The application is approved.

BOND RELEASES AND REDUCTIONS

7. **Special Permit/Bilchfeldt-Quality Subaru/711 North Colony Road #416-16** – Mr. Pagini noted that this is not ready to be released.
8. **Site Plan/Thurston Associates/30 Thurston Drive #213-14** – Mr. Pagini recommended complete release.

Commissioner Kohan: Motion to release the bond for #213-14 Site Plan/Thurston Associates/30 Thurston Drive
CommissionerHine: Second

Vote: Kohan – yes; Hine– yes; Allinson – yes; Menard – yes;ChairmanSeichter – yes.

REPORTS OF OFFICERS AND STAFF

9. **Staff update on IX and I-5 Regulations**

Mr. Pagini reported that an initial meeting to discuss the first draft of the regulations was held on July 8th. He received input from Town Departments at that meeting. Meetings were then held with Water & Sewer, Economic Development, and the Corporation Counsel. Their comments were incorporated into a second draft that has been sent to all town departments. He expects thesecond round of comments in the next 10 days when he plans another meeting with all the staff departments. He hopes to have a workshop before the September meeting. Chairman Seichter suggested that once he is ready to have a workshop, he can contact Commission members for their availability.

10: **Administrative Approvals** – Noted as approved

a. **Change of Use/Blue Ox Axe Throwing LLC/21 North Plains Industrial Road, Unit B #311-21**
b. **Change of Use/Sabrina Ferraiolo/321 North Colony Street #312-21**
c. **Change of Use/Yellow King Brews LLC/920 South Colony Road #313-21**
d. **Site Plan/Abel-Womack, Inc./40 Carpenter Lane #214-21**

11. **ZBA Decisions – July 19, 2021**

Mrs. Torre reported that there will be no ZBA meeting in August and the September Agenda has not been set yet.

12. **Zoning Enforcement Report**

Mrs. Torre asked for feedback on the new report format for the monthly activity. She noted that they were heavy on big violations trying to be served by of use and variances and some construction variances to allow something that has already occurred. She added that she doesn't have the September agenda yet.

ADJOURNMENT

Commissioner Kohan: Motion to adjourn the August 9,2021 Planning and Zoning meeting at 10:30 pm.

CommissionerHine: Second
Vote: Unanimous to approve

Respectfully Submitted,
Cheryl-Ann Tubby
Recording Secretary

#401-25-29

Cherie Murchison

From: Kevin Pagini
Sent: Tuesday, September 2, 2025 3:49 PM
To: zoning
Subject: Fw: Midwood Clarification Question

From: Thomas Hogan <thomas.hogan@wright-pierce.com>
Sent: Tuesday, September 2, 2025 1:14 PM
To: Kevin Pagini <kevin.pagini@wallingfordct.gov>
Cc: Jonathan Skaarup <jskaarup@gm2inc.com>; Lawrence Rusiecki <lawrence.rusiecki@wright-pierce.com>
Subject: RE: Midwood Clarification Question

Kevin- great conversation this morning regarding the traffic study review. As we discussed, Jon has prepared some follow up comments/questions that can be presented to the applicant's team for response. Their responses, or ability to respond in a timely fashion may influence our discussion at Monday's meeting. Please confirm that you received this and will forward along.
Feel free to contact me with any questions.
Thanks
Tom

Tom Hogan, P.E.
Wright-Pierce | Senior Associate – Regional Group Leader
direct 413.459.2003 | **cell** 413.977.3377

WRIGHT-PIERCE
Engineering a Better Environment

Subject: Clarification on background traffic & proposed developments in project area.

Good afternoon,

The team is requesting clarification on trip generation data, other developments and what was included from CTDOT and OSTA (?) in the Midwood Warehouses Site Traffic Evaluation Study.

1. Was the site data for the proposed development at 5 Research Way included as part of the traffic volume data CTDOT provided to Bubaris?

The study clearly indicates that the data for the 1107 Northrup Road site was included, but no mention of the 5 Research Way site.

A statement indicating the specific studies obtained and used or not used would serve to address this. If possible, provide the actual count data used and indicate how/where any development traffic was added. Did CTDOT/OSTA perform this action prior to providing Bubaris with the data?

Should the Town request new traffic counts for any reason they would need to manually add the proposed development data from all sites on top of them for the build condition assessment and those numbers should be accessible for that purpose.

2. There may be some discrepancy between the existing and build levels of service for Route 68 determined in the Midwood Study compared to those calculated in the 5 Research Way and 1107 Northrup Road studies. Were these compared?

The town is seeking a specific response as to which study provides the most accurate representation of existing levels of service and then how the build volumes will actually affect the Route 68 signal operations and the extent/magnitude of these as well. Consider that one study may show better or worse existing conditions and these should be reported accordingly.

Jon

GM2
CT | RI | NH | MA | NY | FL
www.gm2inc.com
JON SKAARUP, PE, PTOE
Senior Project Manager
Senior Traffic Engineer
P 401.726.4084 x113

#401-25-30

Bubaris Traffic
ASSOCIATES
Planning • Engineering • Design

James G. Bubaris, P.E.
Principal

September 2, 2025

Mr. Kevin J. Pagini
Town Planner
Town of Wallingford

Dear Mr. Pagini:

Re: Response to Opposition Concerns
Midwood Warehouses

In response to the concerns raised at last month's public hearing regarding this matter, we reached out to the CTDOT Planning Division to clarify which development projects are included in the Planning's background traffic volumes that were provided for us to use in the Traffic Study we prepared for the subject project.

Given that there is some confusion as to what is and isn't included, CTDOT suggested that we include these developments in our analyses as additional traffic volumes and to redo our analyses.

In particular, we have opted to include the various small developments at 1107, 1117, and 1200 Northrop Road, at 850 Murdock Avenue; at 5 Research Parkway; and at 932 Northrop Road; and to assume that their corresponding traffic volumes have not been previously included in the various traffic studies that CTDOT reviewed in preparing Planning's background traffic volumes.

Additionally, updated traffic operations analyses of both background (no-build) and combined (build) were conducted to incorporate these additional traffic volumes, and all have been provided herein for the review by the Town's Traffic Peer Reviewer .

A review of the results of these updated traffic operational analyses on the next page shows that overall levels of service for the signalized intersections within the study area including the Route I-91 Ramp intersections will remain at LOS B to LOS C, and levels of service for the unsignalized intersections along Northrop Road will remain at LOS A for movements on Northrop Road, and LOS B to LOS C for movements in and out of the site drives on Northrop Road.

We were further advised by CTDOT to omit considering anything for the unoccupied portion of the Anthem building on Leigus Road since further development with approved office space in this building is very unlikely, and if further developed in the future would likely be a different use requiring that such be revisited with OSTA at that time.

25 Comstock Trail / East Hampton, CT 06424-2303 / (203) 606-4742
JimBubaris@hotmail.com

REVISED TABLE C
Summary of Traffic Operations Analyses
Levels of Service
Midwood Warehouses
Route 68 at Northrop Road
Wallingford, Connecticut

Intersection	BACKGROUND(no-build) 2026 (includes 1117, 1107, 1200 Northrop, 350 Murdock Avenue, 5 Research Parkway and Proton Therapy Center)				COMBINED (build) 2026 (includes all that background does, PLUS the Midwood Warehouses)			
	AM PEAK		PM PEAK		AM PEAK		PM PEAK	
	LOS	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)
Northrop Road at North Site Drive / Concentra Site Drive								
Northrop Road northbound left	LOS A	7.7	LOS A	7.9	LOS A	7.7	LOS A	7.9
Northrop Road southbound left	LOS A	8.1	LOS A	7.7	LOS A	8.1	LOS A	7.7
North Drive eastbound left	LOS B	11.7	LOS B	10.4	LOS B	10.1	LOS B	10.5
Concentra Drive westbound left	LOS B	13.4	LOS B	13.6	LOS B	14.0	LOS B	14.1
Northrop Road at Middle Site Drive / No. 1107 Warehouse Site Drive								
Northrop Road northbound left	-----	-----	-----	-----	LOS A	7.7	LOS A	8.1
Northrop Road southbound left	LOS A	8.4	LOS A	7.7	LOS A	8.4	LOS A	7.7
Middle Drive eastbound left	-----	-----	-----	-----	LOS A	9.3	LOS B	10.6
No. 1107 Drive westbound left	LOS B	14.9	LOS C	15.4	LOS C	16.0	LOS C	16.7
Northrop Road at South Site Drive / Courtyard Inn Site Drive								
Northrop Road northbound left	-----	-----	-----	-----	LOS A	7.7	LOS A	8.3
Northrop Road southbound left	LOS A	8.3	LOS A	7.8	LOS A	8.4	LOS A	7.8
South Drive eastbound left	-----	-----	-----	-----	LOS A	9.5	LOS B	11.4
Court Inn Drive westbound left	LOS B	14.0	LOS C	15.2	LOS C	15.1	LOS C	16.7
Route 68 at Leigus Road Ext. / Leigus Road								
Route 68 eastbound approach	LOS C	21.8	LOS C	28.8	LOS C	21.9	LOS C	31.5
Route 68 westbound approach	LOS C	23.9	LOS C	23.8	LOS C	24.7	LOS C	27.1
Leigus Road northbound approach	LOS B	13.9	LOS B	18.7	LOS B	13.9	**LOS C**	19.0
Leigus Road Ext. southbound approach	LOS C	25.7	LOS C	31.8	LOS C	26.6	LOS D	38.8
- OVERALL -	**- LOS C -**	**22.3**	**- LOS C -**	**26.0**	**- LOS C -**	**22.9**	**- LOS C -**	**29.1**
Route 68 at Northrop Road / Miles Drive								
Route 68 eastbound approach	LOS B	12.8	LOS B	19.4	LOS B	12.9	LOS C	21.0
Route 68 westbound approach	LOS A	6.6	LOS B	11.8	LOS A	6.9	LOS B	13.3
Miles Drive northbound approach	LOS B	14.1	LOS B	14.3	LOS B	14.0	LOS B	13.2
Northrop Road southbound approach	LOS C	30.7	LOS D	45.1	LOS C	33.4	LOS D	54.1
- OVERALL -	**- LOS B -**	**11.2**	**- LOS C -**	**20.4**	**- LOS B -**	**11.6**	**- LOS C -**	**23.5**
Route 68 at Interstate 91 Southbound Ramps								
Route 68 eastbound approach	LOS B	20.2	LOS B	17.2	LOS C	20.8	LOS B	12.8
Route 68 westbound approach	LOS B	13.6	LOS A	9.1	LOS B	12.9	LOS B	11.0
I-91 Southbound Ramp approach	LOS B	15.0	LOS C	22.6	LOS B	17.1	LOS C	21.6
- OVERALL -	**- LOS B -**	**15.9**	**- LOS B -**	**13.0**	**- LOS B -**	**16.3**	**- LOS B -**	**13.8**
Route 68 at Interstate 91 Northbound Ramps								
Route 68 eastbound approach	LOS B	15.1	LOS B	11.7	LOS B	14.4	LOS B	13.5
Route 68 westbound approach	LOS B	17.8	LOS C	23.1	LOS B	18.8	LOS C	24.4
I-91 Northbound Ramp approach	LOS C	23.4	LOS C	28.3	LOS C	24.6	LOS C	28.6
- OVERALL -	**- LOS B -**	**18.4**	**- LOS C -**	**19.4**	**- LOS B -**	**19.1**	**- LOS C -**	**20.6**

Bubaris Traffic Associates
September 2025

We offer the following in the attached Appendix in support of our findings:

Exhibit 1 - Subject Opposition Letter

Exhibit 2 - Additional Trip Generation Calculations for the Added Developments

Exhibit 3 - Tables A and C summarizing adjusted Trip Generation Calculations through the application of the passenger car equivalent factors

Exhibit 4 - Tables B and D summarizing Trip Generation and Distributions for the added developments

Exhibit 5 - Weekday AM and PM Peak Hour Volumes for the 5 Research Parkway warehouse development.

Exhibit 6 - Weekday AM and PM Peak Hour Volumes for the 932, 1107, 1117, 1200 Northrop Road and 850 Murdock Avenue developments.

Exhibit 7 - Total Weekday AM and PM Peak Hour Volumes from Exhibits 5 and 6

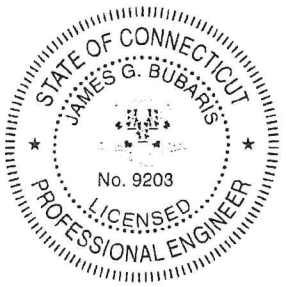
Exhibit 8 - Revised Background (No-Build) AM and PM Peak Hour Traffic Volumes

Exhibit 9 - Revised Combined (Build) AM and PM Peak Hour Traffic Volumes

Exhibit 10 - Revised Combined AM Peak Hour Traffic Operations Analysis

Exhibit 11 - Revised Combined PM Peak Hour Traffic Operations Analysis

We trust that the foregoing demonstrates that the proposed Midwood warehouses should not adversely impact traffic operations in the subject study area.



Very truly yours,
Bubaris Traffic Associates

James G. Bubaris

James G. Bubaris, P.E.
Principal

Exhibit 1
Subject Opposition Letter

Cherie Murchison

From: Kevin Pagini
Sent: Friday, August 29, 2025 9:17 AM
To: zoning
Subject: Fw: Proposed Warehouses
Attachments: P&Z Minutes Jul 2021.pdf; P&Z Aug 2021 Minutes .pdf

Kevin J. Pagini
Town Planner
Town of Wallingford
P: 203-294-2090

From: ED HOHMANN <eghohmann@snet.net>
Sent: Thursday, August 28, 2025 9:35 PM
To: vjseichter@sbcglobal.net <vjseichter@sbcglobal.net>; jeffrey.kohan@snet.net <jeffrey.kohan@snet.net>; Kevin Pagini <kevin.pagini@wallingfordct.gov>
Subject: Proposed Warehouses

Dear Wallingford P&Z Commissioners,

I am writing to bring your attention to two important issues regarding the proposed warehouses on Barnes Road.

First, the three proposed warehouses would negatively affect traffic patterns in the area. The CT DOT OSTA website data shows that the Wallingford P&Z Commission has approved a staggering 1.8 million square feet of warehousing within a 2-mile area. This concentration of warehousing has already set the area on course for extreme traffic and safety issues. Therefore, the additional 414,000 square feet from the three proposed warehouses will only further exacerbate traffic issues for nearby roadways (I-91 Exit 15 entrance and exit ramps, Route 68, Northrop Road, Carpenter Lane, and Research Parkway) and jeopardize the safety and quality of life for our community.

Wallingford Warehouses within a 2 Mile Area*

Address	OSTA Approval	Square Footage	Status
24 Research Parkway (USPS)	Unknown	271K	Built
29 Research Parkway (Amazon Sortation)	Nov-15	391K	Built
1117 Northrop Rd	Jan-22	250K	Unbuilt
1107 & 1200 Northrop Rd & 850 Murdock Ave	Feb-24	439K	Partially Built
5 Research Parkway	Aug-24	466K	Unbuilt
		1.817M	
1000, 1020, 1030, 1044, 1080 Barnes Road	*N/A*	*414K*	*Application*
		2.231M	

*Excludes smaller warehouses (e.g. CT Food Bank -Research Parkway, 15 Sterling Dr)

Second, I urge you to closely scrutinize the applicant's "no-build" traffic scenario. The attached minutes from your July 12, 2021, and August 9, 2021, meetings for 5 Research Parkway and 1070 N. Farms/1117 Northrop Rd applications include highlighted sections where independent engineers, peer reviewers, and this Commission had robust discussions about the poor existing traffic conditions, rated (D/E) at Route 68 and I-91 ramps. In stark contrast, the current application's traffic study (Bubaris Traffic Associates, October 2024, Table E) implausibly claims a "no-build" rating of B for these same areas. This discrepancy raises serious concerns and warrants the same scrutiny and due diligence afforded to prior applications.

The area has reached a dangerous saturation point for further warehouse development. Approving three additional warehouses will worsen traffic congestion and have dire consequences on the safety and quality of life of area residents and businesses.

I strongly urge the Commission to deny this application – there are higher and better uses for this area of Wallingford.

Sincerely,

Ed Hohmann
12 Marie Lane

Exhibit 2
Additional Trip Generation Calculations for the Added Developments

Warehousing
(150)

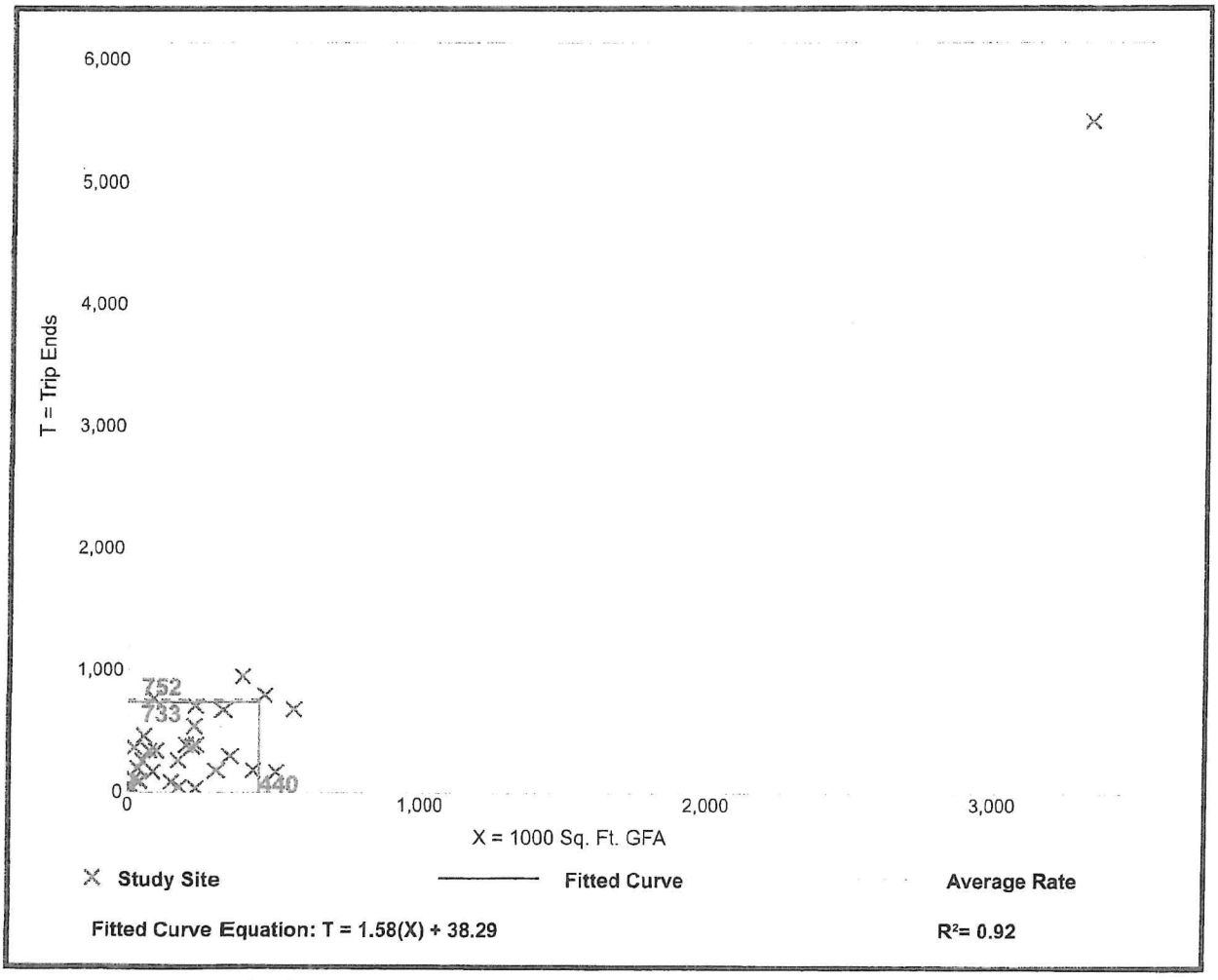
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



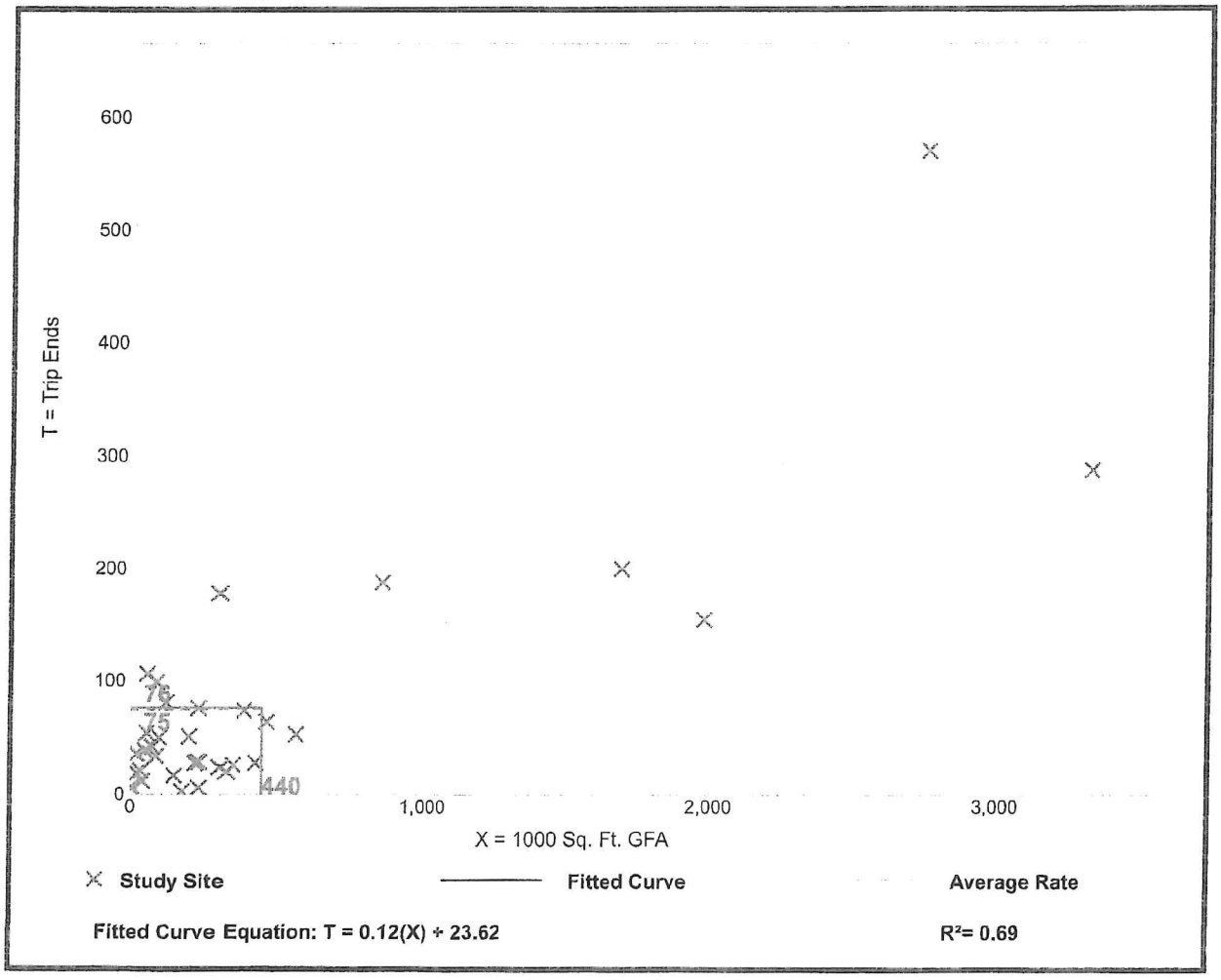
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 448
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



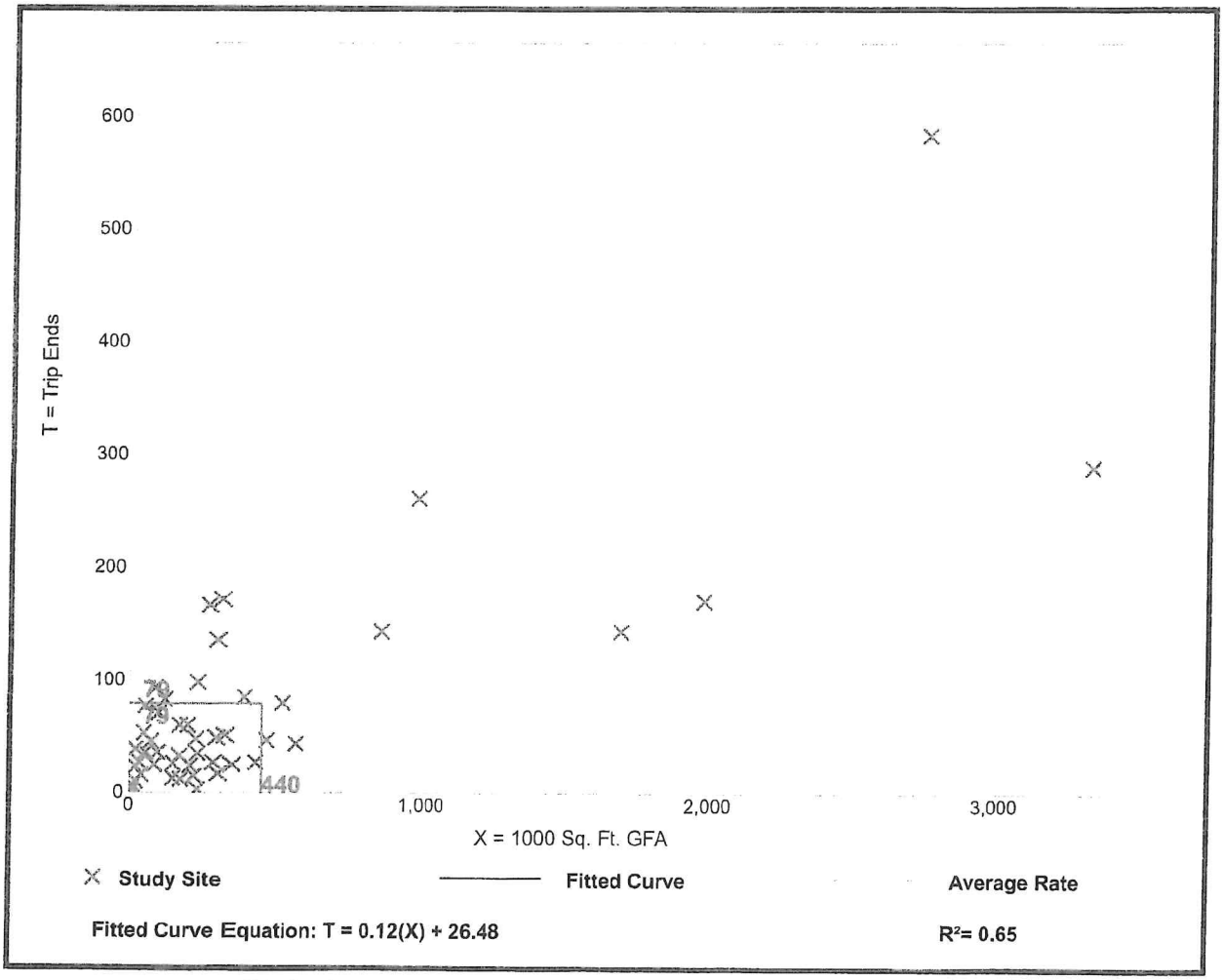
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. 1000 Sq. Ft. GFA: 400
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



General Office Building
(710)

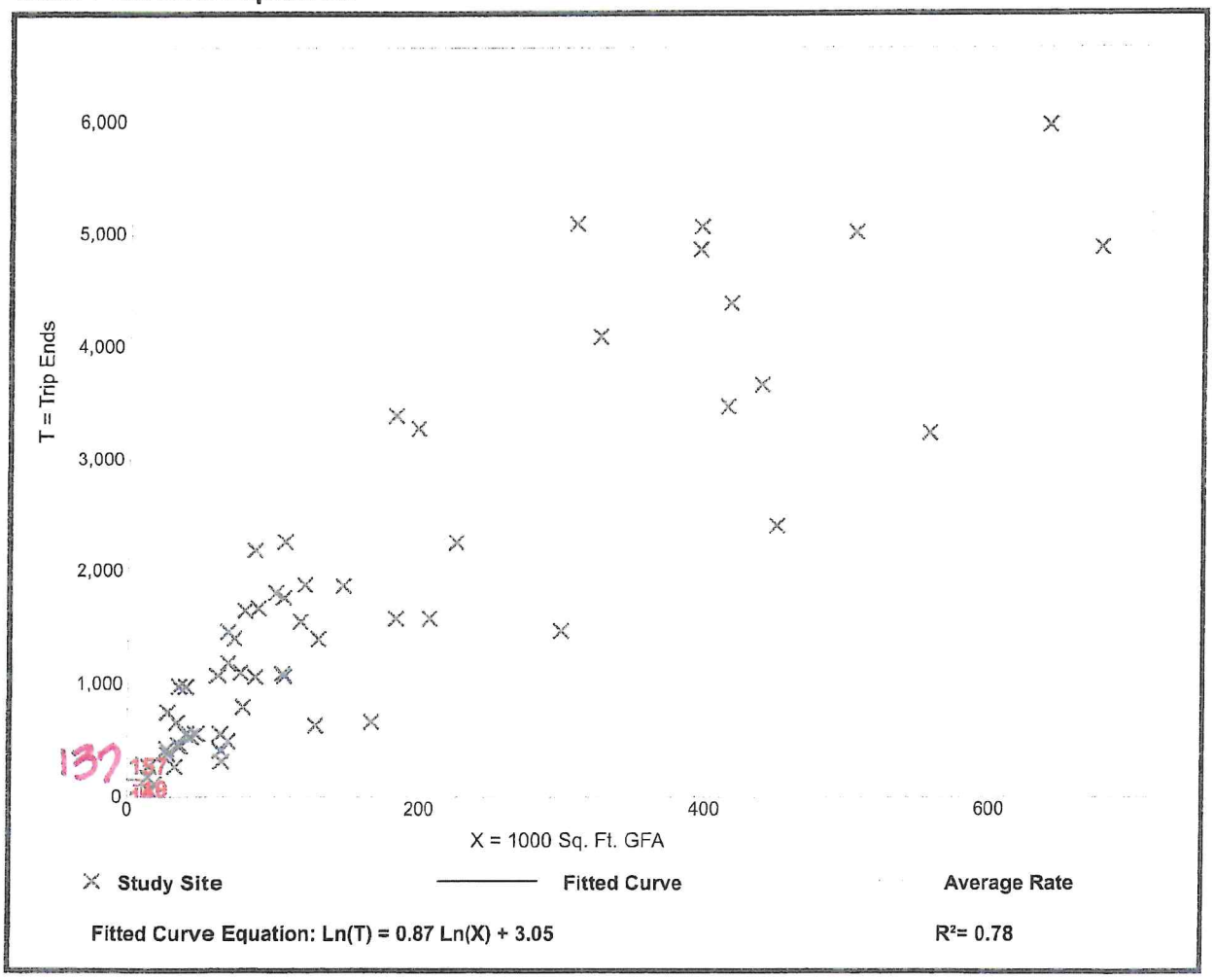
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05

R^2= 0.78

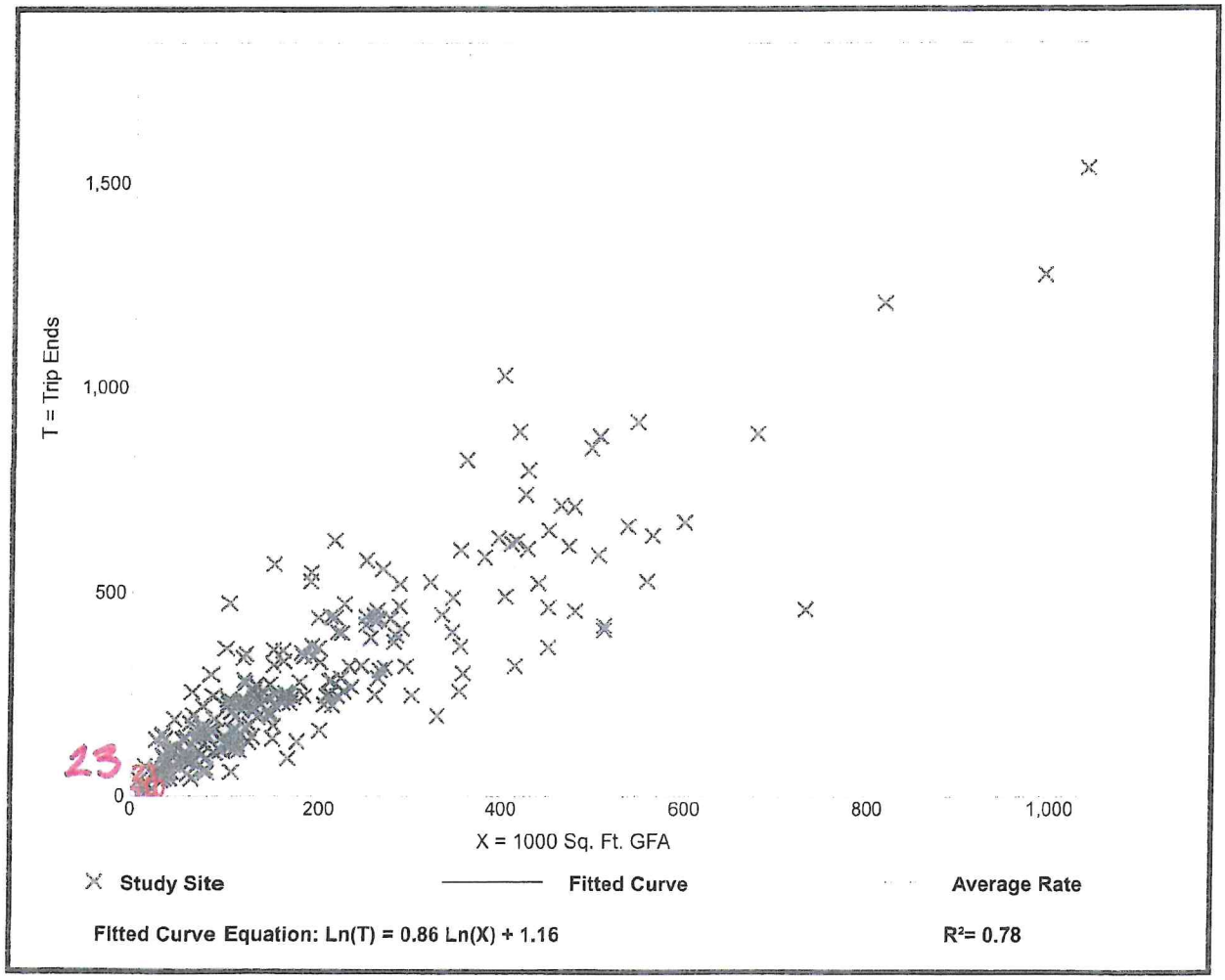
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation

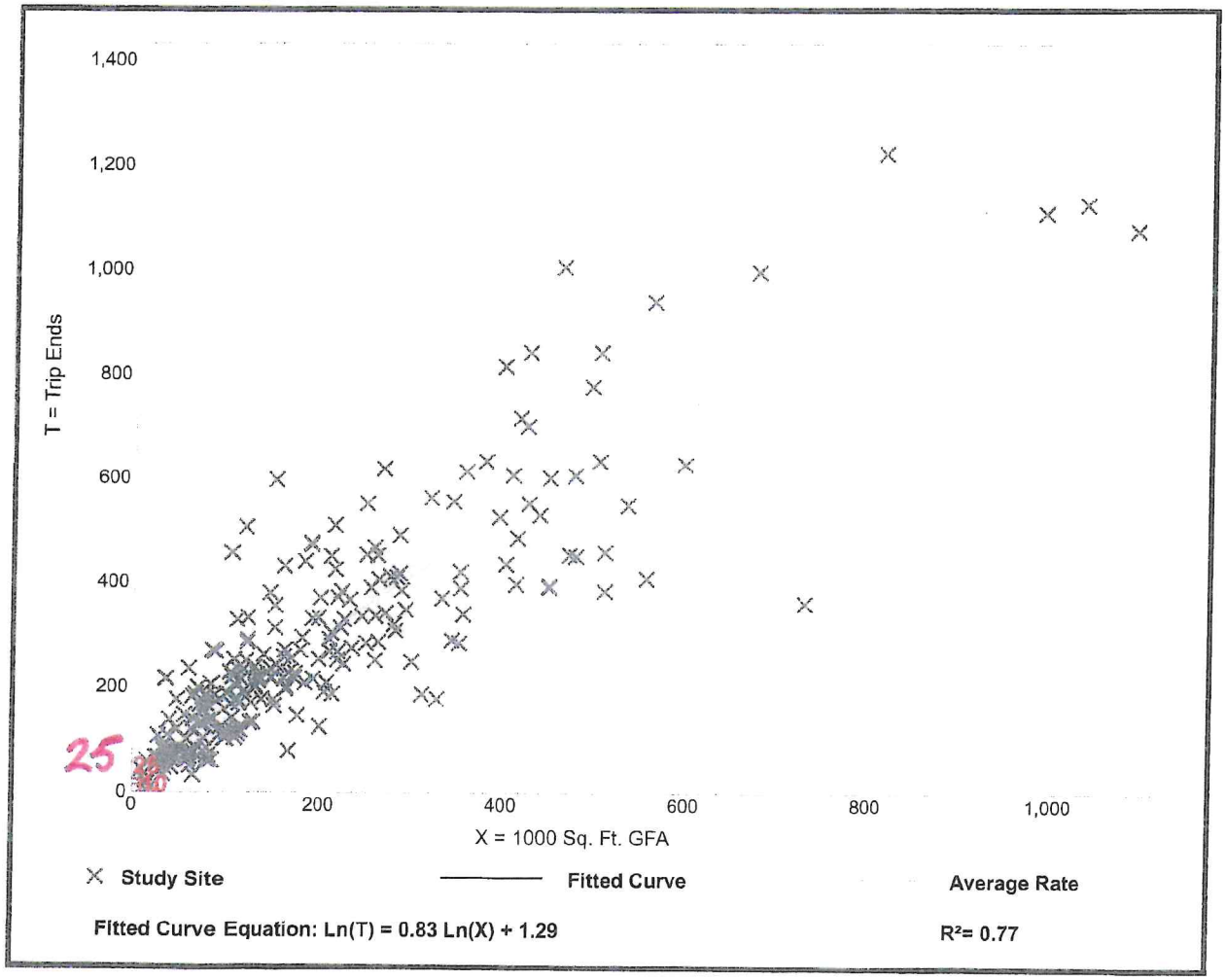


Exhibit 3
Tables A and C summarizing adjusted Trip Generation Calculations through the application of the passenger car equivalent factors

Table A
Trip Generation Estimate
Wallingford Trip Generation Adjustment
Warehouse Development
5 Research Parkway
Meriden, Connecticut

	(A)	Vehicle Break-Down			Passenger Car Equivalents			(B)		(C)	(B&C)
	ITE Land Use 150									ITE Land Use	GRAND
	WAREHOUSE	Passenger	2-4 Axle	5+ Axle	Passenger	2-4 Axle	5+ Axle	TOTAL		OFFICE SPACE	TOTAL
	440,000	Cars	Trucks	Trucks	Cars	Trucks	Trucks	440,000	Ratio	10,000	450,000
	VPH	70%	10%	20%	1	3	4	VPH	B / A	VPH	VPH
Average Weekday											
Inbound	376	263	38	75	263	113	301	677		69	746
Outbound	376	263	38	75	263	113	301	677		69	746
Total	752	526	75	150	526	226	602	1354	1.80	138	1,492
AM Peak Hour											
Inbound	59	41	6	12	41	18	47	106		20	126
Outbound	17	12	2	3	12	5	14	31		3	34
Total	76	53	8	15	53	23	61	137	1.80	23	160
PM Peak Hour											
Inbound	22	15	2	4	15	7	18	40		4	44
Outbound	57	40	6	11	40	17	46	103		21	124
Total	79	55	8	16	55	24	63	142	1.80	25	167

Bubaris Traffic Associates
September 2025

Table C
Trip Generation Estimate
Warehouse Development
1107 & 1200 Northrop Road & Murdock Avenue
CT Proton Therapy Center
932 Northrop Road
Wallingford, Connecticut

	(A) ITE Land Use 150 WAREHOUSE 440,000 VPH	Vehicle Break-Down Passenger Cars 70%	2-4 Axle Trucks 10%	5+ Axle Trucks 20%	Passenger Car Equivalents Passenger Cars 1	2-4 Axle Trucks 3	5+ Axle Trucks 4	(B) TOTAL 440,000 VPH	Ratio B / A	(C) Published Estimate THERAPY CENTER 25,000 VPH	(B&C) GRAND TOTAL 450,000 VPH
Average Weekday											
Inbound	376	263	38	75	263	113	301	677			677
Outbound	376	263	38	75	263	113	301	677			677
Total	752	526	75	150	526	226	602	1354	1.80		1,354
AM Peak Hour											
Inbound	59	41	6	12	41	18	47	106		20	126
Outbound	17	12	2	3	12	5	14	31		3	34
Total	76	53	8	15	53	23	61	137	1.80	23	160
PM Peak Hour											
Inbound	22	15	2	4	15	7	18	40		3	43
Outbound	57	40	6	11	40	17	46	103		20	123
Total	79	55	8	16	55	24	63	142	1.80	23	165

Bubaris Traffic Associates
September 2025

Exhibit 4
Tables B and D summarizing Trip Generation and Distributions for the added developments

Table B
Trip Generation and Distribution Summary
Warehouse Development
5 Research Parkway
Meriden, Connecticut

<--------Trip Generation--------->		<----------Trip Distribution---------->			
		To/From West via Route 68 15%	To/From North via Interstate 91 40%	To/From South via Interstate 91 40%	To/From East via Route 68 5%
Average Weekday					
Inbound	746	112	298	298	37
Outbound	746	112	298	298	37
Total	1492	224	597	597	75
AM Peak Hour					
Inbound	126	19	50	50	6
Outbound	34	5	14	14	2
Total	160	24	64	64	8
PM Peak Hour					
Inbound	44	7	18	18	2
Outbound	124	19	50	50	6
Total	168	25	67	67	8

Bubaris Traffic Associates
September 2025

Table D
Trip Generation and Distribution Summary
Warehouse Development
1107 & 1200 Northrop Road & Murdock Avenue
Proton Therapy Center
932 Northrop Road
Wallingford, Connecticut

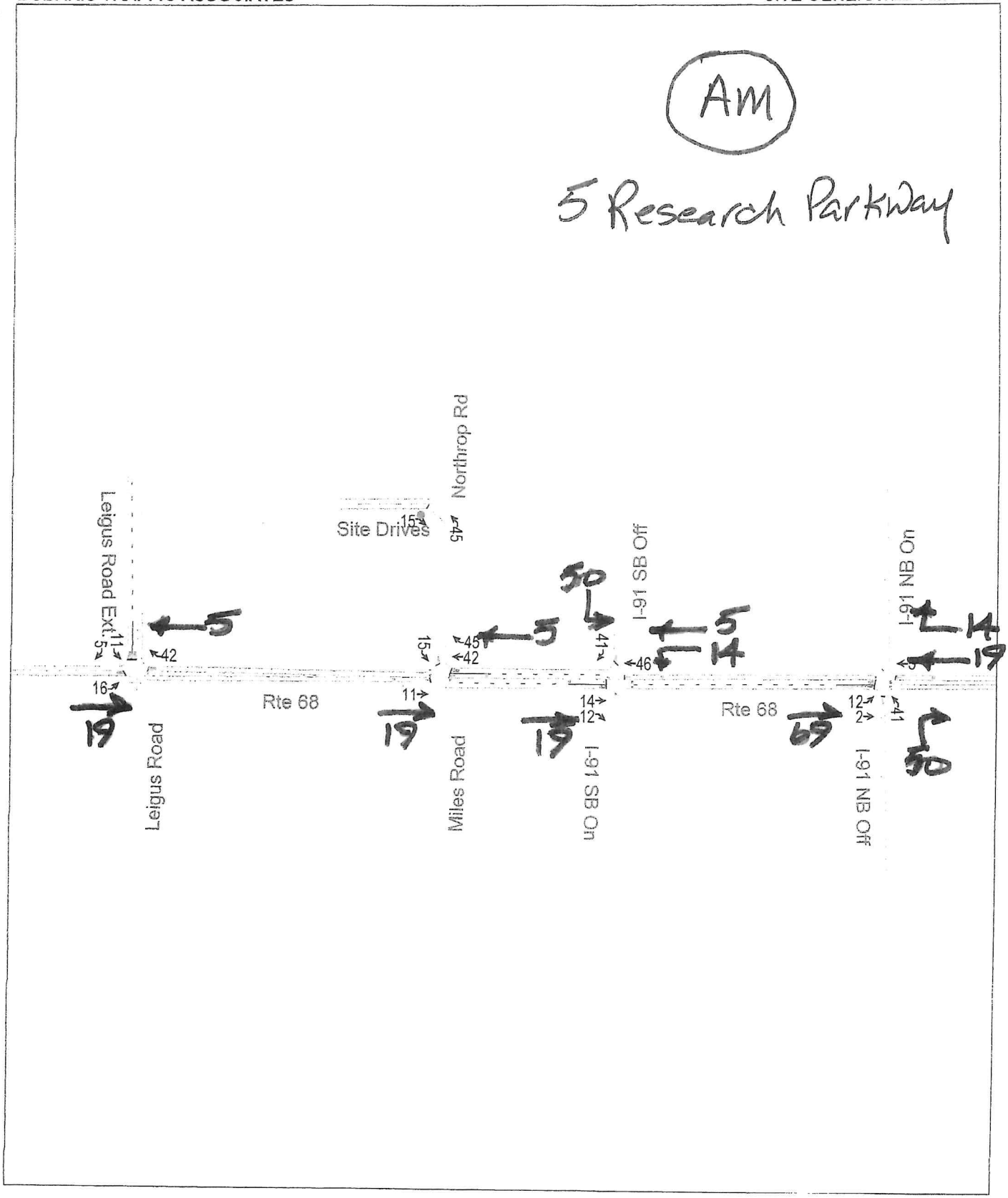
		<----------Trip Distribution---------->			
<--------Trip Generation--------->		To/From West via Route 68 15%	To/From North via Interstate 91 40%	To/From South via Interstate 91 40%	To/From East via Route 68 5%
Average Weekday					
Inbound	750	113	300	300	38
Outbound	750	113	300	300	38
Total	1500	225	600	600	75
AM Peak Hour					
Inbound	126	19	50	50	6
Outbound	34	5	14	14	2
Total	160	24	64	64	8
PM Peak Hour					
Inbound	44	7	18	18	2
Outbound	124	19	50	50	6
Total	168	25	67	67	8

Bubaris Traffic Associates
September 2025

Exhibit 5
Weekday AM and PM Peak Hour Volumes for the
5 Research Parkway warehouse development.

AM

5 Research Parkway



PM

5 Research Parkway

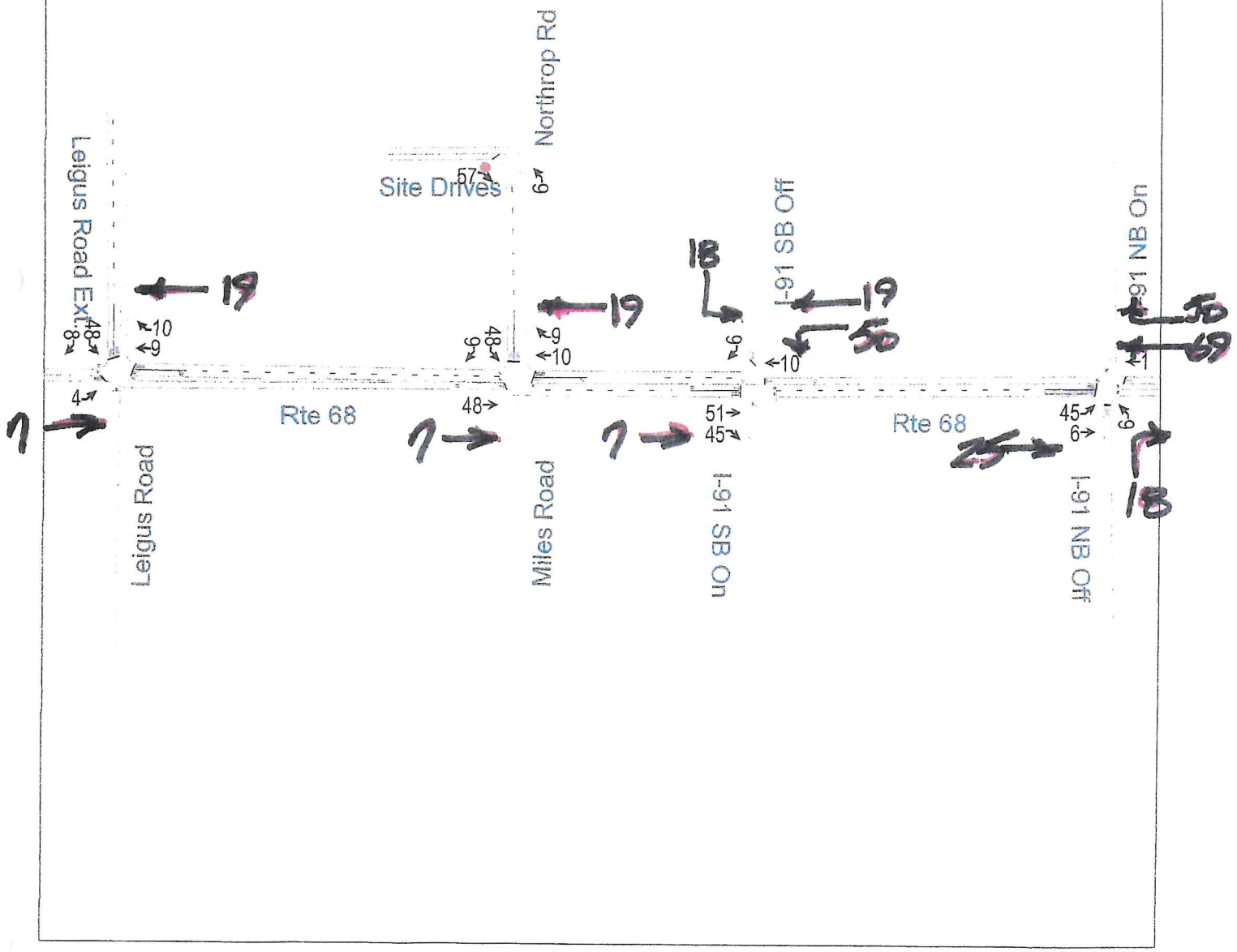
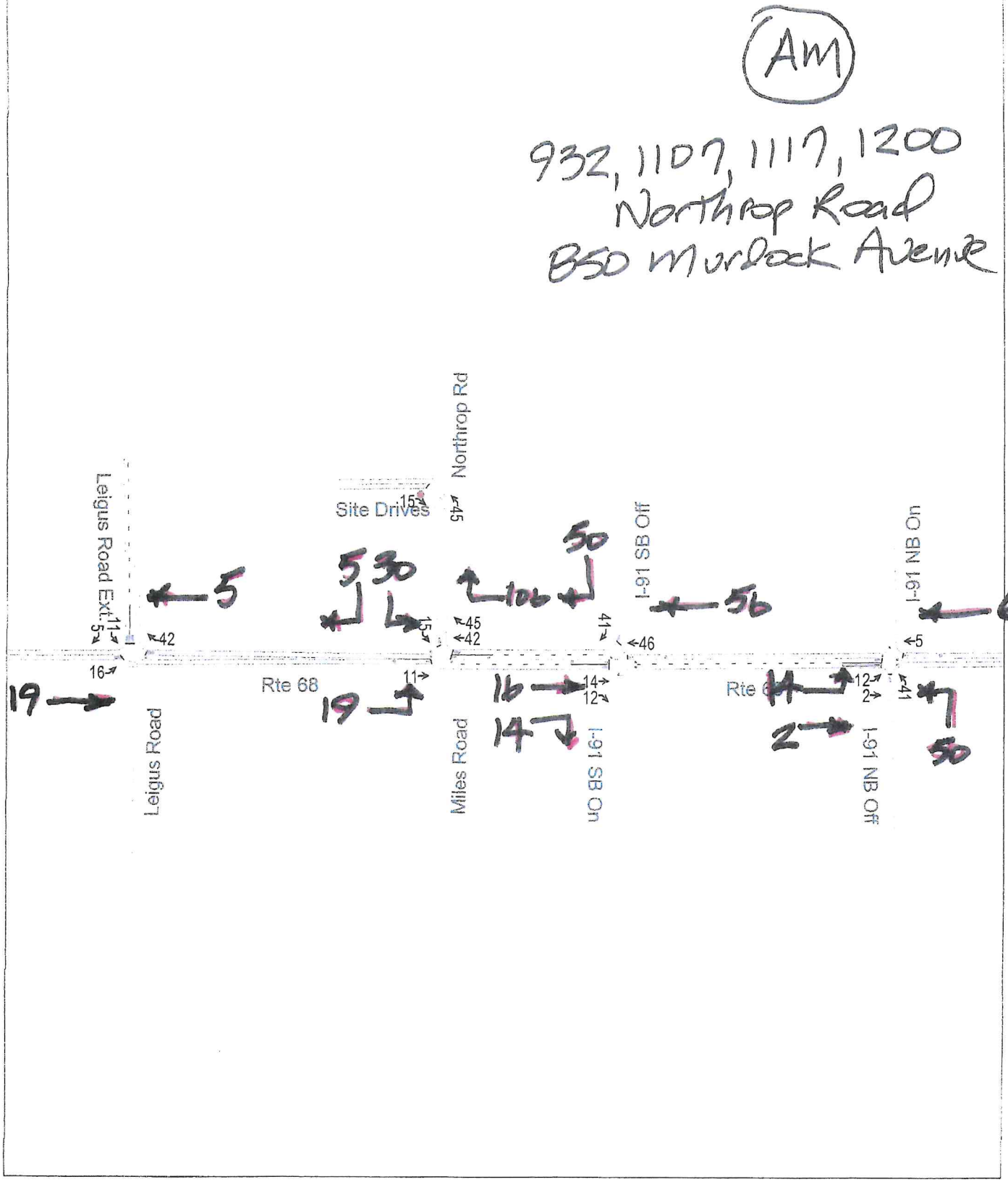


Exhibit 6
Weekday AM and PM Peak Hour Volumes for the 932, 1107, 1117, 1200 Northrop Road, and 850 Murdock Avenue developments

Combined Weekday PM Peak-Scenario 6.syn
BUBARIS TRAFFIC ASSOCIATES

MIDWOOD ASSOCIATES, WALLINGFORD, CT
SITE GENERATED AM PEAK



PM

932, 1107, 1117, 1200
Northrop Road
850 Murdock Avenue

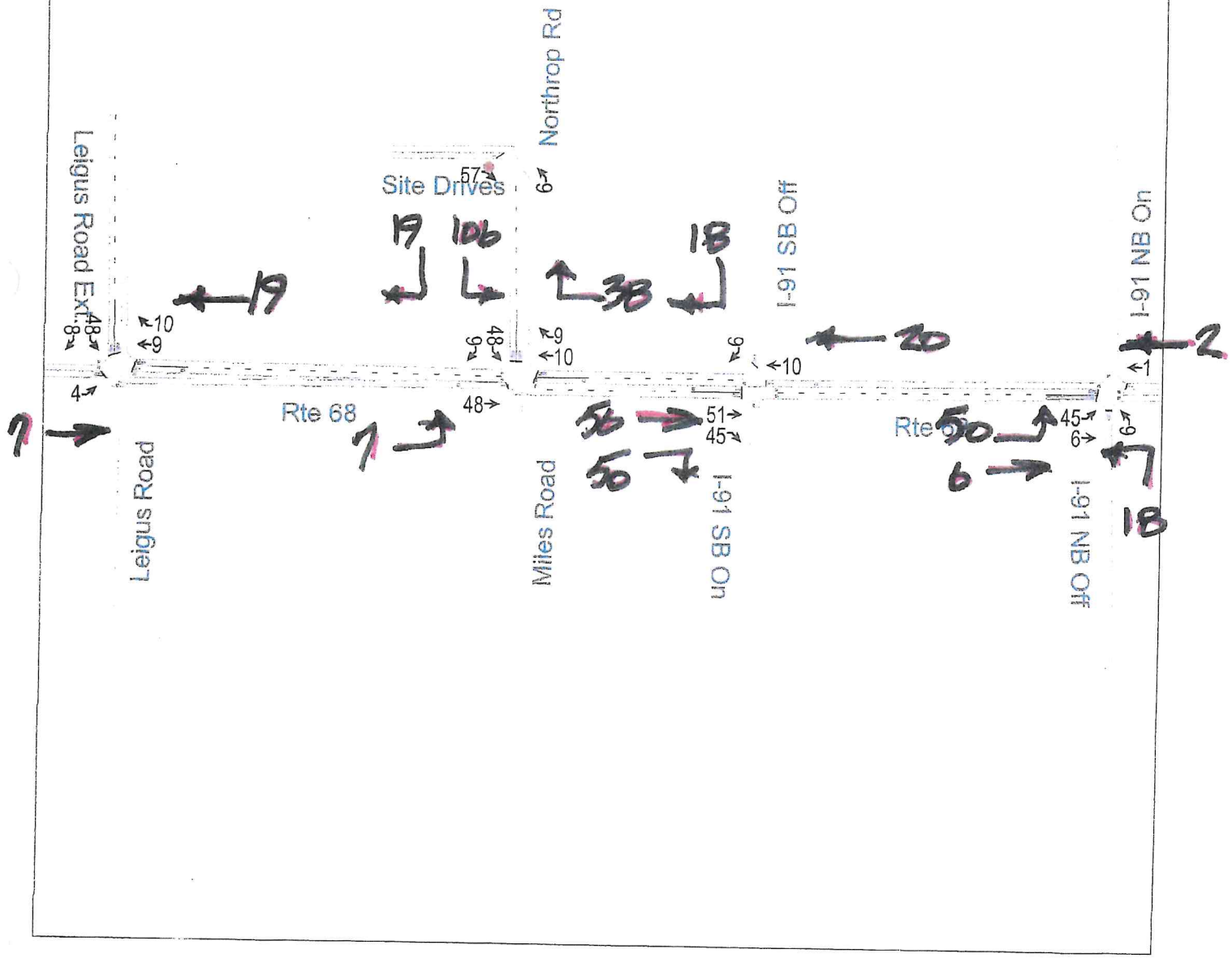


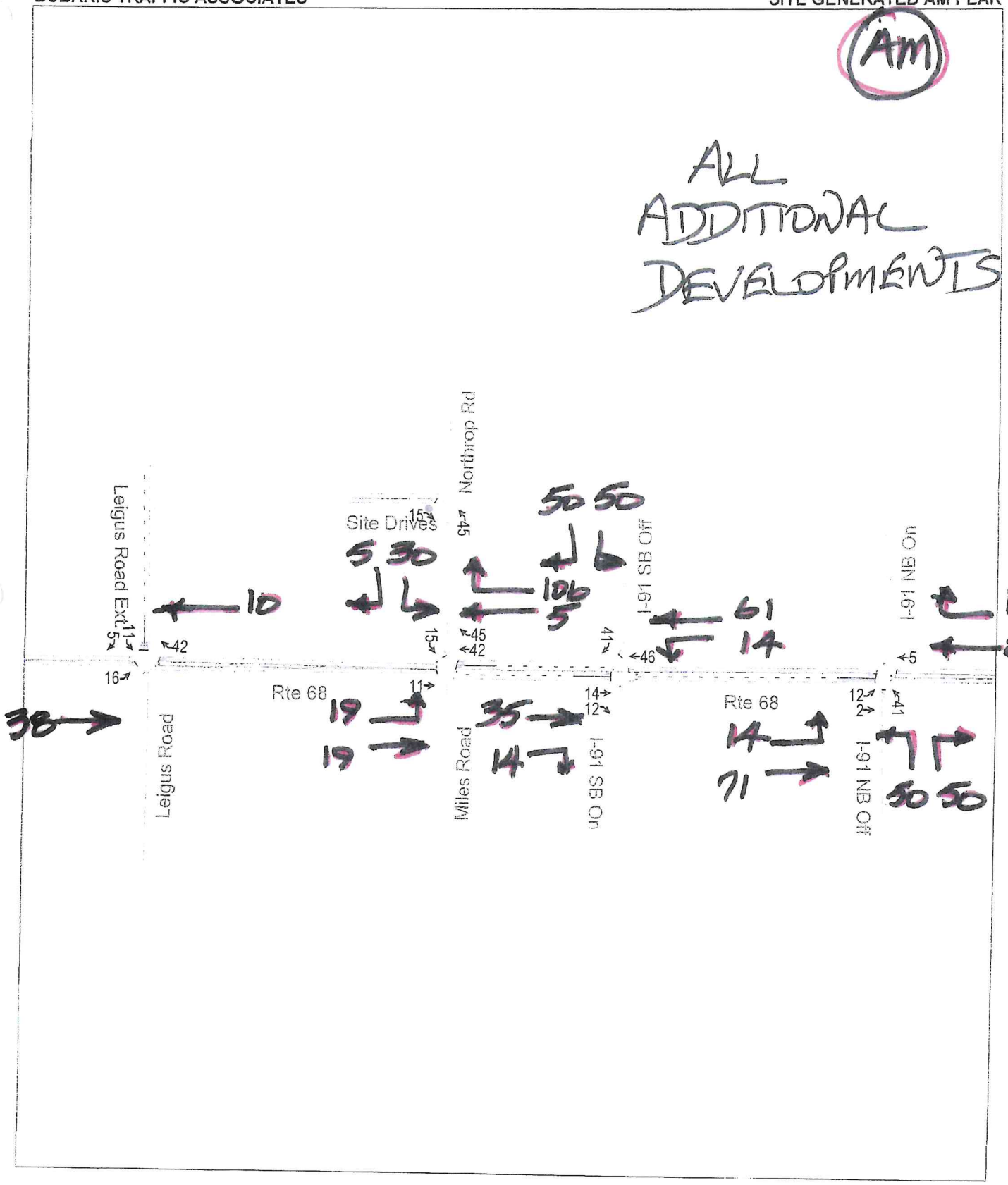
Exhibit 7
Total Weekday AM and PM Peak Hour Volumes from Exhibits 5 and 6

Combined Weekday PM Peak-Scenario 6.syn
BUBARIS TRAFFIC ASSOCIATES

MIDWOOD ASSOCIATES, WALLINGFORD, CT
SITE GENERATED AM PEAK

AM

ALL ADDITIONAL DEVELOPMENTS



PM

ALL ADDITIONAL DEVELOPMENTS

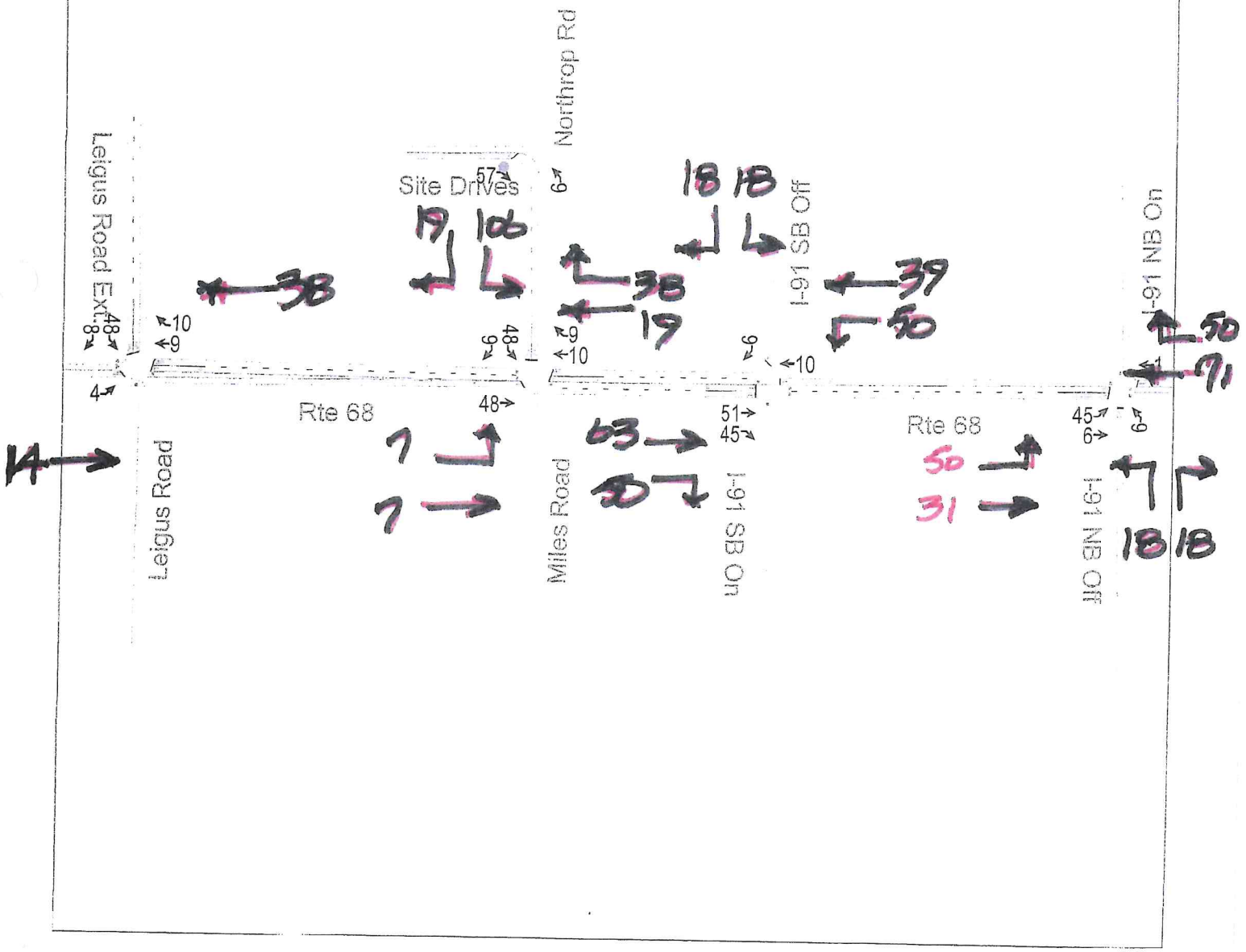


Exhibit 8
Revised Background (No-Build) AM and PM Peak Hour Traffic Volumes


Leigus Road Ext
Northrop Road
SB Off Ramp
NB off Ramp
Leigus Road
Miles Road
N
35
125
316
31
865
54
841
63
92 6 120
123 205
739
282
253
742
5 1 9
5
608
34
116
582
20
55 7 81
16 4 34
489
225
244
450
338 o 258
Revised
BACKGROUND
2026 AM PEAK
(1% per year growth)

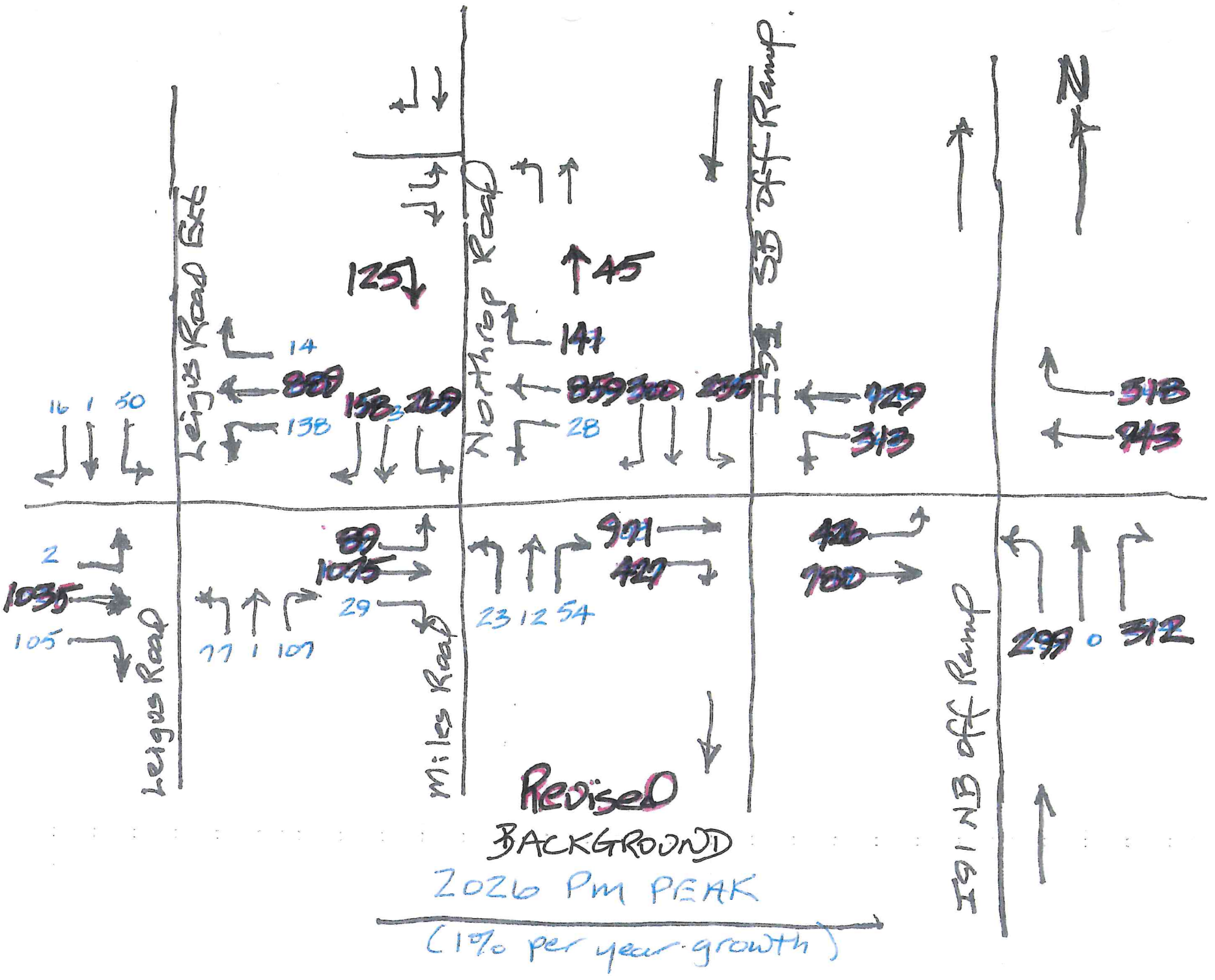
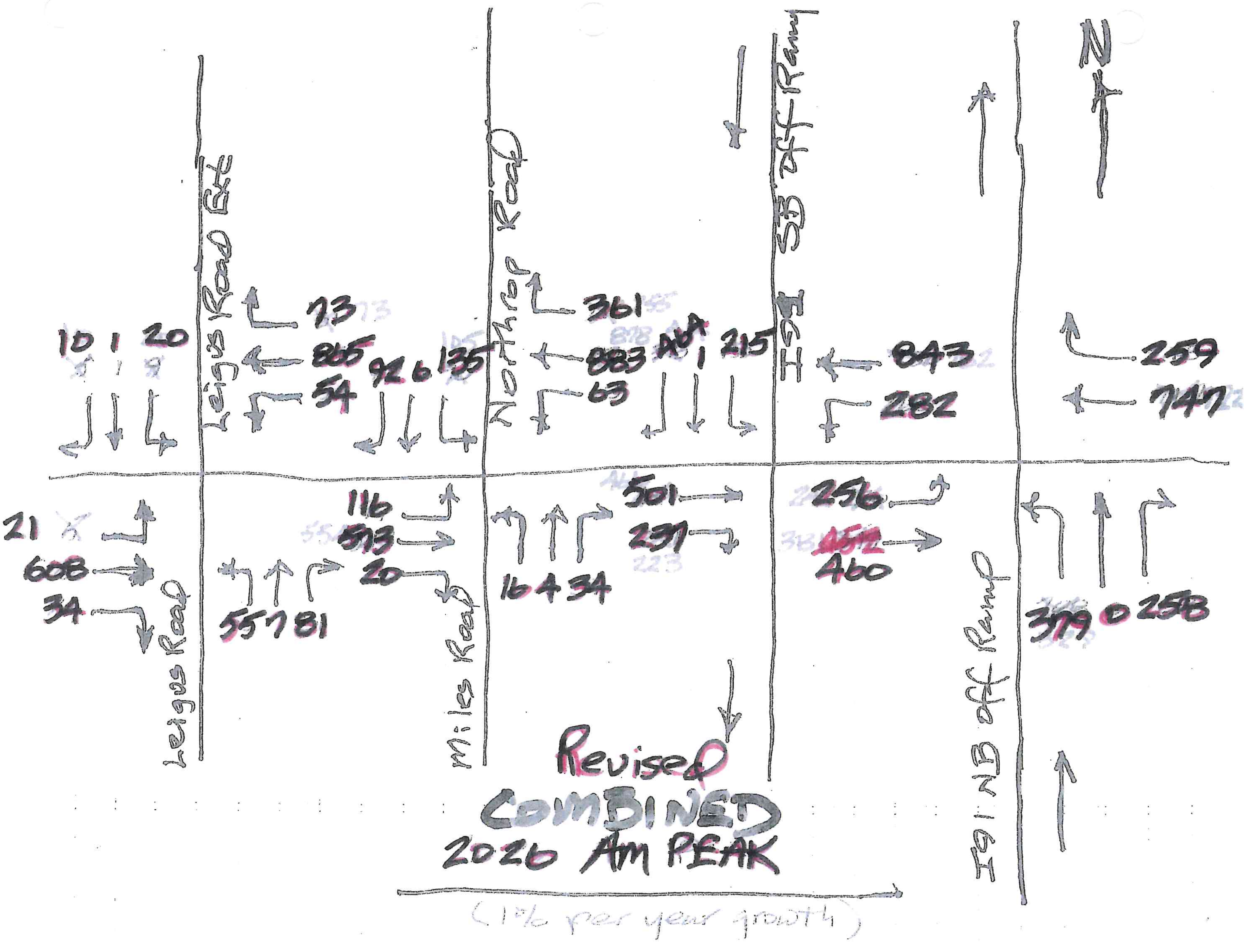
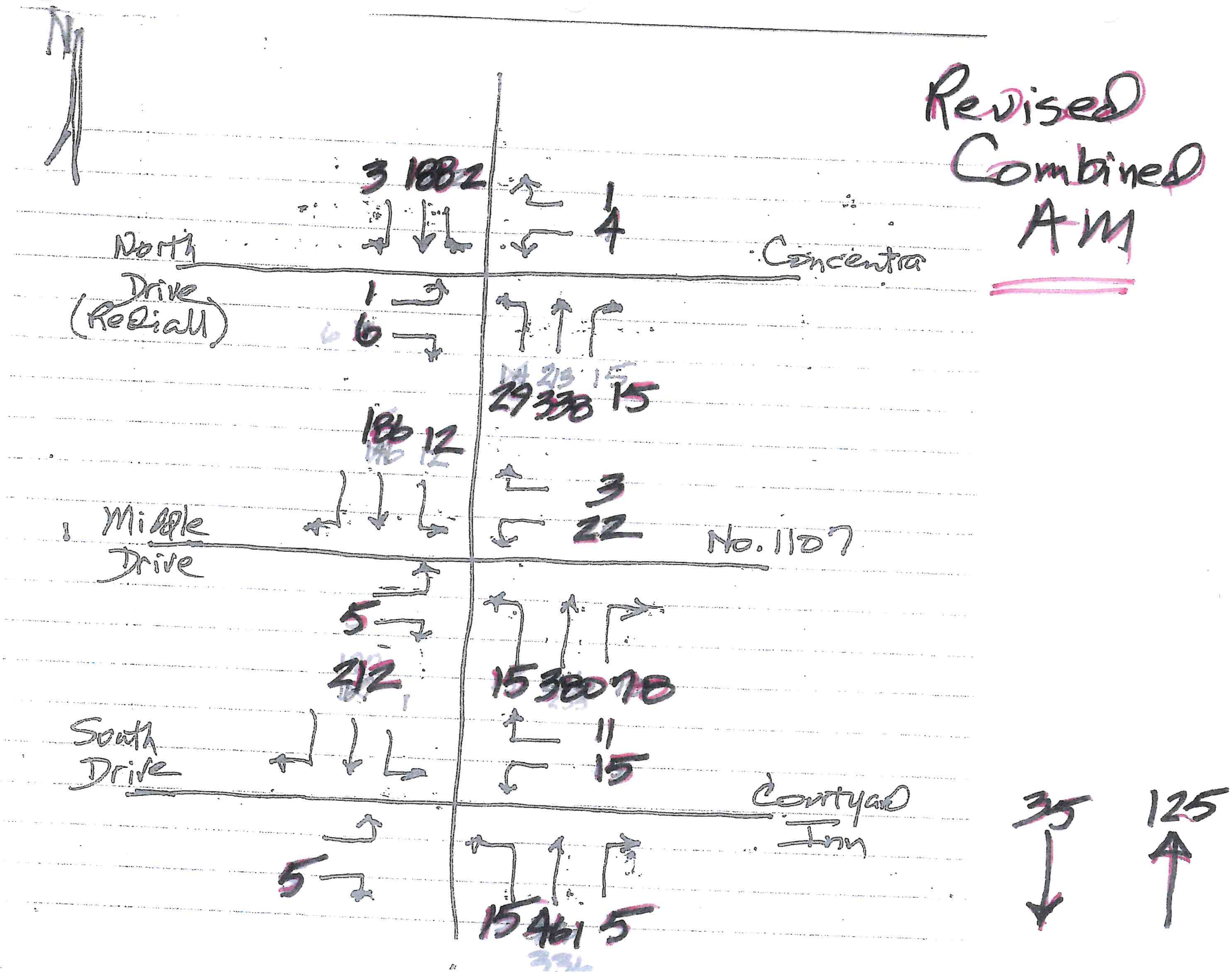
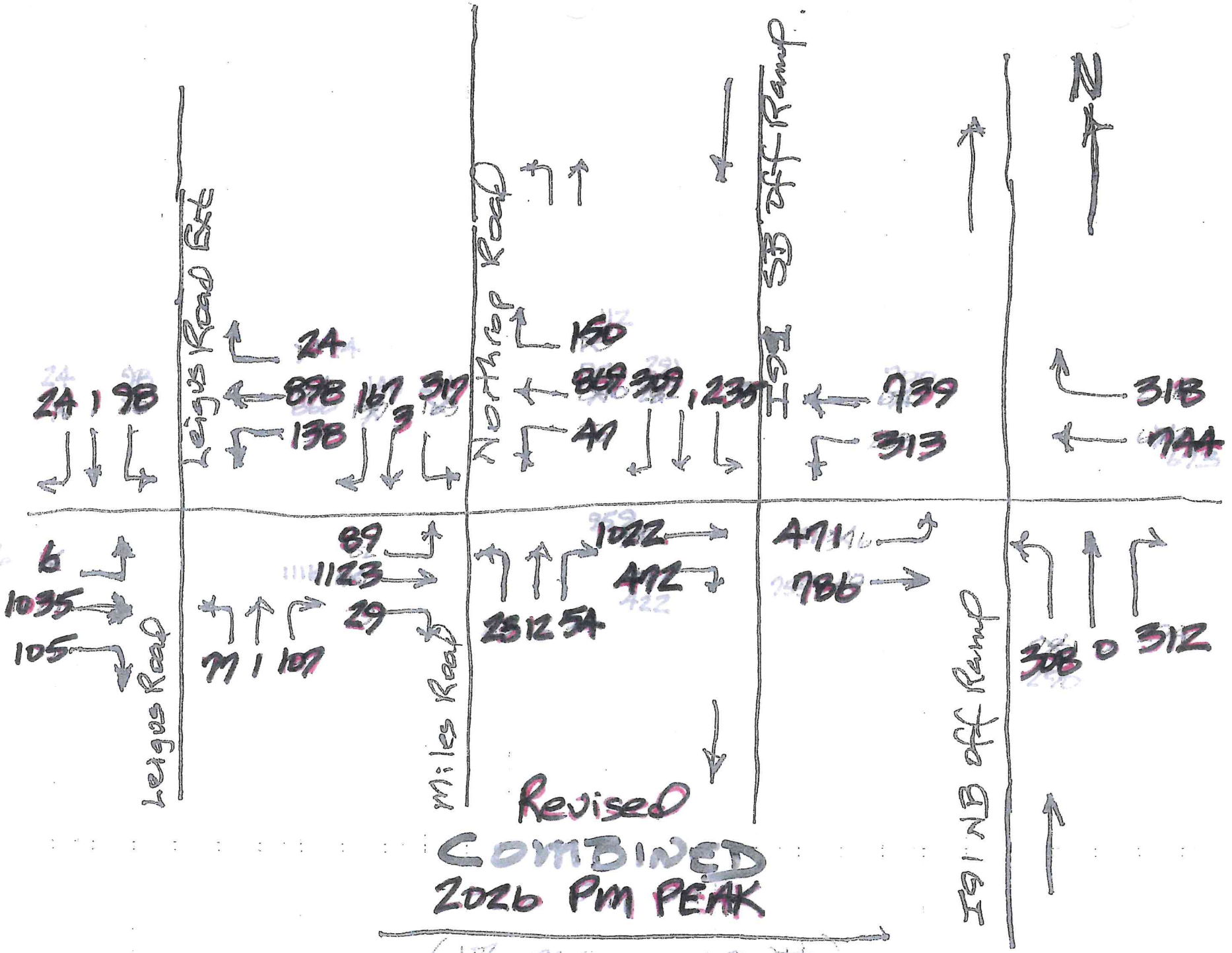

Leigus Road East
Northrop Road
SB off Ramp
N
16 1 50
14
888
138
158 3 269
125
45
141
859 300 235
28
429
313
518
943
2
1035
105
89
1075
29
77 1 107
911
427
23 12 54
426
780
299 0 312
Leigus Road
Miles Road
I91 NB off Ramp
Revised
BACKGROUND
2026 PM PEAK
(1% per year growth)

Exhibit 9
Revised Combined (Build) AM and PM Peak Hour Traffic Volumes


N
Leigus Road Ext
Leigus Road
Northrop Road
Miles Road
I91 SB off Ramp
I91 NB off Ramp
101 1 20
73
865
54
926 135
21
608
34
557 81
116
20
361
883
63
215
501
237
223
16 4 34
843
282
256
460
259
747
379 0 258
Revised
COMBINED
2026 AM PEAK
(1% per year growth)

Revised Combined AM




Revised
COMBINED
2026 PM PEAK
(1% per year growth)
Leggs Road Ext
Leggs Road
Miles Road
Northrop Road
SB off Ramp
I91 NB off Ramp
N
24
98
24
898
138
167
3
317
150
869
41
309
1,237
739
313
318
744
6
1035
105
89
1123
29
77
107
1022
412
2312
54
471
786
308
0
312

Revised Combined PM

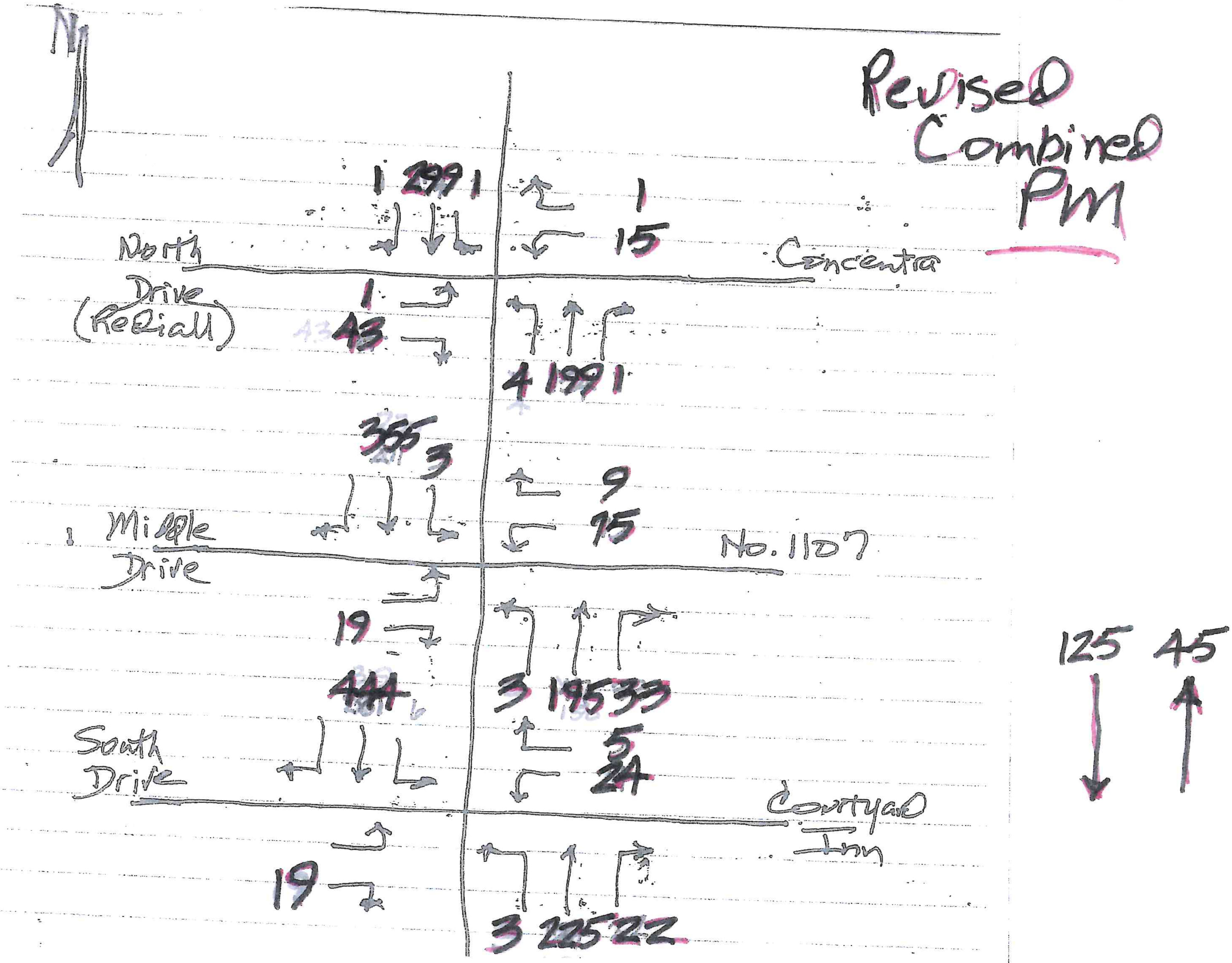


Exhibit 10
Revised Combined (Build) AM Peak Hour Traffic Operations Analysis

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	6	4	0	1	29	338	15	2	188	3
Future Vol, veh/h	1	0	6	4	0	1	29	338	15	2	188	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	7	4	0	1	32	367	16	2	204	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	650	657	206	652	650	375	207	0	0	383	0	0
Stage 1	210	210	-	439	439	-	-	-	-	-	-	-
Stage 2	440	447	-	213	211	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	382	385	835	381	388	671	1364	-	-	1175	-	-
Stage 1	792	728	-	597	578	-	-	-	-	-	-	-
Stage 2	596	573	-	789	728	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	372	373	835	369	376	671	1364	-	-	1175	-	-
Mov Cap-2 Maneuver	372	373	-	369	376	-	-	-	-	-	-	-
Stage 1	768	727	-	579	561	-	-	-	-	-	-	-
Stage 2	577	556	-	781	727	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	14	0.6	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1364	-	-	709	406	1175	-	-
HCM Lane V/C Ratio	0.023	-	-	0.011	0.013	0.002	-	-
HCM Control Delay (s)	7.7	0	-	10.1	14	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	5	22	0	3	15	380	78	12	186	0
Future Vol, veh/h	0	0	5	22	0	3	15	380	78	12	186	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	24	0	3	16	413	85	13	202	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	717	758	202	719	716	456	202	0	0	498	0	0
Stage 1	228	228	-	488	488	-	-	-	-	-	-	-
Stage 2	489	530	-	231	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	345	336	839	344	356	604	1370	-	-	1066	-	-
Stage 1	775	715	-	561	550	-	-	-	-	-	-	-
Stage 2	561	527	-	772	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	335	326	839	334	345	604	1370	-	-	1066	-	-
Mov Cap-2 Maneuver	335	326	-	334	345	-	-	-	-	-	-	-
Stage 1	763	705	-	552	541	-	-	-	-	-	-	-
Stage 2	549	519	-	756	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	16	0.2	0.5
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1370	-	-	839	353	1066	-	-
HCM Lane V/C Ratio	0.012	-	-	0.006	0.077	0.012	-	-
HCM Control Delay (s)	7.7	0	-	9.3	16	8.4	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	5	15	0	11	15	461	5	1	212	0
Future Vol, veh/h	0	0	5	15	0	11	15	461	5	1	212	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	16	0	12	16	501	5	1	230	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	774	770	230	771	768	504	230	0	0	506	0	0
Stage 1	232	232	-	536	536	-	-	-	-	-	-	-
Stage 2	542	538	-	235	232	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	316	331	809	317	332	568	1338	-	-	1059	-	-
Stage 1	771	713	-	529	523	-	-	-	-	-	-	-
Stage 2	525	522	-	768	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	305	325	809	311	326	568	1338	-	-	1059	-	-
Mov Cap-2 Maneuver	305	325	-	311	326	-	-	-	-	-	-	-
Stage 1	758	712	-	520	514	-	-	-	-	-	-	-
Stage 2	505	513	-	762	712	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	15.1	0.2	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1338	-	-	809	385	1059	-	-
HCM Lane V/C Ratio	0.012	-	-	0.007	0.073	0.001	-	-
HCM Control Delay (s)	7.7	0	-	9.5	15.1	8.4	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

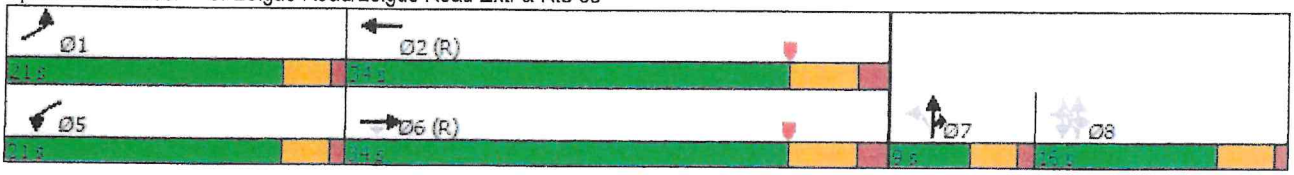
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	608	34	54	865	73	55	7	81	20	1	10
Future Volume (vph)	21	608	34	54	865	73	55	7	81	20	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	200		0	0		150	150		0
Storage Lanes	1		1	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988				0.850		0.862	
Flt Protected	0.950			0.950				0.958		0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3497	0	0	1785	1583	1770	1606	0
Flt Permitted	0.950			0.950				0.578		0.713		
Satd. Flow (perm)	1770	3539	1583	1770	3497	0	0	1077	1583	1328	1606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130		12				161		11	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		739			1080			533			525	
Travel Time (s)		11.2			16.4			12.1			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	661	37	59	940	79	60	8	88	22	1	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	661	37	59	1019	0	0	68	88	22	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA	Prot	custom	NA	
Protected Phases	1	6		5	2			7	7			
Permitted Phases		6	6		2		7 8	7 8		8	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7 8	7	7	8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0			5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	21.3	21.3	9.0	21.3			9.0	9.0	9.5	9.5	
Total Split (s)	21.0	34.0	34.0	21.0	34.0			9.0	9.0	16.0	16.0	
Total Split (%)	26.3%	42.5%	42.5%	26.3%	42.5%			11.3%	11.3%	20.0%	20.0%	
Maximum Green (s)	17.0	27.7	27.7	17.0	27.7			5.0	5.0	11.5	11.5	
Yellow Time (s)	3.0	4.3	4.3	3.0	4.3			3.0	3.0	3.5	3.5	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0			1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	6.3	6.3	4.0	6.3			4.0	4.0	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag			Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Recall Mode	Max	C-Min	C-Min	Max	C-Min			Max	Max	Max	Max	
Act Effct Green (s)	17.0	27.7	27.7	17.0	27.7			21.0	5.0	11.5	11.5	
Actuated g/C Ratio	0.21	0.35	0.35	0.21	0.35			0.26	0.06	0.14	0.14	
v/c Ratio	0.06	0.54	0.06	0.16	0.84			0.24	0.35	0.12	0.05	
Control Delay	25.8	23.0	0.2	36.6	24.1			26.0	4.5	31.6	17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	25.8	23.0	0.2	36.6	24.1			26.0	4.5	31.6	17.5	
LOS	C	C	A	D	C			C	A	C	B	
Approach Delay		21.9			24.7			13.9			26.6	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	9	137	0	32	97			27	0	10	0	
Queue Length 95th (ft)	28	189	0	m64	#151			61	6	31	15	
Internal Link Dist (ft)		659			1000			453			445	
Turn Bay Length (ft)	100		100	200					150	150		
Base Capacity (vph)	376	1225	633	376	1218			282	249	190	240	
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	
Reduced v/c Ratio	0.06	0.54	0.06	0.16	0.84			0.24	0.35	0.12	0.05	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 72 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Leigus Road/Leigus Road Ext. & Rte 68



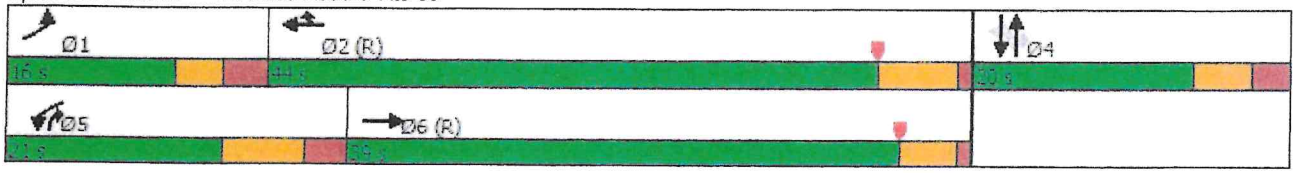
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	573	20	63	883	361	16	4	34	135	6	92
Future Volume (vph)	116	573	20	63	883	361	16	4	34	135	6	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	250		0	0		150	75		0
Storage Lanes	1		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850			0.850		0.860	
Flt Protected	0.950			0.950				0.961		0.950		
Satd. Flow (prot)	1770	3522	0	1770	3539	1583	0	1790	1583	1770	1602	0
Flt Permitted	0.950			0.950				0.732		0.744		
Satd. Flow (perm)	1770	3522	0	1770	3539	1583	0	1364	1583	1386	1602	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				392			41		100	
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		1080			462			543			181	
Travel Time (s)		16.4			7.0			10.6			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	623	22	68	960	392	17	4	37	147	7	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	645	0	68	960	392	0	21	37	147	107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2	2		4	5		4	
Permitted Phases		6					4		4	4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4	5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	10.7	21.0		20.7	21.0	21.0	13.2	13.2	20.7	13.2	13.2	
Total Split (s)	16.0	39.0		21.0	44.0	44.0	20.0	20.0	21.0	20.0	20.0	
Total Split (%)	20.0%	48.8%		26.3%	55.0%	55.0%	25.0%	25.0%	26.3%	25.0%	25.0%	
Maximum Green (s)	10.3	34.5		13.3	38.0	38.0	13.8	13.8	13.3	13.8	13.8	
Yellow Time (s)	3.0	3.5		5.0	5.0	5.0	3.7	3.7	5.0	3.7	3.7	
All-Red Time (s)	2.7	1.0		2.7	1.0	1.0	2.5	2.5	2.7	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	4.5		7.7	6.0	6.0		6.2	7.7	6.2	6.2	
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	9.4	43.6		8.5	43.1	43.1		12.2	26.8	12.2	12.2	
Actuated g/C Ratio	0.12	0.54		0.11	0.54	0.54		0.15	0.34	0.15	0.15	
v/c Ratio	0.61	0.34		0.36	0.50	0.38		0.10	0.07	0.70	0.33	
Control Delay	44.8	6.7		43.0	6.4	1.8		29.4	5.2	50.1	10.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	44.8	6.7		43.0	6.4	1.8		29.4	5.2	50.1	10.5	
LOS	D	A		D	A	A		C	A	D	B	
Approach Delay		12.9			6.9			14.0			33.4	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	67	38		35	75	0		9	0	69	3	
Queue Length 95th (ft)	122	64		m70	106	23		29	16	#141	44	
Internal Link Dist (ft)		1000			382			463			101	
Turn Bay Length (ft)	200			250					150	75		
Base Capacity (vph)	227	1922		294	1905	1032		235	651	239	359	
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.56	0.34		0.23	0.50	0.38		0.09	0.06	0.62	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 75 (94%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 59.9% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Miles Road & Rte 68



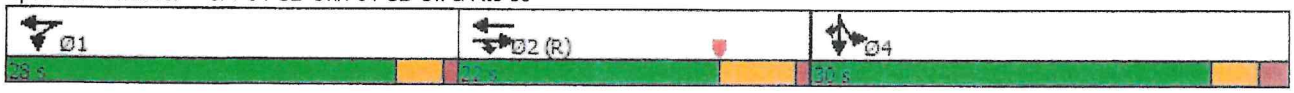
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	501	237	282	843	0	0	0	0	215	1	464
Future Volume (vph)	0	501	237	282	843	0	0	0	0	215	1	464
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	650		0	0		0	200		0
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850								0.864	0.850
Flt Protected				0.950						0.950	0.996	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1681	1459	1504
Flt Permitted				0.950						0.950	0.996	
Satd. Flow (perm)	0	3539	1583	1770	3539	0	0	0	0	1681	1459	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			258								133	133
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		462			682			545			505	
Travel Time (s)		7.0			10.3			10.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	545	258	307	916	0	0	0	0	234	1	504
Shared Lane Traffic (%)										10%		48%
Lane Group Flow (vph)	0	545	258	307	916	0	0	0	0	211	266	262
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Prot	Prot	NA					Split	NA	Prot
Protected Phases		2	2	1	1 2					4	4	4
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	1 2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	5.3						9.0	9.0	9.0
Minimum Split (s)		20.7	20.7	11.0						14.0	14.0	14.0
Total Split (s)		22.0	22.0	28.0						30.0	30.0	30.0
Total Split (%)		27.5%	27.5%	35.0%						37.5%	37.5%	37.5%
Maximum Green (s)		16.3	16.3	24.0						25.0	25.0	25.0
Yellow Time (s)		4.7	4.7	3.0						3.0	3.0	3.0
All-Red Time (s)		1.0	1.0	1.0						2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0						0.0	0.0	0.0
Total Lost Time (s)		5.7	5.7	4.0						5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0						3.0	3.0	3.0
Recall Mode		C-Min	C-Min	Max						Max	Max	Max
Act Effct Green (s)		16.3	16.3	24.0	46.0					25.0	25.0	25.0
Actuated g/C Ratio		0.20	0.20	0.30	0.58					0.31	0.31	0.31
v/c Ratio		0.76	0.49	0.58	0.45					0.40	0.49	0.47
Control Delay		27.9	5.9	17.3	11.4					24.5	14.4	13.8
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		27.9	5.9	17.3	11.4					24.5	14.4	13.8
LOS		C	A	B	B					C	B	B
Approach Delay		20.8			12.9						17.1	
Approach LOS		C			B						B	
Queue Length 50th (ft)		69	3	110	175					86	54	50
Queue Length 95th (ft)		#122	29	198	218					149	129	121
Internal Link Dist (ft)		382			602			465			425	
Turn Bay Length (ft)				650						200		
Base Capacity (vph)		721	527	531	2034					525	547	561
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.76	0.49	0.58	0.45					0.40	0.49	0.47

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 58.0% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: I-91 SB On/I-91 SB Off & Rte 68



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	460	0	0	747	259	379	1	258	0	0	0
Future Volume (vph)	256	460	0	0	747	259	379	1	258	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	650		0	0		0	0		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						282			280			
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		682			1249			549			501	
Travel Time (s)		10.3			18.9			12.5			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	500	0	0	812	282	412	1	280	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	278	500	0	0	812	282	206	207	280	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	6			0	0	0	0	0			
Detector 1 Position(ft)	0	6			0	0	0	0	0			
Detector 1 Size(ft)	20	94			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)					94			94				
Detector 2 Size(ft)					6			6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type	Prot	NA			NA	Prot	Split	NA	Prot			
Protected Phases	1	1 2			2	2	4	4	4			
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	1 2			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	7.0				15.0	15.0	9.0	9.0	9.0			
Minimum Split (s)	11.0				20.7	20.7	14.5	14.5	14.5			
Total Split (s)	25.0				29.0	29.0	26.0	26.0	26.0			
Total Split (%)	31.3%				36.3%	36.3%	32.5%	32.5%	32.5%			
Maximum Green (s)	21.0				23.3	23.3	20.5	20.5	20.5			
Yellow Time (s)	3.0				4.7	4.7	3.0	3.0	3.0			
All-Red Time (s)	1.0				1.0	1.0	2.5	2.5	2.5			
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0				5.7	5.7	5.5	5.5	5.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0	3.0			
Recall Mode	None				C-Max	C-Max	None	None	None			
Act Effct Green (s)	17.8	54.5			31.0	31.0	16.0	16.0	16.0			
Actuated g/C Ratio	0.22	0.68			0.39	0.39	0.20	0.20	0.20			
v/c Ratio	0.71	0.21			0.59	0.36	0.61	0.62	0.52			
Control Delay	39.1	0.7			23.8	4.5	36.5	36.6	7.1			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	39.1	0.7			23.8	4.5	36.5	36.6	7.1			
LOS	D	A			C	A	D	D	A			
Approach Delay		14.4			18.8			24.6				
Approach LOS		B			B			C				
Queue Length 50th (ft)	92	3			173	0	97	98	0			
Queue Length 95th (ft)	m96	m4			263	53	160	160	57			
Internal Link Dist (ft)		602			1169			469			421	
Turn Bay Length (ft)	650								200			
Base Capacity (vph)	467	2392			1372	786	430	432	613			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.60	0.21			0.59	0.36	0.48	0.48	0.46			

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 34 (43%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 58.0% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I-91 NB Off/I-91 NB On & Rte 68

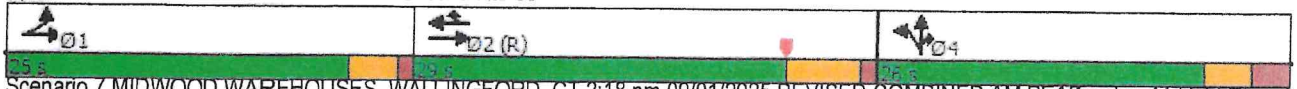


Exhibit 11
Revised Combined (Build) PM Peak Hour Traffic Operations Analysis

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	43	15	0	1	4	199	1	1	299	1
Future Vol, veh/h	1	0	43	15	0	1	4	199	1	1	299	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	47	16	0	1	4	216	1	1	325	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	553	553	326	576	553	217	326	0	0	217	0	0
Stage 1	328	328	-	225	225	-	-	-	-	-	-	-
Stage 2	225	225	-	351	328	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	444	441	715	428	441	823	1234	-	-	1353	-	-
Stage 1	685	647	-	778	718	-	-	-	-	-	-	-
Stage 2	778	718	-	666	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	442	439	715	398	439	823	1234	-	-	1353	-	-
Mov Cap-2 Maneuver	442	439	-	398	439	-	-	-	-	-	-	-
Stage 1	682	646	-	775	715	-	-	-	-	-	-	-
Stage 2	774	715	-	622	646	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	14.1	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1234	-	-	705	411	1353	-	-
HCM Lane V/C Ratio	0.004	-	-	0.068	0.042	0.001	-	-
HCM Control Delay (s)	7.9	0	-	10.5	14.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	19	75	0	9	3	195	33	3	355	0
Future Vol, veh/h	0	0	19	75	0	9	3	195	33	3	355	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	82	0	10	3	212	36	3	386	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	633	646	386	639	628	230	386	0	0	248	0	0
Stage 1	392	392	-	236	236	-	-	-	-	-	-	-
Stage 2	241	254	-	403	392	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	392	390	662	389	400	809	1172	-	-	1318	-	-
Stage 1	633	606	-	767	710	-	-	-	-	-	-	-
Stage 2	762	697	-	624	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	385	388	662	375	398	809	1172	-	-	1318	-	-
Mov Cap-2 Maneuver	385	388	-	375	398	-	-	-	-	-	-	-
Stage 1	631	604	-	765	708	-	-	-	-	-	-	-
Stage 2	751	695	-	603	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	16.7	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	662	398	1318	-	-
HCM Lane V/C Ratio	0.003	-	-	0.031	0.229	0.002	-	-
HCM Control Delay (s)	8.1	0	-	10.6	16.7	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	19	24	0	5	3	225	22	6	444	0
Future Vol, veh/h	0	0	19	24	0	5	3	225	22	6	444	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	26	0	5	3	245	24	7	483	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	763	772	483	771	760	257	483	0	0	269	0	0
Stage 1	497	497	-	263	263	-	-	-	-	-	-	-
Stage 2	266	275	-	508	497	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	321	330	584	317	336	782	1080	-	-	1295	-	-
Stage 1	555	545	-	742	691	-	-	-	-	-	-	-
Stage 2	739	683	-	547	545	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	327	584	303	333	782	1080	-	-	1295	-	-
Mov Cap-2 Maneuver	316	327	-	303	333	-	-	-	-	-	-	-
Stage 1	553	541	-	740	689	-	-	-	-	-	-	-
Stage 2	732	681	-	524	541	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	16.7	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1080	-	-	584	339	1295	-	-
HCM Lane V/C Ratio	0.003	-	-	0.035	0.093	0.005	-	-
HCM Control Delay (s)	8.3	0	-	11.4	16.7	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

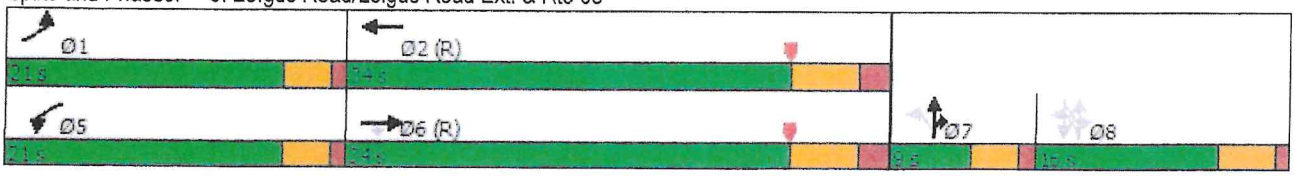
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1021	105	138	860	24	77	1	107	98	1	24
Future Volume (vph)	6	1021	105	138	860	24	77	1	107	98	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	200		0	0		150	150		0
Storage Lanes	1		1	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996				0.850		0.856	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3525	0	0	1775	1583	1770	1595	0
Flt Permitted	0.950			0.950				0.482		0.702		
Satd. Flow (perm)	1770	3539	1583	1770	3525	0	0	898	1583	1308	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130		4				161		26	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		739			1080			533			525	
Travel Time (s)		11.2			16.4			12.1			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1110	114	150	935	26	84	1	116	107	1	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1110	114	150	961	0	0	85	116	107	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA	Prot	custom	NA	
Protected Phases	1	6		5	2			7	7			
Permitted Phases		6	6		2		7 8	7 8		8	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7 8	7	7	8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0			5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	21.3	21.3	9.0	21.3			9.0	9.0	9.5	9.5	
Total Split (s)	21.0	34.0	34.0	21.0	34.0			9.0	9.0	16.0	16.0	
Total Split (%)	26.3%	42.5%	42.5%	26.3%	42.5%			11.3%	11.3%	20.0%	20.0%	
Maximum Green (s)	17.0	27.7	27.7	17.0	27.7			5.0	5.0	11.5	11.5	
Yellow Time (s)	3.0	4.3	4.3	3.0	4.3			3.0	3.0	3.5	3.5	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0			1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	6.3	6.3	4.0	6.3			4.0	4.0	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag			Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Recall Mode	Max	C-Min	C-Min	Max	C-Min			Max	Max	Max	Max	
Act Effct Green (s)	17.0	27.7	27.7	17.0	27.7			21.0	5.0	11.5	11.5	
Actuated g/C Ratio	0.21	0.35	0.35	0.21	0.35			0.26	0.06	0.14	0.14	
v/c Ratio	0.02	0.91	0.18	0.40	0.79			0.36	0.47	0.57	0.11	
Control Delay	25.2	37.1	3.7	39.3	22.0			29.4	9.2	45.1	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	25.2	37.1	3.7	39.3	22.0			29.4	9.2	45.1	13.8	
LOS	C	D	A	D	C			C	A	D	B	
Approach Delay		34.0			24.3			17.7			38.8	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	3	273	0	80	98			35	0	51	0	
Queue Length 95th (ft)	13	#398	27	140	162			76	25	#111	22	
Internal Link Dist (ft)		659			1000			453			445	
Turn Bay Length (ft)	100		100	200					150	150		
Base Capacity (vph)	376	1225	633	376	1223			235	249	188	251	
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	
Reduced v/c Ratio	0.02	0.91	0.18	0.40	0.79			0.36	0.47	0.57	0.11	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 72 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 29.0 Intersection LOS: C
Intersection Capacity Utilization 60.3% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Leigus Road/Leigus Road Ext. & Rte 68



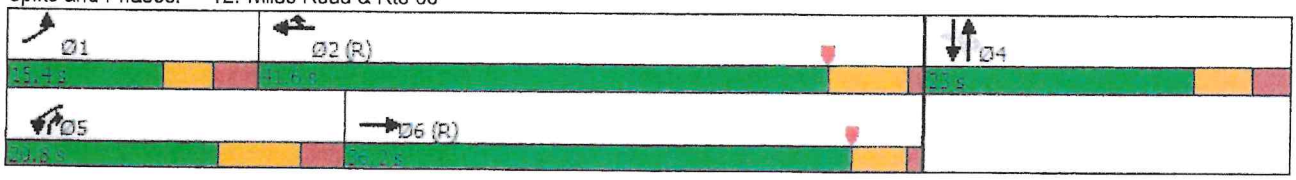
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	1116	29	28	850	112	23	12	54	211	3	148
Future Volume (vph)	82	1116	29	28	850	112	23	12	54	211	3	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	250		0	0		150	75		0
Storage Lanes	1		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850			0.850		0.853	
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1770	3525	0	1770	3539	1583	0	1803	1583	1770	1589	0
Flt Permitted	0.950			0.950				0.753		0.732		
Satd. Flow (perm)	1770	3525	0	1770	3539	1583	0	1403	1583	1364	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				122			41		161	
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		1080			462			543			181	
Travel Time (s)		16.4			7.0			10.6			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	1213	32	30	924	122	25	13	59	229	3	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	1245	0	30	924	122	0	38	59	229	164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2	2		4	5		4	
Permitted Phases		6					4		4	4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4	5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	10.7	21.0		20.7	21.0	21.0	13.2	13.2	20.7	13.2	13.2	
Total Split (s)	15.4	36.2		20.8	41.6	41.6	23.0	23.0	20.8	23.0	23.0	
Total Split (%)	19.3%	45.3%		26.0%	52.0%	52.0%	28.8%	28.8%	26.0%	28.8%	28.8%	
Maximum Green (s)	9.7	31.7		13.1	35.6	35.6	16.8	16.8	13.1	16.8	16.8	
Yellow Time (s)	3.0	3.5		5.0	5.0	5.0	3.7	3.7	5.0	3.7	3.7	
All-Red Time (s)	2.7	1.0		2.7	1.0	1.0	2.5	2.5	2.7	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	4.5		7.7	6.0	6.0		6.2	7.7	6.2	6.2	
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	8.5	41.4		6.9	40.0	40.0		15.9	29.0	15.9	15.9	
Actuated g/C Ratio	0.11	0.52		0.09	0.50	0.50		0.20	0.36	0.20	0.20	
v/c Ratio	0.48	0.68		0.20	0.52	0.14		0.14	0.10	0.85	0.37	
Control Delay	35.0	16.7		52.1	9.7	1.7		27.2	7.9	59.0	7.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	35.0	16.7		52.1	9.7	1.7		27.2	7.9	59.0	7.7	
LOS	C	B		D	A	A		C	A	E	A	
Approach Delay		17.9			10.0			15.4			37.6	
Approach LOS		B			A			B			D	
Queue Length 50th (ft)	45	160		16	180	1		16	6	109	1	
Queue Length 95th (ft)	m56	m203		m41	248	5		40	28	#225	49	
Internal Link Dist (ft)		1000			382			463			101	
Turn Bay Length (ft)	200			250					150	75		
Base Capacity (vph)	214	1827		289	1770	852		294	719	286	460	
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.42	0.68		0.10	0.52	0.14		0.13	0.08	0.80	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 75 (94%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Miles Road & Rte 68



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑					↰	✣	↱
Traffic Volume (vph)	0	959	422	263	700	0	0	0	0	217	1	291
Future Volume (vph)	0	959	422	263	700	0	0	0	0	217	1	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	650		0	0		0	200		0
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850								0.885	0.850
Flt Protected				0.950						0.950	0.989	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1681	1484	1504
Flt Permitted				0.950						0.950	0.989	
Satd. Flow (perm)	0	3539	1583	1770	3539	0	0	0	0	1681	1484	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			459								139	177
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		462			682			545			505	
Travel Time (s)		7.0			10.3			10.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1042	459	286	761	0	0	0	0	236	1	316
Shared Lane Traffic (%)										18%		44%
Lane Group Flow (vph)	0	1042	459	286	761	0	0	0	0	194	182	177
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Prot	Prot	NA					Split	NA	Prot
Protected Phases		2	2	1	1 2					4	4	4
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	1 2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	5.3						9.0	9.0	9.0
Minimum Split (s)		20.7	20.7	11.0						14.0	14.0	14.0
Total Split (s)		37.0	37.0	23.0						20.0	20.0	20.0
Total Split (%)		46.3%	46.3%	28.8%						25.0%	25.0%	25.0%
Maximum Green (s)		31.3	31.3	19.0						15.0	15.0	15.0
Yellow Time (s)		4.7	4.7	3.0						3.0	3.0	3.0
All-Red Time (s)		1.0	1.0	1.0						2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0						0.0	0.0	0.0
Total Lost Time (s)		5.7	5.7	4.0						5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0						3.0	3.0	3.0
Recall Mode		C-Min	C-Min	Max						Max	Max	Max
Act Effct Green (s)		30.9	30.9	19.0	55.6					15.4	15.4	15.4
Actuated g/C Ratio		0.39	0.39	0.24	0.70					0.19	0.19	0.19
v/c Ratio		0.76	0.51	0.68	0.31					0.60	0.46	0.41
Control Delay		18.0	2.1	27.4	2.4					38.5	13.1	8.0
Queue Delay		0.0	0.4	0.0	0.0					0.0	0.0	0.0
Total Delay		18.0	2.6	27.4	2.4					38.5	13.1	8.0
LOS		B	A	C	A					D	B	A
Approach Delay		13.3			9.2						20.4	
Approach LOS		B			A						C	
Queue Length 50th (ft)		190	0	87	0					94	19	0
Queue Length 95th (ft)		171	m10	m#168	0					165	81	53
Internal Link Dist (ft)		382			602			465			425	
Turn Bay Length (ft)				650						200		
Base Capacity (vph)		1384	898	420	2477					323	398	432
Starvation Cap Reductn		11	136	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.76	0.60	0.68	0.31					0.60	0.46	0.41

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 62.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: I-91 SB On/I-91 SB Off & Rte 68

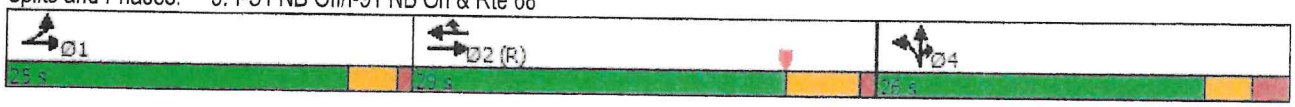
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	755	0	0	673	268	290	1	294	0	0	0
Future Volume (vph)	421	755	0	0	673	268	290	1	294	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	650		0	0		0	0		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						291			195			
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		682			1249			549			501	
Travel Time (s)		10.3			18.9			12.5			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	458	821	0	0	732	291	315	1	320	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	458	821	0	0	732	291	157	159	320	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	6			0	0	0	0	0			
Detector 1 Position(ft)	0	6			0	0	0	0	0			
Detector 1 Size(ft)	20	94			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)					94			94				
Detector 2 Size(ft)					6			6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type	Prot	NA			NA	Prot	Split	NA	Prot			
Protected Phases	1	1 2			2	2	4	4	4			
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	1 2			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	7.0				15.0	15.0	9.0	9.0	9.0			
Minimum Split (s)	11.0				20.7	20.7	14.5	14.5	14.5			
Total Split (s)	25.0				29.0	29.0	26.0	26.0	26.0			
Total Split (%)	31.3%				36.3%	36.3%	32.5%	32.5%	32.5%			
Maximum Green (s)	21.0				23.3	23.3	20.5	20.5	20.5			
Yellow Time (s)	3.0				4.7	4.7	3.0	3.0	3.0			
All-Red Time (s)	1.0				1.0	1.0	2.5	2.5	2.5			
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0				5.7	5.7	5.5	5.5	5.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0	3.0			
Recall Mode	None				C-Max	C-Max	None	None	None			
Act Effct Green (s)	25.3	55.6			24.6	24.6	14.9	14.9	14.9			
Actuated g/C Ratio	0.32	0.70			0.31	0.31	0.19	0.19	0.19			
v/c Ratio	0.82	0.33			0.67	0.42	0.50	0.51	0.71			
Control Delay	28.4	1.1			28.3	5.1	33.9	34.0	20.5			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	28.4	1.1			28.3	5.1	33.9	34.0	20.5			
LOS	C	A			C	A	C	C	C			
Approach Delay		10.9			21.7			27.2				
Approach LOS		B			C			C				
Queue Length 50th (ft)	72	1			171	0	75	75	56			
Queue Length 95th (ft)	m#389	21			233	54	123	125	131			
Internal Link Dist (ft)		602			1169			469			421	
Turn Bay Length (ft)	650								200			
Base Capacity (vph)	560	2461			1088	688	430	432	550			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.82	0.33			0.67	0.42	0.37	0.37	0.58			

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 34 (43%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 62.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I-91 NB Off/I-91 NB On & Rte 68



#401-25 01 & September 2025

RECEIVED
SEP 03 2025
WALLINGFORD PLANNING & ZONING

To: Wallingford Planning & Zoning Commission
c/ Kevin Pagini, Town Planner
Re: Opposition to Proposal 401-25/Warehouses 1000' - 1080 ~~Barnes~~ Northrup Road

I chose East Wallingford as my home 47 years ago - well aware of Research Parkway and the zoning in the area. Over the years there have been many + frequent zoning changes - favoring business.

Residents of this area are not opposed to business growth. Radiall, Hartford HealthCare/Yale New Haven Proton Therapy Center, 900 Northrup Road Business Center - low profile/low traffic/low noise/light/not 24/7. - all a good fit for this area.

East Wallingford has an abundance of prime farmland, hydraulically sensitive soil, is zoned RU40 Limiting residential coverage, metacomet ridge, Muddy River and Q River and is a watershed area.

June 2016 - POCD (Plan of Conservation & Development) [redacted] outlining responsibilities of Economic Development Committee, P+Z Commission and town departments:

- Conservation of Natural Resources in Watershed areas.
- Agricultural preservation - acquire development rights to protect farmland.
- Expand accessibility to benefits of natural landscape agricultural conservation
- Cultivate niche industry cluster
- Acquire + conserve open space
- Maintain neighborhood character

WAREHOUSES - do NOT align with these goals
do NOT maintain neighborhood character
do NOT enhance Wallingford as a place to do business
do NOT entice families to make Wallingford their home

1.8 MILLION square feet of warehouse space already approved in a 2 mile area is MORE than enough! Adding another 414,000 square feet to this saturated area is unthinkable.

Northrup Road has been + continues to be a country road with its curving, undulating geography. This narrow road with no shoulders and very poor sight lines is already extremely challenging for those of us who use it daily often several times, as an access and egress to our neighborhoods. Clearly, the Town of Wallingford is aware of these unsafe road conditions, as they hired a traffic consultant after the approval of warehouses on the north end of Northrup Road. Though the consultants

2 September 2025

re: Opposition to Proposal 401-25/Warehouses 1000-1080 Barnes Road

offered many suggestions to improve travel safety - none were implemented. If not for the safety of current users, why would we expec changes for new projects??

Maintain the character of neighborhoods. Protect watershed areas. Expand access + benefits of natural Landscape - don't DESTROY it. Make the effort to find appropriate business for East Wallingford. They exist. They are welcome.

No more WAREHOUSES! 1.8 million square feet in a 2-mile area is enough!!

Weighing the benefits versus the risks of this speculative project can only result in a denial of this proposal.

Thank you for your time and effort on behalf of Wallingford and its residents.

Sincerely, Joan T Munger

Joan T Munger
15 Valley View Drive
Wallingford, CT 06492

#401-25-32

Town of Wallingford, Connecticut
Department of Police Services

JOHN J. VENTURA
CHIEF OF POLICE

100 BARNES ROAD
WALLINGFORD, CT 06492-3718
TELEPHONE (203) 294-2828

September 3, 2025

Kevin Pagini
Town Planner
45 South Main Street
Wallingford, CT 06492
RE: Midwood Application: LTA Comments

Mr. Pagini:

As the Local Traffic Authority for the Town of Wallingford, I was asked to review the documents provided by Deputy Chief Anthony DeMaio, who attended a meeting regarding the Midwood Associates Warehouse Project located on Northrop Road. After examining the documentation and maps, I agree with the assessment that the implementation of these warehouses on Northrop Road will not increase traffic in the area and will not be classified as a significant traffic contributor.

I have two recommendations regarding the construction project. First, I suggest that the truck access off of Northrop Road for Building One should be a right turn-only exit to minimize traffic on Northrop Road and direct it towards Route 68, where there is a traffic control signal.

Additionally, I concur with the July 9, 2025, correspondence from Jon Skaarup to Tom Hogan, which provides three recommendations for Northrop Road:
1. The installation of overhead roadway lighting on existing utility poles.
2. The addition of painted shoulder lines throughout the length of the roadway.
3. The implementation of a centerline rumble strip along the Northrop Road corridor.

I also support the recommendation to reduce the speed limit to 25 miles per hour.

These additional recommendations are not the responsibility of Midwood Associates to address.

I appreciate the opportunity to comment on this project and am available for any comments or questions you may have.

Respectfully,

Chief John Ventura

#401-25-33

From: **Jack Arrigoni** 18 Martin Trail Sept. 11, 2025

To: **Mr. Kevin Pagini and the P & Z Commission**

Ref: 401-25 Midwood Management Corp, Barnes Road

RECEIVED
SEP 14 2025
WALLINGFORD
PLANNING & ZONING

Please refer to the four-year crash experience found in the traffic study dated Nov. 7,2025 on pages 9 and 10. Only two intersections of five that will be impacted by additional traffic are documented. These two also have low and favorable numbers; for now.

If the half mile section shown below is considered, it is much more dangerous than presented.

UConn crash data received 9/11 from the Wallingford Police Dept.

Intersection	2023	2024	2025 to 8/19
Rt68---Leigus Road	8	7	2
Rt68---Northrup Road	3	4	0
Rt68---West ramps I-91	9	9	2
Rt68---East ramps I-91	8	1	0
Rt68---Research Pkwy.	2	5	2
Rt68—Williams Road	6	2	1

Thanks to WPD for this information.

Thank You,

Jack

#401-25-34

RECEIVED
SEP 05 2025
WALLINGFORD
PLANNING & ZONING

September 4, 2025

Tom Hogan, PE
Senior Associate – Regional Group Leader
Wright-Pierce
213 Court Street, Suite 501
Middletown, CT

Subject: **Traffic Impact Study Peer Review**
Midwood Associates Warehouses
Wallingford, CT

Dear Mr. Hogan:

Headquarters
115 GLASTONBURY BLVD
GLASTONBURY CT 06033
860.659.1416

200 MAIN ST
PAWTUCKET RI 02860
401.726.4084

27 JEFFERSON ST
TAUNTON MA 02780
508.824.6609

10 CABOT RD
SUITE 101B
MEDFORD MA 02155
617.776.3350

6 CHESTNUT ST
SUITE 110
AMESBURY MA 01913
978.388.2157

197 LOUDON RD
SUITE 310
CONCORD NH 03301
603.856.7854

I am in receipt of the email from Jim Bubaris dated 9/3/2025 that was sent in regards to traffic concerns/questions. That email included links to two PDFs (part 1 and part 2 of one document).

My review of the information provided is as follows:

The letter Jim Bubaris wrote provides significant clarification on what other site developments were or were not included. The described coordination with CTDOT addresses any potential confusion on inclusion of those.

We can see that, with the clear data and actual numbers provided, that Bubaris has also adjusted the applicable analyses accordingly.

I would point out two items of interest:

1. The sum of all trips was shown – note that due to Town requirements, these trips are expanded, thus these should be considered to be conservative.
2. Regardless of what level of service was shown for existing, the variation versus the build is the concern. I do not see an immediate area of concern that would lead me to believe there is a failure in either the analysis or in the operations on Route 68.

Based on my review, unless there is some major discrepancy in actual operations, the conclusion that the Midwood Development will have minimal impacts is still accurate.

Respectfully,

GM2 Associates, Inc.

Jon Skaarup

Digitally signed by Jon Skaarup
DN: C=US, E=jskaarup@gm2inc.com, O="GM2, Inc.", CN=Jon Skaarup
Contact Info: 401-726-4084
Date: 2025.09.04 15:49:47-04'00'

Jon Skaarup, PE, PTOE
Senior Traffic Engineer

Cherie Murchison

From: Kevin Pagini
Sent: Wednesday, September 3, 2025 3:37 PM
To: zoning
Subject: Fw: bond release request

Kevin J. Pagini
Town Planner
Town of Wallingford
P: 203-294-2090

From: Patrick Durbin <pdurbin@choate.edu>
Sent: Wednesday, September 3, 2025 3:19 PM
To: Kevin Pagini <kevin.pagini@wallingfordct.gov>
Subject: bond release request

Dear Kevin,

I am writing to request that you release the following two bonds now that COs have been issued for both projects:

P&Z bond for the **Hill House Servery** – ck#212792 in the amount of **$2,500.00** was issued on July 23, 2023 and cashed by the Town on August 18, 2023.

P&Z bond for **Carr Hall** – ck#215094 in the amount of **$16,500.00** was issued on February 16, 2024 and cashed by the Town on February 23, 2024.

Thank you for your assistance,

Patrick

--

Town of Wallingford, Connecticut

LEGAL NOTICE

The Wallingford Zoning Board of Appeals will hold the following public hearings at their Meeting of Monday September 15, 2025, 7:00 p.m., in the Robert F. Parisi Council Chambers, Town Hall, 45 South Main Street.

1. #25-022 – Variance Request/St. Hilaire/Side yard of 21.5 ft. (30 ft. required) to construct a vertical addition at 15 Gaylord Farm Road in an RU-40 District.

2. #25-023 – Special Exception Request/Cotrona/Garage area of 2107 sq. ft. (1600 sq. ft. max permitted) to construct a 1183 sq. ft. detached garage at 134 Chimney Hill Road in RU-40 District.

3. #25-024 – Variance Request/Landino/Rear yard lot area of 44954 sq. ft. (62,500 sq. ft. required) to allow a lot line revision/lot split at 869 North Farms Road in an RU-40 District.

4. #25-025 – Variance Requests/Faugno/Front yard of 36.18 ft. (40 ft. required) and side yard of 13.57 ft. (20 ft. required) to construct a vertical addition at 70 Hill Avenue in an R-18 District.

5. #25-026 – Variance Request/ABR Construction, Inc./Front yard of+/-32 ft. (40 ft. required) to construct a covered front porch/entry at 20 Docker Drive in an R-18 District.

6. #25-027 – Variance Request/374 NCR, LLC/Side yard of 2 ft. (20 ft. required) to construct a multi-family dwelling at 374 North Colony Street in a CB-40 District.

7. #25-028 – Special Exception Request/Carrara/Garage area of 1636 sq. ft. (1240 sq. ft. max permitted) to construct a 676 sq. ft. detached garage at 1363 Durham Road in an RU-80 District.

8. #25-029 – Variance Request/Torda/Allow an inground pool in a required front yard (no pool permitted in a required front yard) at 8 Poppy Lane in an R-18 District.

9. #25-030 -Special Exception Request/CT Proton Therapy Center, LLC/Sign area 85.87 sq. ft. (64 sq. ft. max permitted) and 2 ground signs (one ground sign permitted) at 932 Northrop Road in a WI District.

10. #25-031 – Special Exception Request/Carey/Child care facility with enrollment of 20 at 25 Fair Street in a CLB District.

Should you wish to review the above-listed application(s), or have any questions regarding these matters, please contact the Wallingford Planning Office at 203-294-2090.

WALLINGFORD ZONING BOARD OF APPEALS

Karen Raddatz

KAREN RADDATZ, SECRETARY

DATED AT WALLINGFORD:
August 26, 2025

POSTING DATES
September 2, 2025
September 9, 2025

"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."