Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

KEVIN J. PAGINI
TOWN PLANNER

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

FINAL AGENDA

The following Public Hearings will be heard at the Wallingford Planning and Zoning Commission's meeting of Monday, May 10, 2021 at 7:00 p.m. REMOTELY ONLY. The meeting can be accessed through:
https://global.gotomeeting.com/join/754279893
You can also dial in using your phone.
(For supported devices, tap a one-touch number below to join instantly.)
United States (Toll Free): 1 866 899 4679
- One-touch: tel:+18668994679,,754279893#
United States: +1 (571) 317-3116
- One-touch: tel:+15713173116,,754279893#
Access Code: 754-279-893
Live Stream of the meeting will also be available on the Town of Wallingford You Tube Channel:
https://www.youtube.com/c/wallingfordgovernmenttelevision
Materials for this Public Hearing will be posted on the Town's website:
www.town.wallingford.ct.us

Call to Order
Pledge of Allegiance
Roll Call
Consideration of Minutes – April 12, 2021

PUBLIC HEARINGS

1. Special Permit (Convenience Store/Fueling Facility)/7-11, Inc./1033 North Colony Road(NO ACTION) #412-20
2. Special Permit (Warehousing)/Montante Construction/5 Research Parkway #401-21
3. Special Permit/1070 North Farms Road, LLC/1117 and 2 Northrop Road (REQUEST TO OPEN AND CONTINUE PUBLIC HEARING- NO APPLICANT PRESENTATION) #402-21
4. Special Permit/Cigarro Mobile, LLC/180 Cheshire Road #403-21
5. Text Amendment/PZC/Food Trucks (NO ACTION) #901-21

NEW BUSINESS

6. Site Plan/6 Research, LLC/4A Research Parkway (NO ACTION REQUESTED) #210-21

BOND RELEASES AND REDUCTIONS

7. Subdivision/Raup/322 East Main Street #103-16
8. Special Permit/AMAZON/425 South Cherry Street #414-19
9. Site Plan/Davenport Associates/14 Fairfield Boulevard #208-19

REPORTS OF OFFICERS AND STAFF

10. ZBA Decisions – April 19, 2021
11. ZBA Notice – May 17, 2021
12. Zoning Enforcement Log

CORRESPONDENCE

13. I-5, IX, WPD Regulation Amendments / Mayor's Office

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.

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

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

WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
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LEGAL NOTICE

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PUBLIC HEARINGS

1. #401-21- Special Permit for a 219,000sf warehouse facility on 179.85 acres on property located at 5 Research Parkway. Zone(s): IX, WPD (CONTINUATION)
2. #402-21- Special Permit for a 250,000sf warehouse/office facility on 46.05 acres on property located at 1171 Northrop Road and 2 Northrop Industrial Park Road East. Zone: IX
3. #403-21- Special Permit for a 480sf Cigar Lounge structure accessory to a Country Club at 180 Cheshire Road. Zone: RU-40
4. #901-21- Zoning Regulation Amendment to add to existing Section 4.2.E.3.i.V and to add new Section 4.2.E3.i.IX to the Wallingford Zoning Regulations to permit mobile food vendors at Wineries. (NO ACTION)

WALLINGFORD PLANNING AND ZONING COMMISSION

Rocco Matarazzo

ROCCO MATARAZZO, SECRETARY

DATED AT WALLINGFORD
April 20, 2021
PUBLICATION DATES
April 29, 2021
May 6, 2021

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

From: Dennis Ceneviva Dennis@cenevivalaw.com
Subject: Fwd: 7-ELEVEN SPECIAL PERMIT #412-20
Date: May 6, 2021 at 10:15 AM
To: Kacie Hand kacie.costello@wallingfordct.gov

412-20

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

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

Begin forwarded message:

From: Dennis Ceneviva <dennis@cenevivalaw.com>
Subject: Re: 7-ELEVEN SPECIAL PERMIT #412-20
Date: May 6, 2021 at 10:11:11 AM EDT
To: Kacie Hand <kacie.costello@wallingfordct.gov>
Cc: "Fleishman, Dorothy" <Dorothy.Fleishman@7-11.com>, "Kline, Josh" <jkline@stonefieldeng.com>

Tom.

As I discussed with you earlier today, my client, 7-Eleven, Inc., requests a final continuance of its Special Permit Public Hearing until the June 14, 2021 P & Z meeting. This is a request and CONSENT to such continuance.

Thank you.

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

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

401-21A

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION

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

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

March 31, 2021

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

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

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

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

A15-10

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

Please note: Any responses/correspondence, additional documents and/or revised plans **must** be received by the Planning & Zoning Department by the close of business on **Wednesday, April 7, 2021** in order to be provided to the Planning & Zoning Commission prior to the Monday, April 12, 2021 meeting. If additional information, responses or documents are necessary to address staff comments and have not been submitted by the Wednesday, April 7, 2021cutoff, Commission policy is that the application will not be considered/discussed at the upcoming meeting since the necessary information has not been provided.

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

Regards,

Thomas Talbot
Planner

401-21B

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

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

April 1, 2021

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

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

Dear Mr. Talbot,

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

The following information was provided to VNE for review:

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

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

Study Area

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

Existing Traffic Counts

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

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

3. The Existing (2020) Traffic Volumes Figure 2 includes a sheet note that states the AM/PM volumes were adjusted by CTDOT for 2020. This note differs from the statement made on page 9 of the report that states the Existing 2020 midday traffic volumes were adjusted by the CTDOT Bureau of Policy and Planning. The process for collecting and adjusting the peak-hour volumes to Pre-Covid conditions should be further clarified.

4. The peak-hour volumes for the intersections of Research Parkway with Joseph Carini Road and the Marlin Software driveway should be added to the traffic figures.

5. The traffic figures show the signalized site driveway as Site Drive #2, whereas the rest of the report references this driveway as Site Drive #1. The traffic figures should be revised to be consistent with the report and analyses.

6. The existing traffic volumes at some intersections do not balance with those at the adjacent intersection, where there are no driveways in between these intersections. While these balancing differences are not expected to have a significant impact on the analyses, they should be corrected in all the revised figures and capacity analyses.

7. The traffic study mentions that pedestrian counts were recorded at the study intersections. While it is anticipated that pedestrian activity is low in the study area, a statement should be made regarding the pedestrian activity at the study intersections.

Crash History

8. The crash analysis study period includes the three-year period between January 1, 2017 and December 31, 2019. The selected period does not include time during the COVID-19 pandemic and is appropriate for use in this study.

9. The crash analysis does not include analysis in the vicinity of either of the site driveways or the Marlin software driveway. Crash analysis should be provided at the same locations where the capacity analysis was performed.

10. The crash analysis identified that the most crashes within the study area occurred at the unsignalized four-way stop controlled intersection of Research Parkway and Carpenter Lane. Four of these crashes were angle collisions and three crashes were rear-end collisions. These crash patterns suggest that there may be sightline or geometric issues where drivers are not aware of the stop-control. Based on a recent site visit, STOP AHEAD signs were observed at both the northbound and southbound Research Parkway approaches. Are there sightline or geometric conditions that may be contributing to these crashes that could be addressed through the installation of additional warning signage?

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

No-Build Traffic Volumes

12. A 1.0 percent annual growth rate was applied to the Existing traffic count data for the Build year of 2021 to account for background traffic growth within the study area. This growth rate is appropriate for the study area.

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

14. The traffic volumes depicted in the 2021 No-Build Traffic Volumes (Figure 3) accurately reflect the application of the annual 1.0 percent background growth rate to the existing traffic volumes as identified in the study.

15. The 2020 Existing and 2021 No-Build traffic volumes include the traffic volumes that were observed to enter and leave the site during the weekday morning and afternoon peak-hour counts collected in 2018 at the signalized site driveway on Research Parkway. These volumes should be removed from the figures and analysis since these trips are not currently visiting the site and are not expected in either the 2021 No-Build or Build scenarios. These trips can be removed from the adjacent intersections so that they balance with the site driveway volumes. The removal of these volumes will improve operations at the site driveway and the adjacent intersections.

Trip Generation and On-Site Circulation

16. The traffic study uses tenant-specific trip generation data for forecasting the 2021 Build condition traffic volumes. As presented in the study, the new facility will be operated to minimize the number of site-generated trips during the peak-hours of the adjacent street traffic. Has the use of the tenant-specific trip generation data been approved by the Office of the State Traffic Administration (OSTA) for this project?

17. The traffic report should provide additional discussion on how the tenant-specific trip generation compares with other similar Land Use Codes (i.e. Warehouse, High Cube Warehouse) in the ITE Trip Generation Manual and why the tenant-specific trip generation is the most appropriate for modeling the traffic impacts of this development.

18. The traffic report identifies that there will be 2,196 trips per day using the site. The description of the operations and associated trips provided in the report identifies the shifts when the various associates, managers, dispatchers, and drivers will be onsite. It is not clear how the various employee trips add up to the 2,196 trips per day from the writeup provided or what the peak hours of the new delivery station will be. Can a table be provided in the report that shows the estimated trips entering and exiting the site by hour for each of the site driveways

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

19. The number of parking spaces provided on the site suggest that there will be periods when the trip generation will exceed the 2,196 trips per day. The 1,033 van parking spaces is three times the 344 vans reported to enter and leave the site each day. Assuming an 85 percent parking utilization rate, it is expected that 400 +/- spaces would sufficiently accommodate the daily van load. Assuming an 85 percent parking utilization of the total 1,508 parking spaces proposed on site with a single turnover for each of these spaces per day would correlate to approximately 2,564 trips per day. With higher turnover rates for these parking spaces during shift changes or during periods with higher parking utilization, additional trips can be expected. Additional information should be provided to demonstrate how the parking will be used for the delivery station operations and how much the trip generation would be expected to increase during periods when the parking is fully utilized.

20. The traffic report should address how much the trip generation is expected to increase during the holiday season peak. Additional analysis should be provided to demonstrate how traffic operations will be impacted during this peak season.

21. Based on the description of operations provided in the report, it appears that one of the peak-hours of the development will occur between 10:10 a.m. and 11:10 a.m. when approximately 344 delivery vans will exit the site at a rate of 160 vans every 20 minutes. Has any analysis been performed at the signalized intersections of Research Parkway with the site driveway and Barnes Road during this period? It is anticipated that this release of vehicles during this one-hour period may change the peak-hour on Research Parkway to this time. Signal adjustments may be needed at these locations to minimize delays during this peak period. A similar analysis should also be performed during the period between 7:10 p.m. and 8:50 p.m. when the delivery vans will return to the site and the returning drivers will leave the site to travel home.

22. Can additional information be provided on the "Flex" delivery and how this system will work for this site? Additional information should be provided on where the "Flex" drivers will pick-up packages and where they will park.

23. The traffic report identifies the historic peak-hour trips for the previous Bristol Myers site from the 2003 Wilbur Smith traffic study to be 620 vehicles per hour in the morning and 535 vehicles per hour in the afternoon. Is there an estimate of the daily trips that could have been expected for the Bristol Myers site to provide a daily comparison with the proposed development?

Trip Distribution

24. According to the study, the trip distribution patterns presented in Figure 4 are based on population densities, competing opportunities, existing travel patterns, and the efficiency and limitations of the existing roadway system. The trip distribution percentages are listed below:

    a. 20 percent to/from points north via I-91
    b. 30 percent to/from points south via I-91
    c. 20 percent to/from points east via Route 68 (Barnes Road)

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

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

Anticipated Site Generated Traffic Volumes

25. The site-generated traffic volumes presented in Figure 5 were appropriately distributed according to the trip distribution patterns presented in Figure 4, with the exception of the following approaches during the weekday afternoon peak-hour:

    a. Southbound Research Parkway approach to Barnes Road
    b. Westbound Barnes Road (Route 68) approach to the I-91 northbound ramps
    c. Westbound Barnes Road (Route 68) approach to the I-91 southbound ramps

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

Build Traffic Volumes

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

Roadway Adequacy & Capacity Analysis

27. The capacity analysis performed for this traffic study follows the standard traffic engineering methodologies outlined in the Highway Capacity Manual and was performed using Synchro software to provide a comparison between the 2020 Existing, 2021 No-Build and 2021 Build Scenarios.

28. The Existing midday Synchro analyses appear to be using the No-Build traffic volumes. The Synchro analysis for the Existing weekday midday peak should be revised to use the existing volumes. Table 5 should be updated with the revised results. This change is not expected to have a significant impact on the results that are reported.

29. The heavy vehicle percentages used in the capacity analysis are not included in the Synchro reports. The heavy vehicle percentages obtained from the traffic counts should be used in the Existing and No-Build Synchro models and the forecasted truck percentages should be used in the Build Synchro models. If the default two percent heavy vehicle percentage was used, then it should be checked that the default percentage matches or exceeds that recorded during the traffic counts for each of the movements.

30. The traffic capacity analyses use the default peak hour factor (PHF) of 0.92, which represents relatively uniform flow at the approaches throughout the peak-hour. The PHFs obtained for each approach from the traffic counts should be used in the Synchro models to account for the peak 15-minute flow rates at each approach during the peak-hours.

31. The southbound right-turn movement at the intersection of the I-91 southbound ramps with Route 68 (Barnes Road) should be modeled as No Turn on Red to be consistent with the signal plan and report writeup.

32. The northbound right-turn movement at the intersection of the I-91 northbound ramps with Route 68 (Barnes Road) should be modeled as No Turn on Red to be consistent with the signal plan and report writeup.

33. The link speeds used in the Synchro models at the Barnes Road (Route 68) approaches should reflect the free-flow speeds on Route 68.

34. The offset times entered for the intersection of the I-91 southbound ramps with Barnes Road (Route 68) should be revised to reflect those listed in the CTDOT time-space diagrams for each of the time periods analyzed. While this intersection is listed as the master intersection, the offset times provided in the time-space diagrams should be used to reflect the actual offsets between the intersections in the coordinated system.

35. The yellow time and minimum splits modeled at the eastbound Barnes Road approach to the I-91 southbound ramps and the westbound Barnes Road approach to the I-91 northbound ramps should be revised to account for the 3.5 second yellow time per the signal plans.

36. The signalized intersection of Research Parkway with the Food Bank Drive/Site Drive #1 was observed to be running in Flash during the peak-hours based on recent site visits. This intersection is presently operating as a two-way stop-controlled intersection with stop-control on the driveways. The Existing and No-Build models should reflect the current operations at this intersection.

37. The signal timings used for the analysis of the intersection of Research Parkway with the Food Bank Drive/Site Drive #1 do not match the existing signal plan. The Synchro models use a maximum 140 second cycle length, whereas the signal plan shows a maximum 100 second cycle length. The maximum splits should be revised to match those provided on the signal plan. This signal is also being modeled as being part of a coordinated system but should be revised to be modeled as actuated-uncoordinated since it is not part of a coordinated signal system. The vehicle extension times at this location should also be revised to match those listed on the signal plans.

38. Minor differences were noted when comparing the volumes presented in the traffic figures to those included in the Synchro models. While these differences are not expected to have a significant impact on the results, they should be revised to match.

39. Some of the results that are reported in Table 5 do not match the Synchro reports. The following results should be checked and revised, as appropriate:

    a. Queue lengths at Exit 15 SB approach to Barnes Road during morning peak under Existing conditions. The 50th percentile queues were reported.
    b. Queue lengths at Route 68 WB thru during the afternoon peak under No-Build and Build conditions should be revised to be consistent with those listed for the Existing condition.
    c. Queue length and V/C ratio at the Route 68 WB right-turn at the I-91 NB ramps during the evening peak under Existing conditions.
    d. LOS at Food Bank Drive EB left-turn at Research Parkway during the evening peak under Build conditions.

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

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

40. In Table 5, the eastbound approach at the intersection of Research Parkway at Food Bank Drive/Site Drive #1 is listed as being for Site Drive #1 and the westbound approach is listed as being for the Food Bank drive. These descriptions should be revised so that the eastbound approach is for the Food Bank Drive and the westbound approach is for Site Drive #1.

41. While no queuing issues were noted, Table 5 should be revised to include the available storage provided for each of the movements to demonstrate that there is adequate queuing space for each of the movements.

42. The legend at the bottom of Table 5 should be revised to include the meaning of the '#' and 'm' designations in the results.

43. The westbound left-turn from Site Drive #1 and the eastbound left-turn from the Food Bank driveway at the intersection with Research Parkway are projected to operate at LOS E under the Build condition. While these approaches are expected to operate at the same LOS as the No-Build condition, are there signal timing improvements that can be made to improve operations for both the driveways?

44. The discussion of the capacity analyses results presented on page 32 of the report identifies that the Site #2 driveway right/thru onto Research Parkway NB will operate at LOS E. This statement does not match the results presented in Table 5 and it should refer to the Site #2 driveway left onto Research Parkway SB.

Site Access

45. The traffic study appropriately determines the required intersection sight distance at Site Drive #2 on Carpenter Lane as 500 feet per the CTDOT Highway Design Manual for a 45 mile-per-hour 85th percentile speed. The proposed Site Drive #2 location is noted in the traffic report to meet this requirement. Based on a field review of the new site drive location, the new site driveway is expected to improve the sightline looking right when exiting the site as compared to the current driveway location.

46. A No Left Turn sign should be considered for the southbound traffic on Carpenter Lane in the vicinity of Site Drive #2 to reinforce the right-in/ left-out driveway configuration.

Offsite Traffic Impact Mitigation

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

48. The traffic report recommends relocating the STOP bar at the northbound Research Parkway Approach to Site Drive #1. A figure showing the truck turning template and the location of the new STOP bar should be provided in the traffic study to demonstrate the need for this change.

Summary and Conclusions

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

50. The site of the proposed delivery station is certified as a Major Traffic Generator (MTG) with the CTDOT Office of the State Traffic Administration (OSTA). The proposed development also meets the definition of a MTG and will need to be permitted with OSTA.

On-site Circulation and Parking

51. The total required number of parking spaces identified in the Parking Information Table is listed as 176.5 spaces. Based on the ratios listed in the table, the total parking requirement per the zoning regulations should be 190 spaces.

52. Based on the ITE Parking Generation Manual for Land Use Code 150: Warehousing, the average peak period parking demand for a 219,000 square-foot GFA warehouse is 85 parking spaces. The 85th percentile peak parking demand is 243 parking spaces. The proposed site plan proposes 1,508 total parking spaces, which exceeds the minimum zoning requirement and the 85th percentile demand per the ITE Parking Generation Manual.

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

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

Sincerely,

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

Sydney Brooks LaLuna, EIT
Project Engineer

401-21C

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

RECEIVED
JAN 26 2021
PLANNING & ZONING

APPLICATION: **#401-21**

DATE OF SUBMISSION: January 8, 2021

DATE OF RECEIPT: January 11, 2021

SCHEDULED MEETING: February 8,2021

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

LOCATION: 5 Research Parkway

REFERRED TO:

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

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

SIGNED BY: _____, FIRE MARSHAL
(Title)

DATE: 1/25/21

401-21D

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APR 07 2021

WALLINGF
PLANNING &

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

SUBJ: Special Permit 401-21, 5 Research Parkway

DATE: April 5, 2021

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

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

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

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

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

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

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

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

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

Sincerely,

James Mikulski
Carol Mikulski

James and Carol Mikulski

170 High Hill Road

Wallingford, CT 06492

203-265-2175

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401-21E

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WALLINGFORD
PLANNING & ZONING

April 7, 2021

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

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

Dear Mr. Talbot:

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

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

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

2. Building coverage percentage should all roofed loading areas.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

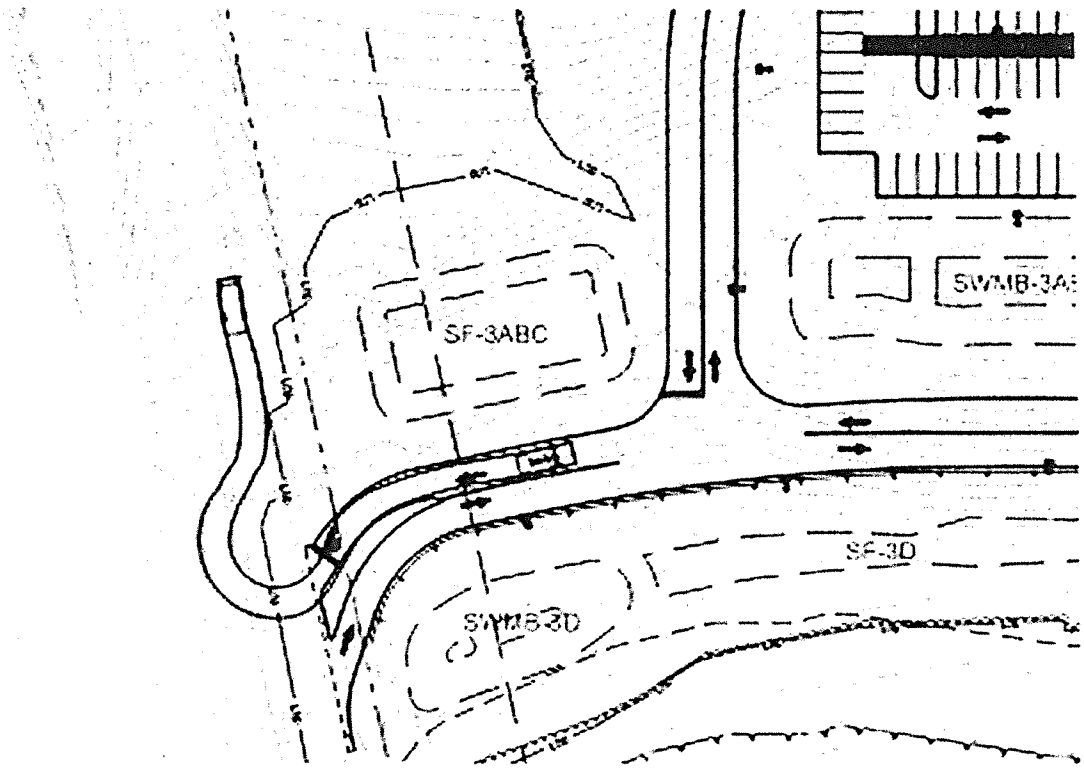
Response: This not the case. As mentioned above in response to comments # 5, 7, 8, 9 and 10 above: the additional parking is needed for the temporary peak delivery demands associated with certain holidays.

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

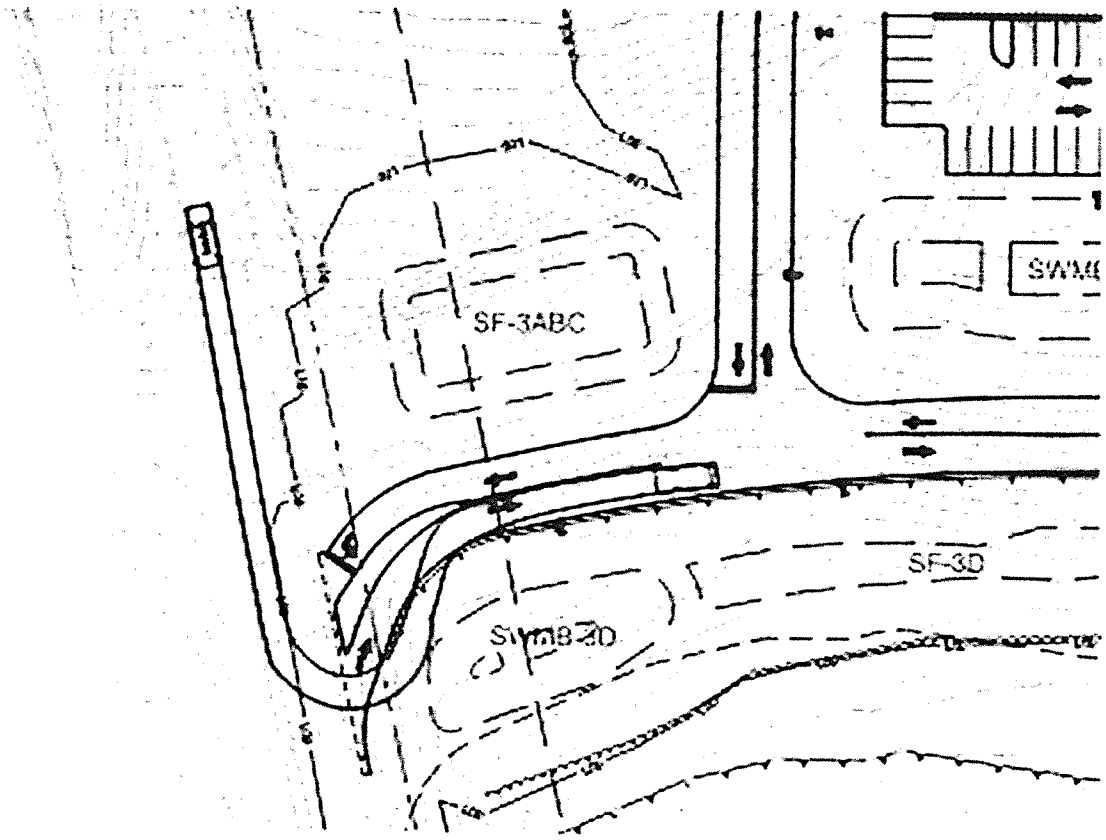
Response: Comment acknowledged. Please note great lengths and coordination has been exerted in regard to the erosion control and stormwater management to provide an exceptional level of protection for runoff water quality.

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

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



PROHIBITED TURNING MOVEMENT: RIGHT TURN - SITE TO CARPENTER LANE



PROHIBITED TURNING MOVEMENT: LEFT TURN - CARPENTER LANE TO SITE

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

Sincerely,

Jeffrey P. Dewey, P.E.

401-21F

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April 9, 2021

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APR 09 2021
WALLINGFORD
PLANNING & ZONING

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

Re: Traffic Peer Review Comments
Proposed Delivery Station Building
5 Research Parkway

Dear Mr. Talbot:

We are in receipt of VN Engineers' comments dated April 1, 2021, regarding the project noted above. Our responses are indicated below in ***bold italic*** text and are as follows:

Study Area

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

   Response: Noted, no action necessary.

Existing Traffic Counts

2. The study identifies that the existing weekday morning and weekday afternoon peak-hour counts were collected in October 2018, prior to the COVID 19 pandemic. The weekday midday peak-hour counts were collected in October 2020, during the COVID 19 pandemic, and were reviewed and adjusted by the CTDOT Bureau of Policy and Planning. The weekday morning and afternoon peak-hour volumes presented in Figure 2 are in line with the hourly count data available on the CTDOT Traffic Monitoring Station Viewer at count stations WALL-237 and WALL-030. The weekday midday peak-hour volumes presented in Figure 2 are approximately 150 vehicles per hour lower than those provided for count stations WALL-237 and WALL-030. The weekday midday peak-hour volumes should be verified and the analyses should be adjusted to reflect the volumes provided on the CTDOT Traffic Monitoring Station Viewer.

Response: Noted, traffic volumes for existing conditions were all verified by CTDOT. The mid-day counts will be verified again and if CTDOT wants to make changes we will incorporate the changes in a revised report to be submitted prior to the next planning and zoning meeting.

3. The Existing (2020) Traffic Volumes Figure 2 includes a sheet note that states the AM/PM volumes were adjusted by CTDOT for 2020. This note differs from the statement made on page 9 of the report that states the Existing 2020 midday traffic volumes were adjusted by the CTDOT Bureau of Policy and Planning. The process for collecting and adjusting the peak-hour volumes to Pre-Covid conditions should be further clarified.

   Response: Noted, Figure 2 will be updated to reflect better description of adjustments. Please, note the weekday AM and PM peak hours were 2018 CTDOT approved volumes while midday counts were performed during Covid-19 pandemic. Both counts were reviewed and adjusted by CTDOT during two separate events.

4. The peak-hour volumes for the intersections of Research Parkway with Joseph Carini Road and the Marlin Software driveway should be added to the traffic figures.

   Response: Additional traffic count data will be collected to assess the impacts of the proposed development on Joseph Carini Road and the Marlin Software driveway intersections.

5. The traffic figures show the signalized site driveway as Site Drive #2, whereas the rest of the report references this driveway as Site Drive #1. The traffic figures should be revised to be consistent with the report and analyses.

   Response: Noted, edits have been made to traffic figures.

6. The existing traffic volumes at some intersections do not balance with those at the adjacent intersection, where there are no driveways in between these intersections. While these balancing differences are not expected to have a significant impact on the analyses. they should be corrected in all the revised figures and capacity analyses.

   Response: Noted, all volumes have been reviewed and adjusted by CTDOT, as such the imbalance was kept in the figures and the analysis. For revised figures and analysis, the imbalances were removed.

7. The traffic study mentions that pedestrian counts were recorded at the study intersections. While it is anticipated that pedestrian activity is low in the study area, a statement should be made regarding the pedestrian activity at the study intersections.

Response: Noted, in the existing conditions section a paragraph is included on pedestrians presence in the study area.

Crash History

8. The crash analysis study period includes the three-year period between January 1, 2017 and December 31, 2019. The selected period does not include time during the COVID-19 pandemic and is appropriate for use in this study.

Response: Noted, no action necessary.

9. The crash analysis does not include analysis in the vicinity of either of the site driveways or the Marlin software driveway. Crash analysis should be provided at the same locations where the capacity analysis was performed.

Response: Noted, additional queries of crash data were made to include smaller segments and intersection along Research Parkway.

10. The crash analysis identified that the most crashes within the study area occurred at the unsignalized four-way stop controlled intersection of Research Parkway and Carpenter Lane. Four of these crashes were angle collisions and three crashes were rear-end collisions. These crash patterns suggest that there may be sightline or geometric issues where drivers are not aware of the stop-control. Based on a recent site visit, STOP AHEAD signs were observed at both the northbound and southbound Research Parkway approaches. Are there sightline or geometric conditions that may be contributing to these crashes that could be addressed through the installation of additional warning signage?

Response: A field visit of the four-way stop controlled intersection of Research Parkway and Carpenter Lane found overgrown vegetation blocking sightlines on the Carpenter Lane eastbound approach looking both northbound and southbound along Research Parkway. Looking west from Research Parkway onto Carpenter Lane is limited by vegetation. Clearing of vegetation has been recommended in the revised report.

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

Response: Noted, correction has been made.

No-Build Traffic Volumes

12. A 1.0 percent annual growth rate was applied to the Existing traffic count data for the Build year of 2021 to account for background traffic growth within the study area. This growth rate is appropriate for the study area.

Response: Noted, no action necessary.

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

Response: Noted, no action necessary. It was confirmed with the town there are no other new developments approved or pending contributing additional traffic within the study area.

14. The traffic volumes depicted in the 2021 No-Build Traffic Volumes (Figure 3) accurately reflect the application of the annual 1.0 percent background growth rate to the existing traffic volumes as identified in the study.

Response: Noted, no action necessary.

15. The 2020 Existing and 2021 No-Build traffic volumes include the traffic volumes that were observed to enter and leave the site during the weekday morning and afternoon peak-hour counts collected in 2018 at the signalized site driveway on Research Parkway. These volumes should be removed from the figures and analysis since these trips are not currently visiting the site and are not expected in either the 2021 No-Build or Build scenarios. These trips can be removed from the adjacent intersections so that they balance with the site driveway volumes. The removal of these volumes will improve operations at the site driveway and the adjacent intersections.

Response: Noted, to beconservative, the volumes from 2018 on site were kept. Due to other revisions the volumes will be removed, and all other intersections will be rebalanced to reflect the change.

Trip Generation and On-Site Circulation

16. The traffic study uses tenant-specific trip generation data for forecasting the 2021 Build condition traffic volumes. As presented in the study, the new facility will be operated to minimize the number of site-generated trips during the peak-hours of the adjacent street traffic. Has the use of the tenant-specific trip generation data been approved by the Office of the State Traffic Administration (OSTA) for this project?

Response: Similar projects in Connecticut with the tenant-specific trip generation data has been approved by Office of the State Traffic Administration (OSTA) on a case-by-case basis. Using tenant-specific trip generation allows for more accurate data rather than similar uses from ITE.

17. The traffic report should provide additional discussion on how the tenant-specific trip generation compares with other similar Land Use Codes (i.e. Warehouse, High Cube Warehouse) in the ITE Trip Generation Manual and why the tenant-specific trip generation is the most appropriate for modeling the traffic impacts of this development.

Response: Noted, a comparison in trip generation table has been provided to the report.

18. The traffic report identifies that there will be 2,196 trips per day using the site. The description of the operations and associated trips provided in the report identifies the shifts when the various associates, managers, dispatchers, and drivers will be onsite. It is not clear how the various employee trips add up to the 2,196 trips per day from the writeup provided or what the peak hours of the new delivery station will be. Can a table be provided in the report that shows the estimated trips entering and exiting the site by hour for each of the site driveways over a typical 24-hour period for each of the various employee designations (i.e. associates, managers, dispatchers, drivers)? This information will provide a better understanding of the peak hours of the proposed development and the timing of trips to and from the site.

Response: Noted, tenant-specific trip generation data has been provided in the appendix of the report.

19. The number of parking spaces provided on the site suggest that there will be periods when the trip generation will exceed the 2,196 trips per day. The 1,033 van parking spaces is three times the 344 vans reported to enter and leave the site each day. Assuming an 85 percent parking utilization rate, it is expected that 400 +/- spaces would sufficiently accommodate the daily van load. Assuming an 85 percent parking utilization of the total 1,508 parking spaces proposed on site with a single turnover for each of these spaces per day would correlate to approximately 2,564 trips per day. With higher turnover rates for these parking spaces during shift changes or during periods with higher parking utilization, additional trips can be expected. Additional information should be provided to demonstrate how the parking will be used for the delivery station operations and how much the trip generation would be expected to increase during periods when the parking is fully utilized.

Response: The additional parking is required for anticipated peak holiday traffic at the Site. During steady state operations a 24-hour traffic generation chart has been added to the appendix of the report. Additional analyses will be provided for the Holiday Peak.

20. The traffic report should address how much the trip generation is expected to increase during the holiday season peak. Additional analysis should be provided to demonstrate how traffic operations will be impacted during this peak season.

Response: A holiday peak analysis will be added to the report. While not a typical requirement, this short time period for analysis will be incorporated into the study.

21. Based on the description of operations provided in the report, it appears that one of the peak-hours of the development will occur between 10:10 a.m. and 11:10 a.m. when approximately 344 delivery vans will exit the site at a rate of 160 vans every 20 minutes. Has any analysis been performed at the signalized intersections of Research Parkway with the site driveway and Barnes Road during this period? It is anticipated that this release of vehicles during this one-hour period may change the peak-hour on Research Parkway to this time. Signal adjustments may be needed at these locations to minimize delays during this peak period. A similar analysis should also be performed during the period between 7:10 p.m. and 8:50 p.m. when the delivery vans will return to the site and the returning drivers will leave the site to travel home.

Response: Typically, the off-peak times are not analyzed as the adjacent street traffic is less than the peak hour traffic on roadways. The ATR data on Route 68 (Barnes Road) indicates that the AM peak hour of adjacent street traffic is 7-8AM with 1918 vehicles; the 10-11AM hour has 1034 vehicles or roughly ½ the amount of traffic on the road. Thus, the addition of site-generated traffic is not expected to change the peak hour on Research Parkway. The morning and evening peak hours for this generator during the 10:00 AM-11:00 AM and 7:00 PM-9:00 PM hours have been included in the analysis to alleviate any concerns.

22. Can additional information be provided on the "Flex" delivery and how this system will work for this site? Additional information should be provided on where the "Flex" drivers will pick-up packages and where they will park.

Response: The "Flex" delivery system works similar to ridesharing programs where drivers can choose their availability during the "flex" driver window for delivery, typically between 4:30 PM and 6:00 PM. Traditional passenger vehicles privately owned by "Flex" drivers enter the facility staggered between that time frame. Flex vehicles will load and depart every 15 minutes. Per the traffic study, the Site is expected to employ approximately 90 "flex" drivers at this location. These trips have been accounted for in the traffic study.

When "Flex" drivers arrive at site they follow the same circulation pattern as the vans and park inside the warehouse building for pick-up. The "Flex" drivers shift is separate from the vans shift and will have no issues with staging.

23. The traffic report identifies the historic peak-hour trips for the previous Bristol Myers site from the 2003 Wilbur Smith traffic study to be 620 vehicles per hour in the morning and

535 vehicles per hour in the afternoon. Is there an estimate of the daily trips that could have been expected for the Bristol Myers site to provide a daily comparison with the proposed development?

Response: The previous Bristol Myers study did not indicate daily trips. But the previous Bristol Myers site was 1,002,632 SF with 1,961 spaces. ITE LU Code 760 Research and Development Center would have generated approximately 11,000 daily trips to the Site.

Trip Distribution

24. According to the study, the trip distribution patterns presented in Figure 4 are based on population densities, competing opportunities, existing travel patterns, and the efficiency and limitations of the existing roadway system. The trip distribution percentages are listed below:

    a. 20 percent to/from points north via I-91
    b. 30 percent to/from points south via I-91
    c. 20 percent to/from points east via Route 68 (Barnes Road)
    d. 15 percent to/from points west via Route 68 (Barnes Road)
    e. 15 percent to/from points north via Research Parkway

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

    Response: Noted, no action necessary.

Anticipated Site Generated Traffic Volumes

25. The site-generated traffic volumes presented in Figure 5 were appropriately distributed according to the trip distribution patterns presented in Figure 4, with the exception of the following approaches during the weekday afternoon peak-hour:

    a. Southbound Research Parkway approach to Barnes Road
    b. Westbound Barnes Road (Route 68) approach to the I-91 northbound ramps
    c. Westbound Barnes Road (Route 68) approach to the I-91 southbound ramps

    These noted differences are not expected to have a significant impact on the capacity analyses.

    Response: Noted, Figure 5 Site Generated Traffic Volumes revised at the listed approaches.

Build Traffic Volumes

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

Response: Noted, revisions in accordance to comments #6 and #25.

Roadway Adequacy & Capacity Analysis

27. The capacity analysis performed for this traffic study follows the standard traffic engineering methodologies outlined in the Highway Capacity Manual and was performed using Synchro software to provide a comparison between the 2020 Existing, 2021 No-Build and 2021 Build Scenarios.

Response: Noted, no action necessary.

28. The Existing midday Synchro analyses appear to be using the No-Build traffic volumes. The Synchro analysis for the Existing weekday midday peak should be revised to use the existing volumes. Table 5 should be updated with the revised results. This change is not expected to have a significant impact on the results that are reported.

Response: Noted, revision made in report.

29. The heavy vehicle percentages used in the capacity analysis are not included in the Synchro reports. The heavy vehicle percentages obtained from the traffic counts should be used in the Existing and No-Build Synchro models and the forecasted truck percentages should be used in the Build Synchro models. If the default two percent heavy vehicle percentage was used, then it should be checked that the default percentage matches or exceeds that recorded during the traffic counts for each of the movements.

Response: Noted, revision made in analysis.

30. The traffic capacity analyses use the default peak hour factor (PHF) of 0.92, which represents relatively uniform flow at the approaches throughout the peak-hour. The PHFs obtained for each approach from the traffic counts should be used in the Synchro models to account for the peak 15-minute flow rates at each approach during the peak-hours.

Response: Noted, revision made in analysis.

31. The southbound right-turn movement at the intersection of the I-91 southbound ramps with Route 68 (Barnes Road) should be modeled as No Turn on Red to be consistent with the signal plan and report writeup.

Response: Noted, revision made in analysis.

32. The northbound right-turn movement at the intersection of the I-91 northbound ramps with Route 68 (Barnes Road) should be modeled as No Turn on Red to be consistent with the signal plan and report writeup.

Response: Noted, revision made in analysis.

33. The link speeds used in the Synchro models at the Barnes Road (Route 68) approaches should reflect the free-flow speeds on Route 68.

Response: Noted, revision made in analysis.

34. The offset times entered for the intersection of the I-91 southbound ramps with Barnes Road (Route 68) should be revised to reflect those listed in the CTDOT time-space diagrams for each of the time periods analyzed. While this intersection is listed as the master intersection, the offset times provided in the time-space diagrams should be used to reflect the actual offsets between the intersections in the coordinated system.

Response: Noted, revision made in analysis.

35. The yellow time and minimum splits modeled at the eastbound Barnes Road approach to the I-91southbound ramps and the westbound Barnes Road approach to the I-91 northbound ramps should be revised to account for the 3.5 second yellow time per the signal plans.

Response: Noted, revision made in analysis.

36. The signalized intersection of Research Parkway with the Food Bank Drive/Site Drive #1 was observed to be running in Flash during the peak-hours based on recent site visits. This intersection is presently operating as a two-way stop-controlled intersection with stop-control on the driveways. The Existing and No-Build models should reflect the current operations at this intersection.

Response: Noted, revision made in analysis.

37. The signal timings used for the analysis of the intersection of Research Parkway with the Food Bank Drive/Site Drive #1 do not match the existing signal plan. The Synchro models use a maximum 140 second cycle length, whereas the signal plan shows a maximum 100 second cycle length. The maximum splits should be revised to match those provided on the signal plan. This signal is also being modeled as being part of a coordinated system but should be revised to be modeled as actuated-uncoordinated since it is not part of a coordinated signal system. The vehicle extension times at this location should also be revised to match those listed on the signal plans.

Response: Noted, revision made in analysis.

38. Minor differences were noted when comparing the volumes presented in the traffic figures to those included in the Synchro models. While these differences are not expected to have a significant impact on the results, they should be revised to match.

Response: Noted, revision made in analysis.

39. Some of the results that are reported in Table 5 do not match the Synchro reports. The following results should be checked and revised, as appropriate:

a. Queue lengths at Exit 15 SB approach to Barnes Road during morning peak under Existing conditions. The 50th percentile queues were reported.
b. Queue lengths at Route 68 WB thru during the afternoon peak under No-Build and Build conditions should be revised to be consistent with those listed for the Existing condition.
c. Queue length and V/C ratio at the Route 68 WB right-turn at the I-91 NB ramps during the evening peak under Existing conditions.
d. LOS at Food Bank Drive EB left-turn at Research Parkway during the evening peak under Build conditions.
e. V/C Ratio at Food Bank Drive EB right-turn at Research Parkway during the midday peak under Build conditions.
f. V/C Ratio at Research Parkway NB left-turn at Site Drive #1 during the midday peak under Build conditions.
g. Queue length at Research Parkway NB thru at Site Drive #1 during the midday peak under Build conditions.
h. LOS and V/C ratio at the Joseph Carini Road EB approach to Research Parkway during the evening peak under Existing and No-Build conditions.
i. V/C ratio at Marlin Software Driveway EB left/right-turn at Research Parkway during the midday peak-hour under Build conditions.
j. Missing queues at Marlin Software Driveway EB left/right-turn at Research Parkway during the morning peak-hour under Existing conditions.
k. Missing queues at Research Parkway NB left-turn at Marlin Software Driveway during the evening peak under No-Build Conditions
l. Queues reported in Synchro reports for the intersection of Research Parkway at Carpenter Lane are provided in terms of car lengths. The queues presented in Table 5 should be reflected accordingly by multiplying the calculated car lengths by 25 feet.
m. V/C ratio at Site Drive #2 NB right/left-turn at Carpenter Lane during the midday and evening peaks under Build conditions.
n. V/C ratio at Carpenter Lane EB approach at Site Drive #2 during the peak under Build conditions.

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

Response: Noted, Table 5 has been updated from revision made in analysis.

40. In Table 5, the eastbound approach at the intersection of Research Parkway at Food Bank Drive/Site Drive #1 is listed as being for Site Drive #1 and the westbound approach is listed as being for the Food Bank drive. These descriptions should be revised so that the eastbound approach is for the Food Bank Drive and the westbound approach is for Site Drive #1.

Response: Noted, Table 5 has been revised.

41. While no queuing issues were noted, Table 5 should be revised to include the available storage provided for each of the movements to demonstrate that there is adequate queuing space for each of the movements.

Response: Noted, additional table added for available storage of each movement.

42. The legend at the bottom of Table 5 should be revised to include the meaning of the '#' and 'm' designations in the results.

Response: Noted, revision made in report.

43. The westbound left-turn from Site Drive #1 and the eastbound left-turn from the Food Bank driveway at the intersection with Research Parkway are projected to operate at LOS E under the Build condition. While these approaches are expected to operate at the same LOS as the No-Build condition, are there signal timing improvements that can be made to improve operations for both the driveways?

Response: Timings revisions will be investigated.

44. The discussion of the capacity analyses results presented on page 32 of the report identifies that the Site #2 driveway right/thru onto Research Parkway NB will operate at LOS E. This statement does not match the results presented in Table 5 and it should refer to the Site #2 driveway left onto Research Parkway SB.

Response: Noted, Table 5 has been updated from revision made in analysis.

Site Access

45. The traffic study appropriately determines the required intersection sight distance at Site Drive #2 on Carpenter Lane as 500 feet per the CTDOT Highway Design Manual for a 45 mile-per-hour 85th percentile speed. The proposed Site Drive #2 location is noted in the traffic report to meet this requirement. Based on a field review of the new site drive location, the new site driveway is expected to improve the sightline looking right when exiting the site as compared to the current driveway location.

Response: Noted, no action necessary.

46. A No Left Turn sign should be considered for the southbound traffic on Carpenter Lane in the vicinity of Site Drive #2 to reinforce the right-in/ left-out driveway configuration.

Response: Noted, a "No Left Turn" sign has been added to the plan for the southbound traffic on Carpenter Lane.

Off-Site Traffic Impact Mitigation

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

Response: Noted, a truck turning template will be provided.

48. The traffic report recommends relocating the STOP bar at the northbound Research Parkway Approach to Site Drive #1. A figure showing the truck turning template and the location of the new STOP bar should be provided in the traffic study to demonstrate the need for this change.

Response: Noted, a truck turning template and new STOP bar location have been provided.

Summary and Conclusions

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

Response: Noted, the summary and conclusions have been updated.

50. The site of the proposed delivery station is certified as a Major Traffic Generator (MTG) with the CTDOT Office of the State Traffic Administration (OSTA). The proposed development also meets the definition of a MTG and will need to be permitted with OSTA.

Response: Noted, no action necessary. Project will be submitted as a MTG to CTDOT OSTA.

On-Site Circulation and Parking

51. The total required number of parking spaces identified in the Parking Information Table is listed as 176.5 spaces. Based on the ratios listed in the table, the total parking requirement per the zoning regulations should be 190 spaces.

Response: Noted, the revision has been made in the report.

52. Based on the ITE Parking Generation Manual for Land Use Code 150: Warehousing, the average peak period parking demand for a 219,000 square-foot GFA warehouse is 85 parking spaces. The 85th percentile peak parking demand is 243 parking spaces. The proposed site plan proposes 1,508 total parking spaces, which exceeds the minimum zoning requirement and the 85th percentile demand per the ITE Parking Generation Manual.

Response: Noted, no action necessary.

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

Response: See comment response #19.

We trust the questions have been answered and concerns addressed. If further information is required, feel free to contact me at 203-608-2416.

Sincerely,

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

401-21G

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

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

INTEROFFICE MEMORANDUM

TO: THOMAS TALBOT, ACTING TOWN PLANNER – **VIA EMAIL**

FROM: ERIK KRUEGER, P.E., SENIOR ENGINEER, WATER AND SEWER DIVISIONS EAK

SUBJECT: **5 RESEARCH PARKWAY - SPECIAL PERMIT APPLICATION NO. 401-21**

DATE: APRIL 8, 2021

CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; A. KAPUSHINSKI, P.E., TOWN ENGINEER; B. DELUKE, MONTANTE CONSTRUCTION, LLC; J. DEWEY, BL COMPANIES

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

The Water and Sewer Divisions have provided numerous review comments relative to the stormwater management systems required under the Watershed Protection District regulations in the Wallingford Zoning Regulations during the Wetlands application review for this project. We therefore request that all of the previous comments in my memos to the Environmental Planner be included herein by reference as follows:

1. Memo to Erin O'Hare dated November 6, 2020
2. Memo to Erin O'Hare dated February 19, 2021
3. Memo to Erin O'Hare dated March 29, 2021
4. Memo to Erin O'Hare dated April 7, 2021

Some of the following is repeated from the November 6, 2020 memo to Erin O'Hare and I am including it here since it is relevant to the Planning and Zoning review of the subject application.

<u>General Discussion – Project Understanding:</u>

The existing site consists of approximately 180 acres of partially developed land that once housed the now demolished Bristol Meyers Squibb facility. Much of the site is undisturbed native woodland, and there are approximately 28.6 acres of wetlands on the site. The Muddy River, which is the main tributary stream to the MacKenzie Reservoir public water supply, flows through the site. The entire site is within the watershed for MacKenzie Reservoir and is designated as a Watershed Protection District (WPD) by the Planning and Zoning Commission. Watershed protection regulations for the WPD are enumerated in section 4.13 of the Wallingford Zoning Regulations.

MacKenzie Reservoir has the largest watershed of the Town's four public water supply reservoirs and the tributary area to MacKenzie Reservoir accounts for approximately 75% of total watershed area tributary to our reservoir system. The surface water supply system provides approximately 94% of the public drinking water delivered to approximately 39,000 residents and businesses in the Town of Wallingford. The watershed associated with the Mackenzie Reservoir is critical for supplying the Town with an adequate quantity and quality of potable water.

The proposed development as described in the subject application will include a new 219,000 square foot delivery station building and approximately 1,500 parking spaces in addition to delivery van staging areas and truck loading docks. The site will be excavated and graded to provide a level building pad and parking areas. The ground

surface will be excavated and filled with changes in grade in some areas up to 40 vertical feet. The development will create the potential for adverse impacts to the water quality in the Muddy River tributary to MacKenzie Reservoir. It is therefore imperative that all necessary precautions be implemented during and after construction in order to minimize adverse impacts to the Muddy River, MacKenzie Reservoir and subsequently the potable drinking water supply for the residents, businesses and visitors of Wallingford.

The proposed development will have about 45 acres of impervious surface area. Section 19-13-B32(i) of the Connecticut Public Health Code regarding watersheds advises that facilities shall be designed to minimize soil erosion and maximize absorption of pollutants by the soil. Large impervious areas, by their very nature, create a conflict with this design requirement. Storm water treatment systems are proposed for the runoff from impervious areas associated with parking areas and traveled ways; however, there will still be a negative impact to the water quality of the runoff leaving the site.

Parking and impervious areas:

The total amount of automobile parking seems to be quite large for the proposed use. The table on Sheet SP-0 indicates that 176.5 parking spaces are required; however 1,508 spaces are being provided. It is requested that the total amount of proposed parking be minimized to provide only what is required for the operation as additional paved parking areas tend to increase the negative impact to downstream water quality.

The Applicant should explain why so many parking spaces are required for the operations at this location.

Requested Conditions of Approval:

The new building will be serviced by municipal water and sanitary sewer as indicated. There are some water and sewer utility details that remain to be resolved and therefore we request that they be made conditions of approval to be met by the applicant prior to the issuance of a building permit:

1. Provide final water use, needed fire flow estimates and sanitary sewer usage estimates for the proposed development.
2. Submit interior plumbing plans for the building showing the domestic water, fire sprinkler system and the waste piping.
3. The Town will determine the size of the domestic service line and meter based on the final plumbing fixture counts supplied by the Applicant. Water and Sewer Connection charges and meter fees shall be based on the size of the meter and will be due prior to the water service being connected to the building.
4. The proposed development will include a low-pressure water main loop for fire protection through the site.
5. Since the static water pressure available at the elevation of the proposed building is relatively low, the domestic water and fire service will be delivered to the building using a remote pump house to be located along Carpenter Lane. Details of the pump house, required backflow preventers and the area to house the domestic water meter shall be submitted for review and approval by the Wallingford Water Division.

6. Please note that the drawings need to be revised to provide a separate fire line and domestic service pipe from the water main in Carpenter Lane to the pump house.

7. Depending on the magnitude of the needed fire flow and required residual pressures for this development, improvements to the municipal water distribution system may be necessary. Once the needed fire flows are submitted, the town will review the sizing of the fire lines and fire pump and determine if any off site upgrades will be required. All upgrades that may be necessary in order to serve this development would be the responsibility of the Applicant.

8. The details of the fire protection system and the location of all required fire hydrants and fire department connections shall be as determined by the Fire Marshal's office.

9. If there will be any non-domestic wastewater (discharges other than wastewater generated from restrooms incidental to occupancy of residential or non-residential buildings) from the proposed building then the applicant shall complete a Wastewater Discharge Survey. An oil/water separator is shown for the discharge associated with a scrubber dump to be located in the building. All permits for such discharge shall be obtained by the applicant prior to discharge and all such pretreatment devices shall be furnished and installed as necessary in accordance with the requirements of the Wallingford Sewer Division.

10. As mentioned earlier, the entire site for this development is in the Watershed Protection District. Therefore all activities on the site during and after construction shall be carried out in accordance with the Water Protection District regulations in section 4.13 of the Zoning Regulations of the Town of Wallingford.

    a. All requested revisions to the storm water treatment system identified by this office during the Wetlands Permit review shall be completed and the details of the final revised storm water treatment system must be reviewed and approved by the Wallingford Water Division.

    b. Erosion controls and sediment barriers are critical for the protection of the public drinking water supply downstream of the site. All comments and concerns regarding erosion control and protection of the watershed as stipulated in the Wetlands Application review shall be incorporated herein.

    c. If storage containers are proposed on the site they shall conform to the requirements of section 4.13.c of the Zoning regulations.

    d. No sodium chloride shall be used for ice control on the site.

11. There are many details of the site water and sewer utility plan that need to be reviewed by the Town and it is requested that applicant meet with the Wallingford Water and Sewer Divisions to resolve all details as necessary to be included in the final utility plan.

12. All existing water and sanitary sewer lines that will not be reused for the new development and are to be abandoned shall be removed from service as required by the Water and Sewer Division Technical Standards.
13. Submission of a final revised set of plans for the water and sewer utility installations subject to the final review and approval of the Water and Sewer Divisions incorporating all required technical revisions and details.
14. Posting of Water and Sanitary Sewer Utility Performance and Maintenance Bonds to cover the installation of the required extension of the municipal sanitary sewer in Carpenter lane and all other water and sewer utility installations in accordance with the requirements of the Water and Sewer Divisions. The total amount of the bond has yet to be determined and will be based upon the installation cost of the water and sanitary sewer utilities including all off-site improvements that may be required.

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

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

INTEROFFICE MEMORANDUM

TO: ERIN O'HARE, ENVIRONMENTAL PLANNER

FROM: ERIK KRUEGER, P.E., SENIOR ENGINEER - WATER AND SEWER DIVISIONS EK

SUBJECT: INLAND WETLANDS AND WATERCOURSES PERMIT APP. NO. A20-10.3
MONTANTE CONSTRUCTION LLC - 5 RESEARCH PARKWAY

DATE: APRIL 7, 2021

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

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

Invasive Species Management Plan:

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

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

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

Letter from Mr. Jeffrey Dewey dated March 31, 2021

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

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

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

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

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

b. All stormwater pipes that convey untreated stormwater must be a minimum of 12-inches diameter. Mr. Dewey responded that the outlet pipes from the hydrodynamic separators (HDS) will be revised to 12-inch diameter; however, the inlet pipes to the HDS between the diversion structures and the HDS must also be 12-inch diameter.

c. Currently the capacity and model number of the hydrodynamic separators shown in the stormwater management plan and attachments do not match the drawings.

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

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

See table below:

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

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

d. **The comment regarding the proposed emergency overflow structures within the sand filters was previously adequately addressed.**

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

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

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

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

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

To be supplied during the Planning and Zoning application process.

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

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

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

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

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

Comment addressed.

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

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

1. Specific comments:

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

Not specifically addressed in the provided attachments.

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

Not addressed on EXH-25B.

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

Not addressed on EXH-25B.

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

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

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

Addressed - Note added to sheet EXH-25B.

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

1. Specific comments:

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

Not addressed on EXH-25B.

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

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

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

Addressed - Note added to sheet EXH-25B.

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

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

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

1. Specific comments:

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

Addressed - Note added to sheet EXH-25A.

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

Addressed - Note added to sheet EXH-25A.

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

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

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

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

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

1. Specific comments:

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

Addressed - Note added to sheet EXH-25A.

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

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

2. Site Grading:

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

Comment addressed.

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

Comment addressed.

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

   Specific comments:

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

      Change:

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

      To:

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

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

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

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

   e. Change:

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

      To:

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

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

      Change:

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

      To:

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

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

3A. Erosion and Sediment Control Report:

Page 6, second paragraph delete the following:

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

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

4. Site Operations and Management Plan:

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

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

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

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

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

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

5. Water and sanitary sewer utilities:

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

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

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

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

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

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

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

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

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

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TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

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

INTEROFFICE MEMORANDUM

TO: ERIN O'HARE, ENVIRONMENTAL PLANNER

FROM: ERIK KRUEGER, P.E., SENIOR ENGINEER - WATER AND SEWER DIVISIONS

SUBJECT: INLAND WETLANDS AND WATERCOURSES PERMIT APP. NO. A20-10.3
MONTANTE CONSTRUCTION LLC - 5 RESEARCH PARKWAY

DATE: MARCH 29, 2021

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

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

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

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

   a. Some of the volumes of the sand filters shown in the tables of Stormwater Management Report Appendix containing the StormCAD output files do not match the volume of the 1" of rainfall for each sand filter shown in the Sand Filter Design 1" volume in Attachment 4. Of specific concern is the volume of sand filters SF-2A, SF-2B, SF-4A and SF-4B which appear to be less than the sand filter design 1" volume. The volume of the sand filters shall be revised and corrected throughout the drawings, calculations, and stormwater management plan to provide a minimum volume equal to 1-inch of rainfall over the entire area tributary to the sand filter with 1-foot of free board. This must be addressed and can be accomplished during the Planning and Zoning application review.

   b. All stormwater pipes that convey untreated stormwater must be a minimum of 12-inches diameter. This includes all of the pipes between the diversion structures and the hydrodynamic separators. This must be addressed and can be accomplished during the Planning and Zoning application review.

   c. The Wallingford Water Division (WWD) Technical Standards require that the oil/water/grit separators including the inlet and outlet piping be designed to have sufficient capacity to pass the flow directed to the oil/water/grit separators during the 25-year storm return frequency rainfall event (Q25) without backup. Currently the capacity and model number of the hydrodynamic separators shown in the

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

d. The reasoning for the proposed emergency overflow structures within the sand filters was adequately addressed in the letter dated March 3, 2021 from Jeffrey Dewey.

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

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

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

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

    ii. The elevations shown in the table on sheet DN-12 for the most part have been corrected; however, there are discrepancies in the size of the pipes of the water quality outlet when compared to the drawings. As stated under item 1.b. above all of the pipes from the diversion structures to the hydrodynamic separators shall be a minimum of 12-inch diameter.

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

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

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

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

1. Specific comments:

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

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

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

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

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

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

1. Specific comments:

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

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

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

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

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

1. Specific comments:

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

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

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

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

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

1. Specific comments:

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

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

2. Site Grading:

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

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

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

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

   Specific comments:

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

      Change:

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

      To:

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

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

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

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

   e. Change:

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

      To:

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

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

      Change:

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

      To:

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

the installation and maintenance of the erosion control systems for the duration of the project.

b. The Water Division has concerns that the type of native soil at the site consisting of fine silty sand has the ability to be suspended in runoff from excavated areas. Extra measures to ensure sediment laden waters are not allowed to be transported downstream shall be made a part of the erosion control plan.

c. There are large cuts and fills up to 40 vertical feet proposed as part of the grading plan for the site. There are also finished slopes of 2 horizontal to 1 vertical which will have the potential to generate erosion on the site. Slopes should be regraded to a more moderate slope to provide for soil stability.

d. The temporary diversion swales shall include filter fabric and crushed stone channel lining.

e. All erosion controls will be subject to the Water Division water quality inspectors review and approval prior to the start of earth moving operations.

f. Detail Sheet EC-41 shows a "wash rack". What is the purpose of the wash rack?

8. Wetland disturbance:

a. There are some areas where the proposed grading of the site encroaches into the 50 foot wetlands buffer.

b. All disturbances in the wetland buffer areas in the public drinking water supply will have an impact on water quality. All such wetland buffer disturbances should be eliminated or minimized to the extent possible.

c. Please note that the Wetland and Biological Assessment submitted for this application is the same report submitted for the previous proposed development in 2018. This report should be updated to address items pertinent to the current application.

9. Site Operations and Maintenance Plan:

a. Kindly provide a storm water operations and maintenance plans as required under the WPD regulations which identifies the schedule of maintenance for the storm water treatment systems, plans for sweeping the parking areas, and vegetation maintenance in the sand filters and detention basins.

b. A section on the "Hydrodynamic Separators" shall include the removal of oils, scum and floatables in the tank on the same schedule as grit removal a minimum of three times per year.

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

d. The volume of the sand filter must be equal to 1-inch of rainfall over the entire contributing area with at least 1-foot of freeboard above the maximum water elevation.

e. It appears that the water quality volume calculated in the Water Quality Calculations used only the impervious portion of the tributary area. The storage volume of the sand filters for all of the treatment systems as shown in Section 5 – Sand Filter Calculations of the Storm Water Management Report do not meet the minimum volume requirement of the initial 1-inch of runoff for the entire tributary area plus 1-foot of freeboard. This is partially due to the fact that the runoff from parking areas and travel ways has not been separated from the runoff from other non-traffic areas.

f. The rated capacity of each of the oil-water-grit separators, "Hydrodynamic Separators", for each treatment system is not provided in the Storm Water Management Report or on the detail drawings. Each separator must be able to pass the runoff associated with the 25-year storm (Q25). Kindly provide information on the capacity of the proposed separators.

g. Provide information from the manufacturer of the "Hydrodynamic Separators" to verify that they are capable of meeting the treatment requirements as set forth in the Watershed Protection regulations section 4.13 C. 1.

h. The oil-water-grit separators and diversion overflow weir need to be designed such that the water level in the separator will remain at least 3-inches below the inside of the top slab during the 100-year storm event.

i. The oil-water-grit separators shall be designed to limit the velocity to 1 foot per second through the tank under Q25 flow conditions.

j. The proposed development plan shows the sand filter to be part of the detention basin used to attenuate peak flows. The standard layout as shown in the Water Division Technical Details depicts a detention basin separate from the sand filter. The intent of the regulations is to construct the sand filters separate from the detention basin. Revise drawings as necessary to separate the sand filter from the detention basins.

5. <u>Storage containers:</u>

   a. Storage vessels in the Watershed Protection District are regulated under section 4-13 C. of the Zoning Regulations.

   b. It is not known if storage vessels are proposed for this site. If any such storage vessels are proposed they will be subject to the rules as defined in the Watershed Protection District regulations.

6. <u>Ice control:</u>

   a. No parking lot containing more than ten parking spaces shall use sodium chloride for ice control. Only products or materials which do not contain sodium chloride shall be used for snow and ice control.

7. <u>Erosion Controls:</u>

   a. Erosion controls for the project are critical to the protection of the public drinking water supply downstream of the site. Extreme care shall be used in

demolished nor does it include the requirements to remove the connections to the municipal water and sewer services.

e. The drawings do indicate that a new guard shack is proposed and will be connected to municipal water and sanitary sewer. It also shows that the sanitary sewer to the Chemical Treatment building will be reconnected. The water service to the Chemical Treatment building currently is fed from the existing water service to the existing guard shack. The details of water and sanitary sewer service to these buildings must be revisited and revised as necessary.

f. If non-domestic wastewater will be discharged from the proposed building the Applicant must fill out a Wastewater Discharge Survey and submit it for review by the Wallingford Sewer Division. If deemed necessary by the Sewer Division, pretreatment of the non-domestic wastewater in addition to all required permits and registrations must be provided by the Owner.

g. Additional comments of the Water and Sewer Division requirements for the utility service to the proposed building will be detailed in our review of the anticipated planning and zoning application for this project.

3. Blasting and rock excavation:

a. The proposed excavation at the northeast corner of the site is relatively close to the parcel of land owned by the Town on Carpenter Lane with a 1,000,000 gallon pre-stressed concrete water storage tank operated by the Wallingford Water Division located on this parcel. If there will be blasting or rock excavation in this area of the site it is requested that a pre-blast and post-blast survey shall be conducted along with a plan to mitigate any possible damage to the water storage tank. If deemed necessary by the Town, the existing tank should be monitored for movement and or settlement during construction activities.

b. Please note that the Geotechnical Engineering Report submitted with the subject application is the same report submitted for the previous 2018 proposed development. This report should be updated to address items pertinent to the current application.

4. Storm water collection and treatment system:

a. The Watershed Protection Regulations stipulate that the storm water treatment system be designed to treat the runoff from the initial 0.5 to 1 inch of rainfall from all parking areas, loading docks and impervious traveled ways. The Water Division has determined that for this site; due to the proposed usage, topography and size of the project, the runoff from the initial 1 inch of rainfall will be required to be treated.

b. Runoff from unpaved, non-traffic areas such as lawns, wooded or natural areas and building roofs should be diverted away from the storm water treatment system.

c. Significant portions of the tributary areas for several of the proposed storm water treatment systems contain pervious areas such as landscaped areas and grass.

Total impervious area for previous 2018 warehouse proposal	2,572,613 SF
Building area for previous 2018 warehouse proposal	1,100,000 SF
Paved area for previous 2018 warehouse proposal (by subtraction)	1,472,613 SF
Currently proposed impervious surface area	1,967,511 SF
Currently proposed building area	219,000 SF
Paved area for current proposed site plan (by subtraction)	1,748,511 SF
Percent increase in paved area for current proposal over previous proposal	19%

e. Although the total impervious area has been reduced by approximately 23% as compared to the previous proposal; the total paved area has increased by approximately 19%. In terms of impact to the public drinking supply watershed, runoff from pavement will have a greater negative affect on the water quality than relatively clean roof runoff.

2. Water and Sanitary Sewer Utilities:

a. The Site Utility Plan shows a new private water main to be laid along the alignment of the existing interior access road from the existing guard shack to the location of the previous utility plant building. It appears that this is necessary because the elevation of the proposed access road will be different than the existing road. If the grading could be adjusted to save and reuse the existing private water main it would result in fewer disturbances and less cost. Can this option be considered?

b. The existing private sanitary sewer main on the site upstream from the guard shack has been abandoned in place. It may be necessary to remove portions of the sewer main and existing manholes if they will not be reused for service at the site. Also a portion of the private water main and fire hydrants will need to be removed as well. All water and sewer utilities that will not be reused for the new proposed development must be permanently removed at the connection to the municipal utility per the requirements of the Wallingford Water and Sewer Divisions.

c. Based on the elevation of the proposed building (finished floor elevation = 416.7) the available static water pressure in the distribution system at this location will be approximately 29 to 33 psi. This residual pressure in the water main at the point of service is less than the minimum required design pressure criteria as specified in the Wallingford Water Division Technical Standards. Unless the building can be constructed at a lower elevation, a booster pump system for both the domestic and fire sprinkler system will be required. The location and elevation of any required booster pump system would be dependent on the required suction pressure needed to operate the pumps.

d. Not all of the existing water and sewer utilities have been abandoned and not all of the structures have been demolished on the site. The existing guard shack is still connected to water and sanitary sewer and the Chemical Treatment building is still connected to municipal water. The demolition plan submitted with the application does not indicate if these building will be

- Emergency telephone numbers and a statement identifying the site as a sensitive public water supply area shall be posted in locations where they are readily visible to persons on the site.
- A note shall be included on the construction documents that states the work site is part of a sensitive public water supply area.
- The Contractor/Developer shall provide a list of emergency contact information, including names, telephone numbers and email addresses.

Please note that the Wallingford Water Division has not entirely finished its technical review of the wetland permit application at this time and will issue additional comments and questions as the review process continues.

We request that the following general comments and recommendations be made conditions of approval to be addressed prior to issuance of a wetlands permit:

1. Parking and impervious areas:
   a. The total amount of automobile parking seems to be quite large for the proposed use. It is requested that the total amount of proposed parking be minimized to provide only what is required for the operation as additional paved parking areas tend to increase the negative impact to downstream water quality.
   b. On page three of the Stormwater Management Report it states that the previous site development, when occupied by Bristol Meyers Squibb, contained almost 2,000 parking spaces. The previous parking areas shown on the existing conditions plan EX-0 appear to contain far less than 2,000 parking spaces. Also, please note on page 7 of the Stormwater Management Plan it states that the proposed site will contain approximately 1,500 hundred parking spaces including oversized parking spaces for delivery vans and trucks. If the delivery van staging areas and loading dock areas are included, the total paved area for this proposed development is significantly larger than what previously existed during the Bristol Meyers Squibb operation at the site.
   c. In addition, the table shown on site plan SP-0 indicates the proposed number of parking spaces is 715 spaces with a dimension of 9 feet by 18 feet. This does not match the parking spaces shown on the drawings which show a much larger number of parking spaces including spaces larger than 9 feet by 18 feet.
   d. Sheet EXH-2 – Proposed Impervious Surface Comparison shows the difference in impervious areas between the current proposal and the previous proposal submitted in 2018 for 2 warehouse buildings. Using the data shown on sheet EXH-2 I have generated the following table.

- The plan states equipment shall only be fueled within fueling pads with adequate containment as indicated on the plans; however, I do not see details of the fueling pads or locations on the plans as submitted.
- Vehicle refueling pad shall be located in a designated area away from wetlands and watercourses, exposed earth surfaces and storm drains.
- Methods and locations for refueling, servicing and storage of vehicles and machinery shall be addressed and included on the site plans.

- General Site Conditions:
  - Burying of stumps and construction debris shall not be allowed on-site.
  - Sediment fences and hay bales must be inspected and maintained to prevent sedimentation and erosion.
  - Temporary storm water sediment traps and basins must be routinely inspected and maintained.
  - If unexpected conditions occur, additional erosion control materials shall be available on-site as needed to prevent erosion.
  - Existing and future stockpiles of soil shall be protected from erosion.
  - Use as little water as possible for dust control.
  - Clean up leaks, drips and other spills immediately to minimize contamination.
  - Never hose down contaminated pavements surfaces where materials have spilled, use dry cleanup methods.
- Hazardous material Storage:
  - Paints and other hazardous materials shall be removed from the site during non-working hours or stored in a secure container with containment.
  - Covered trash cans and recycling receptacles shall be made available for use around the site.
  - Dumpsters shall be covered, checked frequently for leaks and never be cleaned by hosing it down on the site.
- Sanitation:
  - Sufficient number of portable toilets shall be provided for workers and shall be serviced frequently.
- Notification:
  - Wallingford Water Division shall be notified before work commences.
  - Wallingford Water Division personnel shall be granted daily site access to review compliance with the best management practices.
  - Wallingford Water Division, Connecticut Department of Public Health and the Department of Energy and Environmental Protection shall be notified immediately of all chemical or fuel spills or a meaningful failure of erosion and sediment control at the site.

The proposed development will have about 45 acres of impervious surface area. Section 19-13-B32(i) of the Connecticut Public Health Code regarding watersheds advises that facilities shall be designed to minimize soil erosion and maximize absorption of pollutants by the soil. Large impervious areas, by their very nature, create a conflict with this design requirement. Storm water treatment systems are proposed for the runoff from impervious areas associated with parking areas and traveled ways; however, there will still be a negative impact to the water quality of the runoff leaving the site.

One major concern for the Water Division is the potential for erosion of the native soils during construction and sediment laden runoff entering the Muddy River upstream of the public drinking water supply reservoir. If sediment laden runoff from the site is discharged downstream it potentially could affect the water quality entering MacKenzie Reservoir to the point at which the source would need to be taken out of service. If the reservoir needs to be taken out of service it may negatively impact the Town's ability to meet its water supply needs. It is therefore imperative that all possible best management plans be properly implemented and maintained during construction to reduce the possibility of sediment laden runoff leaving the site.

In addition to the possible negative effects of sediment laden discharges, there are also concerns related to construction equipment and materials at the site which could potentially leak or discharge chemicals, fuel, or other hazardous materials onto the surface.

Therefore, best management practices such as the following shall be implemented during construction:

- Erosion controls shall be designed and installed in accordance with recommended standards, and inspected and approved by the Town prior to and during excavation activity at the site until the site is stabilized.
- Erosion control enforcement agent:
    - Contractor/Developer shall pay for the Town to hire an outside independent erosion control specialist and enforcement agent to inspect the erosion controls at intervals to be determined by the Town and direct the Contractor/Developer to make needed repairs and perform maintenance during demolition and construction operations until the site is fully restored and ground cover is established.
    - Selection of the erosion control specialist shall be through a joint effort of Town of Wallingford departments including Inland Wetlands, Planning and Zoning, the Water Division, and the Engineering Department.
    - Samples from the sediment basin discharges shall be routinely obtained and analyzed for parameters on a schedule as determined by the Wallingford Water Division.
- Emergency Response Plan:
    - A "Construction Site Contingency Plan for Erosion Control and Emergency Spills" dated October 20, 2020 was submitted for the subject application.
    - The plan covers most of the items the Wallingford Water Division had requested for the previous site development proposal in 2018.

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

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

INTEROFFICE MEMORANDUM

TO: ERIN O'HARE, ENVIRONMENTAL PLANNER

FROM: ERIK KRUEGER, P.E., SENIOR ENGINEER, WATER AND SEWER DIVISIONS

SUBJECT: 5 RESEARCH PARKWAY - INLAND WETLANDS AND WATERCOURSES PERMIT APPLICATION NO. A20-10.3

DATE: NOVEMBER 6, 2020

CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; A. KAPUSHINSKI, P.E., TOWN ENGINEER; B. DELUKE, MONTANTE CONSTRUCTION, LLC; J. CHECKOWAY, 5 RESEARCH PARKWAY WALLINGFORD, LLC; J. DEWEY, BL COMPANIES

General Discussion – Project Understanding:

The existing site consists of approximately 180 acres of partially developed land that once housed the now demolished Bristol Meyers Squibb facility. Much of the site is undisturbed native woodland, and there are approximately 28.6 acres of wetlands on the site. The Muddy River, which is the main tributary stream to the MacKenzie Reservoir public water supply, flows through the site. The entire site is within the watershed for MacKenzie Reservoir and is designated as a Watershed Protection District (WPD) by the Planning and Zoning Commission. Watershed protection regulations for the WPD are enumerated in section 4.13 of the Wallingford Zoning Regulations.

MacKenzie Reservoir has the largest watershed of the Town's four public water supply reservoirs and the tributary area to MacKenzie Reservoir accounts for approximately 75% of total watershed area tributary to our reservoir system. The surface water supply system provides approximately 94% of the public drinking water delivered to approximately 39,000 residents and businesses in the Town of Wallingford. The watershed associated with the Mackenzie Reservoir is critical for supplying the Town with an adequate quantity and quality of potable water.

The proposed development as described in the subject application will include a new 219,000 square foot delivery station building and 1,500 parking spaces in addition to delivery van staging areas and truck loading docks. The site will be excavated and graded to provide a level building pad and parking areas. The ground surface will be excavated and filled with changes in grade in some areas up to 40 vertical feet. The development will create the potential for adverse impacts to the water quality in the Muddy River tributary to MacKenzie Reservoir. It is therefore imperative that all necessary precautions be implemented during and after construction in order to minimize adverse impacts to the Muddy River, MacKenzie Reservoir and subsequently the potable drinking water supply for the residents, businesses and visitors of Wallingford.

The areas to be excavated and filled are very large, and it seems that if the entire area is disturbed at the same time there will be the potential for erosion and sediment control system failures during a large storm event. For this reason, the excavation and filling activities shall be phased so that only limited areas are exposed at any given time. A phased earthwork, excavation and filling plan shall be included with the grading plan so each small area is restored and stabilized prior to opening up the next area.

the installation and maintenance of the erosion control systems for the duration of the project.

b. The Water Division has concerns that the type of native soil at the site consisting of fine silty sand has the ability to be suspended in runoff from excavated areas. Extra measures to ensure sediment laden waters are not allowed to be transported downstream shall be made a part of the erosion control plan.

c. There are large cuts and fills up to 40 vertical feet proposed as part of the grading plan for the site. There are also finished slopes of 2 horizontal to 1 vertical which will have the potential to generate erosion on the site. Slopes should be regraded to a more moderate slope to provide for soil stability.

d. The temporary diversion swales shall include filter fabric and crushed stone channel lining.

e. All erosion controls will be subject to the Water Division water quality inspectors review and approval prior to the start of earth moving operations.

f. Detail Sheet EC-41 shows a "wash rack". What is the purpose of the wash rack?

8. Wetland disturbance:

a. There are some areas where the proposed grading of the site encroaches into the 50 foot wetlands buffer.

b. All disturbances in the wetland buffer areas in the public drinking water supply will have an impact on water quality. All such wetland buffer disturbances should be eliminated or minimized to the extent possible.

c. Please note that the Wetland and Biological Assessment submitted for this application is the same report submitted for the previous proposed development in 2018. This report should be updated to address items pertinent to the current application.

9. Site Operations and Maintenance Plan:

a. Kindly provide a storm water operations and maintenance plans as required under the WPD regulations which identifies the schedule of maintenance for the storm water treatment systems, plans for sweeping the parking areas, and vegetation maintenance in the sand filters and detention basins.

b. A section on the "Hydrodynamic Separators" shall include the removal of oils, scum and floatables in the tank on the same schedule as grit removal a minimum of three times per year.

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

d. The volume of the sand filter must be equal to 1-inch of rainfall over the entire contributing area with at least 1-foot of freeboard above the maximum water elevation.

e. It appears that the water quality volume calculated in the Water Quality Calculations used only the impervious portion of the tributary area. The storage volume of the sand filters for all of the treatment systems as shown in Section 5 – Sand Filter Calculations of the Storm Water Management Report do not meet the minimum volume requirement of the initial 1-inch of runoff for the entire tributary area plus 1-foot of freeboard. This is partially due to the fact that the runoff from parking areas and travel ways has not been separated from the runoff from other non-traffic areas.

f. The rated capacity of each of the oil-water-grit separators, "Hydrodynamic Separators", for each treatment system is not provided in the Storm Water Management Report or on the detail drawings. Each separator must be able to pass the runoff associated with the 25-year storm (Q25). Kindly provide information on the capacity of the proposed separators.

g. Provide information from the manufacturer of the "Hydrodynamic Separators" to verify that they are capable of meeting the treatment requirements as set forth in the Watershed Protection regulations section 4.13 C. 1.

h. The oil-water-grit separators and diversion overflow weir need to be designed such that the water level in the separator will remain at least 3-inches below the inside of the top slab during the 100-year storm event.

i. The oil-water-grit separators shall be designed to limit the velocity to 1 foot per second through the tank under Q25 flow conditions.

j. The proposed development plan shows the sand filter to be part of the detention basin used to attenuate peak flows. The standard layout as shown in the Water Division Technical Details depicts a detention basin separate from the sand filter. The intent of the regulations is to construct the sand filters separate from the detention basin. Revise drawings as necessary to separate the sand filter from the detention basins.

5. <u>Storage containers:</u>

   a. Storage vessels in the Watershed Protection District are regulated under section 4-13 C. of the Zoning Regulations.

   b. It is not known if storage vessels are proposed for this site. If any such storage vessels are proposed they will be subject to the rules as defined in the Watershed Protection District regulations.

6. <u>Ice control:</u>

   a. No parking lot containing more than ten parking spaces shall use sodium chloride for ice control. Only products or materials which do not contain sodium chloride shall be used for snow and ice control.

7. <u>Erosion Controls:</u>

   a. Erosion controls for the project are critical to the protection of the public drinking water supply downstream of the site. Extreme care shall be used in

demolished nor does it include the requirements to remove the connections to the municipal water and sewer services.

e. The drawings do indicate that a new guard shack is proposed and will be connected to municipal water and sanitary sewer. It also shows that the sanitary sewer to the Chemical Treatment building will be reconnected. The water service to the Chemical Treatment building currently is fed from the existing water service to the existing guard shack. The details of water and sanitary sewer service to these buildings must be revisited and revised as necessary.

f. If non-domestic wastewater will be discharged from the proposed building the Applicant must fill out a Wastewater Discharge Survey and submit it for review by the Wallingford Sewer Division. If deemed necessary by the Sewer Division, pretreatment of the non-domestic wastewater in addition to all required permits and registrations must be provided by the Owner.

g. Additional comments of the Water and Sewer Division requirements for the utility service to the proposed building will be detailed in our review of the anticipated planning and zoning application for this project.

3. Blasting and rock excavation:

a. The proposed excavation at the northeast corner of the site is relatively close to the parcel of land owned by the Town on Carpenter Lane with a 1,000,000 gallon pre-stressed concrete water storage tank operated by the Wallingford Water Division located on this parcel. If there will be blasting or rock excavation in this area of the site it is requested that a pre-blast and post-blast survey shall be conducted along with a plan to mitigate any possible damage to the water storage tank. If deemed necessary by the Town, the existing tank should be monitored for movement and or settlement during construction activities.

b. Please note that the Geotechnical Engineering Report submitted with the subject application is the same report submitted for the previous 2018 proposed development. This report should be updated to address items pertinent to the current application.

4. Storm water collection and treatment system:

a. The Watershed Protection Regulations stipulate that the storm water treatment system be designed to treat the runoff from the initial 0.5 to 1 inch of rainfall from all parking areas, loading docks and impervious traveled ways. The Water Division has determined that for this site; due to the proposed usage, topography and size of the project, the runoff from the initial 1 inch of rainfall will be required to be treated.

b. Runoff from unpaved, non-traffic areas such as lawns, wooded or natural areas and building roofs should be diverted away from the storm water treatment system.

c. Significant portions of the tributary areas for several of the proposed storm water treatment systems contain pervious areas such as landscaped areas and grass.

Total impervious area for previous 2018 warehouse proposal	2,572,613 SF
Building area for previous 2018 warehouse proposal	1,100,000 SF
Paved area for previous 2018 warehouse proposal (by subtraction)	1,472,613 SF
Currently proposed impervious surface area	1,967,511 SF
Currently proposed building area	219,000 SF
Paved area for current proposed site plan (by subtraction)	1,748,511 SF
Percent increase in paved area for current proposal over previous proposal	19%

e. Although the total impervious area has been reduced by approximately 23% as compared to the previous proposal; the total paved area has increased by approximately 19%. In terms of impact to the public drinking supply watershed, runoff from pavement will have a greater negative affect on the water quality than relatively clean roof runoff.

2. Water and Sanitary Sewer Utilities:

a. The Site Utility Plan shows a new private water main to be laid along the alignment of the existing interior access road from the existing guard shack to the location of the previous utility plant building. It appears that this is necessary because the elevation of the proposed access road will be different than the existing road. If the grading could be adjusted to save and reuse the existing private water main it would result in fewer disturbances and less cost. Can this option be considered?

b. The existing private sanitary sewer main on the site upstream from the guard shack has been abandoned in place. It may be necessary to remove portions of the sewer main and existing manholes if they will not be reused for service at the site. Also a portion of the private water main and fire hydrants will need to be removed as well. All water and sewer utilities that will not be reused for the new proposed development must be permanently removed at the connection to the municipal utility per the requirements of the Wallingford Water and Sewer Divisions.

c. Based on the elevation of the proposed building (finished floor elevation = 416.7) the available static water pressure in the distribution system at this location will be approximately 29 to 33 psi. This residual pressure in the water main at the point of service is less than the minimum required design pressure criteria as specified in the Wallingford Water Division Technical Standards. Unless the building can be constructed at a lower elevation, a booster pump system for both the domestic and fire sprinkler system will be required. The location and elevation of any required booster pump system would be dependent on the required suction pressure needed to operate the pumps.

d. Not all of the existing water and sewer utilities have been abandoned and not all of the structures have been demolished on the site. The existing guard shack is still connected to water and sanitary sewer and the Chemical Treatment building is still connected to municipal water. The demolition plan submitted with the application does not indicate if these building will be

- Emergency telephone numbers and a statement identifying the site as a sensitive public water supply area shall be posted in locations where they are readily visible to persons on the site.
- A note shall be included on the construction documents that states the work site is part of a sensitive public water supply area.
- The Contractor/Developer shall provide a list of emergency contact information, including names, telephone numbers and email addresses.

Please note that the Wallingford Water Division has not entirely finished its technical review of the wetland permit application at this time and will issue additional comments and questions as the review process continues.

We request that the following general comments and recommendations be made conditions of approval to be addressed prior to issuance of a wetlands permit:

1. Parking and impervious areas:
   a. The total amount of automobile parking seems to be quite large for the proposed use. It is requested that the total amount of proposed parking be minimized to provide only what is required for the operation as additional paved parking areas tend to increase the negative impact to downstream water quality.
   b. On page three of the Stormwater Management Report it states that the previous site development, when occupied by Bristol Meyers Squibb, contained almost 2,000 parking spaces. The previous parking areas shown on the existing conditions plan EX-0 appear to contain far less than 2,000 parking spaces. Also, please note on page 7 of the Stormwater Management Plan it states that the proposed site will contain approximately 1,500 hundred parking spaces including oversized parking spaces for delivery vans and trucks. If the delivery van staging areas and loading dock areas are included, the total paved area for this proposed development is significantly larger than what previously existed during the Bristol Meyers Squibb operation at the site.
   c. In addition, the table shown on site plan SP-0 indicates the proposed number of parking spaces is 715 spaces with a dimension of 9 feet by 18 feet. This does not match the parking spaces shown on the drawings which show a much larger number of parking spaces including spaces larger than 9 feet by 18 feet.
   d. Sheet EXH-2 – Proposed Impervious Surface Comparison shows the difference in impervious areas between the current proposal and the previous proposal submitted in 2018 for 2 warehouse buildings. Using the data shown on sheet EXH-2 I have generated the following table.

- The plan states equipment shall only be fueled within fueling pads with adequate containment as indicated on the plans; however, I do not see details of the fueling pads or locations on the plans as submitted.
- Vehicle refueling pad shall be located in a designated area away from wetlands and watercourses, exposed earth surfaces and storm drains.
- Methods and locations for refueling, servicing and storage of vehicles and machinery shall be addressed and included on the site plans.

- General Site Conditions:
  - Burying of stumps and construction debris shall not be allowed on-site.
  - Sediment fences and hay bales must be inspected and maintained to prevent sedimentation and erosion.
  - Temporary storm water sediment traps and basins must be routinely inspected and maintained.
  - If unexpected conditions occur, additional erosion control materials shall be available on-site as needed to prevent erosion.
  - Existing and future stockpiles of soil shall be protected from erosion.
  - Use as little water as possible for dust control.
  - Clean up leaks, drips and other spills immediately to minimize contamination.
  - Never hose down contaminated pavements surfaces where materials have spilled, use dry cleanup methods.
- Hazardous material Storage:
  - Paints and other hazardous materials shall be removed from the site during non-working hours or stored in a secure container with containment.
  - Covered trash cans and recycling receptacles shall be made available for use around the site.
  - Dumpsters shall be covered, checked frequently for leaks and never be cleaned by hosing it down on the site.
- Sanitation:
  - Sufficient number of portable toilets shall be provided for workers and shall be serviced frequently.
- Notification:
  - Wallingford Water Division shall be notified before work commences.
  - Wallingford Water Division personnel shall be granted daily site access to review compliance with the best management practices.
  - Wallingford Water Division, Connecticut Department of Public Health and the Department of Energy and Environmental Protection shall be notified immediately of all chemical or fuel spills or a meaningful failure of erosion and sediment control at the site.

The proposed development will have about 45 acres of impervious surface area. Section 19-13-B32(i) of the Connecticut Public Health Code regarding watersheds advises that facilities shall be designed to minimize soil erosion and maximize absorption of pollutants by the soil. Large impervious areas, by their very nature, create a conflict with this design requirement. Storm water treatment systems are proposed for the runoff from impervious areas associated with parking areas and traveled ways; however, there will still be a negative impact to the water quality of the runoff leaving the site.

One major concern for the Water Division is the potential for erosion of the native soils during construction and sediment laden runoff entering the Muddy River upstream of the public drinking water supply reservoir. If sediment laden runoff from the site is discharged downstream it potentially could affect the water quality entering MacKenzie Reservoir to the point at which the source would need to be taken out of service. If the reservoir needs to be taken out of service it may negatively impact the Town's ability to meet its water supply needs. It is therefore imperative that all possible best management plans be properly implemented and maintained during construction to reduce the possibility of sediment laden runoff leaving the site.

In addition to the possible negative effects of sediment laden discharges, there are also concerns related to construction equipment and materials at the site which could potentially leak or discharge chemicals, fuel, or other hazardous materials onto the surface.

Therefore, best management practices such as the following shall be implemented during construction:

- Erosion controls shall be designed and installed in accordance with recommended standards, and inspected and approved by the Town prior to and during excavation activity at the site until the site is stabilized.
- Erosion control enforcement agent:
    - Contractor/Developer shall pay for the Town to hire an outside independent erosion control specialist and enforcement agent to inspect the erosion controls at intervals to be determined by the Town and direct the Contractor/Developer to make needed repairs and perform maintenance during demolition and construction operations until the site is fully restored and ground cover is established.
    - Selection of the erosion control specialist shall be through a joint effort of Town of Wallingford departments including Inland Wetlands, Planning and Zoning, the Water Division, and the Engineering Department.
    - Samples from the sediment basin discharges shall be routinely obtained and analyzed for parameters on a schedule as determined by the Wallingford Water Division.
- Emergency Response Plan:
    - A "Construction Site Contingency Plan for Erosion Control and Emergency Spills" dated October 20, 2020 was submitted for the subject application.
    - The plan covers most of the items the Wallingford Water Division had requested for the previous site development proposal in 2018.

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

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

INTEROFFICE MEMORANDUM

TO: ERIN O'HARE, ENVIRONMENTAL PLANNER

FROM: ERIK KRUEGER, P.E., SENIOR ENGINEER, WATER AND SEWER DIVISIONS

SUBJECT: 5 RESEARCH PARKWAY - INLAND WETLANDS AND WATERCOURSES PERMIT APPLICATION NO. A20-10.3

DATE: NOVEMBER 6, 2020

CC: N. AMWAKE, P.E.; D. SULLIVAN; J. PAWLOWSKI; A. KAPUSHINSKI, P.E., TOWN ENGINEER; B. DELUKE, MONTANTE CONSTRUCTION, LLC; J. CHECKOWAY, 5 RESEARCH PARKWAY WALLINGFORD, LLC; J. DEWEY, BL COMPANIES

General Discussion – Project Understanding:

The existing site consists of approximately 180 acres of partially developed land that once housed the now demolished Bristol Meyers Squibb facility. Much of the site is undisturbed native woodland, and there are approximately 28.6 acres of wetlands on the site. The Muddy River, which is the main tributary stream to the MacKenzie Reservoir public water supply, flows through the site. The entire site is within the watershed for MacKenzie Reservoir and is designated as a Watershed Protection District (WPD) by the Planning and Zoning Commission. Watershed protection regulations for the WPD are enumerated in section 4.13 of the Wallingford Zoning Regulations.

MacKenzie Reservoir has the largest watershed of the Town's four public water supply reservoirs and the tributary area to MacKenzie Reservoir accounts for approximately 75% of total watershed area tributary to our reservoir system. The surface water supply system provides approximately 94% of the public drinking water delivered to approximately 39,000 residents and businesses in the Town of Wallingford. The watershed associated with the Mackenzie Reservoir is critical for supplying the Town with an adequate quantity and quality of potable water.

The proposed development as described in the subject application will include a new 219,000 square foot delivery station building and 1,500 parking spaces in addition to delivery van staging areas and truck loading docks. The site will be excavated and graded to provide a level building pad and parking areas. The ground surface will be excavated and filled with changes in grade in some areas up to 40 vertical feet. The development will create the potential for adverse impacts to the water quality in the Muddy River tributary to MacKenzie Reservoir. It is therefore imperative that all necessary precautions be implemented during and after construction in order to minimize adverse impacts to the Muddy River, MacKenzie Reservoir and subsequently the potable drinking water supply for the residents, businesses and visitors of Wallingford.

The areas to be excavated and filled are very large, and it seems that if the entire area is disturbed at the same time there will be the potential for erosion and sediment control system failures during a large storm event. For this reason, the excavation and filling activities shall be phased so that only limited areas are exposed at any given time. A phased earthwork, excavation and filling plan shall be included with the grading plan so each small area is restored and stabilized prior to opening up the next area.

to the driveway entrance at the north end of the site. A private sanitary sewer main to serve the building will be constructed along the driveway.

A plan and profile of the proposed public sanitary sewer main shall be submitted to the Wallingford Sewer Division for review and approval. Also, after construction is complete, the Owner will be required to provide a statement signed and sealed by a Professional Engineer licensed to practice in the State of Connecticut that all aspects of the project meet, at a minimum, the requirements of the current New England Interstate Water Pollution Control Commission "Guides for the Design of Wastewater Treatment Works" (TR-16)

Per my discussions with the mechanical design team for BL Companies, there will be a scrubber dump in the building to accept wastewater discharges from cleaning the floor of the warehouse. The discharge associated with such scrubber dump and other mechanical equipment will require the use of an outside in-ground oil water separator prior to discharge into the municipal sanitary sewer system. It will also require the necessary registrations of such discharges under the applicable Connecticut Department of Energy and Environmental Protection (CT-DEEP) general permits. The oil water separator and details shall be added to the proposed site utility plan and shall be submitted for review and approval by the Wallingford Sewer Division.

A monitoring manhole will be required to be installed on the sanitary sewer line in order to monitor the non-domestic wastewater discharge associated with the required oil water separator. Currently the drawings show a "metering" manhole which is not required and shall be removed from the plan. A monitoring manhole shall be installed in accordance with the technical standards, details and requirements of the Wallingford Sewer Division (WSD).

Details of the proposed water and sanitary sewer services to the proposed new guard house and existing chemical treatment building to remain are not clearly delineated on the current plan. The Owner's Engineer shall meet with the Water and Sewer Divisions to review the proposed utility services to these two building and all such utilities shall be constructed in accordance with the technical standards, details and requirements of the Wallingford Water and Sewer Divisions.

The "New Connection Detail to Existing Manhole" on Sheet DN-7 is not acceptable and shall be removed. Connections to existing manholes shall be made by coring a neat hole in the manhole wall and installing a flexible manhole connector. If it is not possible to core a hole in the existing manhole, a new manhole shall be installed to replace the existing manhole.

The Owner will be required to post with the Water and Sewer Divisions Utility Performance and Maintenance Bonds to cover the installation of the required utility extensions in accordance with the requirements of the Water and Sewer Divisions. The total amount of the bond will be determined at a later date and will be based upon the final water and sanitary sewer layout and any off-site improvements required.

It is anticipated that additional comments regarding the storm water management systems for this application will be generated by this office when the plans are revised. Also, additional comments regarding the details of the water and sanitary sewer utilities will be generated as part of the Planning and Zoning application process.

The second paragraph of "Section A – Catch Basins, Yard Drains, and Manholes" on page 7 shall be revised to remove the sentence "The road sand may be reused for winter sanding but may not be stored on-site." And replaced with "Road sand shall not be stored on-site."

The third paragraph of "Section A – Catch Basins, Yard Drains, and Manholes" on page 7 is not clear and should be rewritten to indicate when sediment, floatables, oil and scum are to be removed.

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

"Section H – Dam" on page 9, states that the last dam inspection was done in 2013. It appears an inspection was due in 2020, was such an inspection performed?

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

"Section N- Outdoor Storage" on page 11 shall be revised to include no storage of road sand.

5. Water and sanitary sewer utilities:

Per my discussions with the mechanical design team for the BL Companies, in order to the provide adequate water service to the proposed building at elevation 416.70 it will be necessary to install a domestic booster pump and a fire pump. In order to maintain adequate suction pressure at the pump inlet, the pump station will need to be located remotely from and down gradient of the proposed building. All required backflow devices and meters shall be installed in accordance with the technical standards, details and requirements of the Wallingford Water Division.

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

It is my understanding that the proposed pump house will be located west of the proposed entrance off of Carpenter Lane where the existing ground elevation is approximately 380 feet. Suction lines from the water main in Carpenter Lane would need to be extended to the pump house and high pressure discharge lines would need to be laid to the building.

The proposed 12-inch private water main loop through the property will remain as part of the plan to provide low pressure fire service water to hydrants around the building and throughout the site.

None of the improvements associated with the remote pump house are shown on the drawings that have been submitted as part of this application. It will be necessary to show these improvements to determine if there will be any impacts to wetlands, watercourses or upland buffer areas.

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

Sanitary sewer service for the proposed warehouse building will be provided by constructing a new extension to the municipal sanitary sewer gravity main in Carpenter Lane

source for erosion and slope instability. Section 6.27 of the Wallingford Zoning Regulations states "...land shall be evenly graded to slopes not exceeding 1 foot vertical rise to 2 feet of horizontal distance." It is strongly recommended that all finished embankments have a maximum slope of 1 vertical to 2 horizontal in order to meet the requirements of the Wallingford Zoning Regulations, ensure slope stability and reduce the possibility of erosion.

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

Plan sheet EXH-19B includes a detail for solid stop-logs to be installed upstream of two footbridges. One will be located where the upper wetlands area converges and the second just upstream of the large pond. These stop-log structures are being proposed to help settle any suspended solids in the stream prior to stormwater entering the large pond. At our meeting held on December 10, 2020 we discussed using a pervious type check dam at these locations that would remain in place during construction. Water trapped behind such a pervious barrier would eventually drain out and not need to be installed and removed before and after a rain event. The preferred alternate to a solid stop log would be a pervious check dam constructed of hay bales, crushed stone and filter fabric. A water tight barrier was not recommended to be the final solution during our December 10, 2020 meeting.

The Erosion Control Contingency Plan text shall be revised to address the method of keeping the ponds drawn down during construction utilizing an overflow riser pipe as discussed at our December 10, 2020 meeting. Sheet EXH-19B shows the detail for the overflow riser pipe; however, the text in the plan currently states that ponds shall be drawn down prior to a major storm utilizing the gate valve on the outlet.

The Erosion Control Contingency Plan shall also be revised to denote that it will be the Owner's responsibility to control all water features on the site. The Wallingford Water Division will not be responsible for direction of operations nor operation of any stormwater control features including the outlet of the ponds at the site. The WWD will however, provide feedback and recommendations as necessary to assist the Owner and/or Contractor in their maintenance and operation of the site during construction. All text that indicates the WWD will perform any operation, maintenance or testing of stormwater control devices shall be removed from the Erosion Control Contingency Plan and Detail sheet EXH-19B.

As previously stated in my November 6, 2020 memo to Erin O'Hare, it is imperative that all possible best management plans be properly implemented and maintained during construction to reduce the possibility of sediment laden runoff leaving the site. That being said, the erosion control plan has been reviewed by the Town's independent third party reviewer, CW International. It is our recommendation that all comments, conditions and revisions requested by the third party reviewer be implemented as part of the proposed plan.

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

The "Forms" section shown on page 4 of the plan lists three different checklists that will be developed for the maintenance program. These forms shall be subject to the review and approval of the Water Division and shall be included as part of the Site Operations and Management Plan.

The "Inspection and Leak Detection" section on page 6 is written poorly and the second sentence does not make sense.

2. Based on the invert elevation of 364.25 for HDS-4A-1 the elevation of the bottom of slab inside the structure will be 368.25 which is higher than the top of frame elevation of 364.79 shown on the plans.
3. Based on the invert elevation of 365.75 for structure HDS-4A-2 the unit will be surcharged under both the 25 year and 100 year rainfall events. Also the structure is shown as 11 feet deep.
4. The weir elevation of 368.00 in DIV-4A-2 is higher than the top of frame elevation of 365.00 for outlet structure OCS-4A in SWMB-4A. Stormwater will be spilling from the outlet in SWMB-4A before any water is diverted around the sand filter SF-4A, is this correct?
5. The underdrain shown on GD-2 should not be connected to the storm drain tributary to HDS-4A-2 and should by-pass the stormwater treatment system.
6. The spillway elevation from SF-4B is shown incorrectly as 395.00. The calculations show it as 350.50.
7. The invert elevation of the water quality outlet from DIV-4B-1 is 351.50 on the drainage plan but is shown as 351.00 in the table on DN-12.
8. The invert elevation of the water quality outlet from DIV-4B-2 is 348.65 on the drainage plan but is shown as 349.25 in the table on DN-12.
9. The invert elevation of the inlet to DIV-4B-2 is 347.20 on the drainage plan but is shown as 347.70 in the table on DN-12.

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

1. Based on the invert elevation of 343.88 for HDS-5-100 the elevation of the bottom of slab inside the structure will be 347.88 which is higher than the top of frame elevation of 345.75 shown on the plans. Also the 100 year water surface elevation is approximately 347.8 which would leave no free board inside stormwater treatment structure HDS-5-100.
2. The spillway elevation from SF-5A is shown incorrectly as 395.00. The calculations show it as 347.50.
3. The spillway elevation from SF-5B is shown as 337.00 on the plan; however, it is shown as 336.50 in the calculations.
4. The 25-year storm event discharge to HDS-5-100 of 5.10 cfs exceeds the capacity of the Vortechs 3000 hydro-dynamic separator of 4.5 cfs.

Given the number of inconsistencies discovered during my less than exhaustive review and the comments contained in the third party review undertaken by SLR International Corporation; it is our recommendation that the Applicant ensure all inconsistencies on the drawings and in the calculations are identified and corrected, and that all revisions needed to bring the proposed plan into conformance with the Water Divisions Technical Standards for the stormwater treatment systems be corrected before a Wetlands permit is issued.

2. Site Grading:

The slope of the embankment on the west side of the proposed access road shown on sheets GD-7 and GD-8 has been increased to a slope of 1 vertical to 1 horizontal. A portion of the slope at the northeast corner of the building as shown on sheet GD-4 has also been increased to 1 vertical to 1 horizontal. Slopes of this magnitude have the potential to be a

2. The invert elevation of the water quality outlet from DIV-2A is 404.0 on the drainage plan but is shown as 404.5 in the table on DN-12.
3. The invert elevation of the SWMB outlet from DIV-2A is 404.25 on the drainage plan but is shown as 404.5 in the table on DN-12.
4. Top of Frame elevation for HDS-2A is shown as 408.5 but based on the detail on sheet DN-12 the elevation of the bottom of slab inside the structure will be 407.8. More elevation difference is needed between bottom of slab inside the structure and the top of frame.
5. The invert elevation of the water quality outlet from DIV-2B is 390.15 on the drainage plan but is shown as 389.72 in table on DN-12.
6. The slope of water quality outlet pipe from DIV-2B is shown as 66%; this must be reduced to provide subcritical flow velocities into the sand filter. The WWD Technical Standards call for a maximum slope of 0.5% for the water quality outfall pipe.
7. The roof drainage system for the east side of the building does not include any type of infiltration or detention system. It seems some sort of infiltration system or detention system similar to the one shown for the roof drain on west side of the building should be added for the east side of the building.

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

1. Sand filter system SF-3ABC: HDS-3C is referenced in the calculations but there is no HDS-3C shown on the drawings. Apparently flow from DIV-3C now flows into HDS-3B.
2. Based on the elevations shown on the drawings and the surface water elevations shown in the stormwater calculations, HDS-3B will be surcharged under both the 25 year and 100 year events.
3. The drainage area acreage shown in the calculations in the Stormwater Management Report Appendix for SF-3ABC does not match the drainage area acreage shown in Attachment 4 – Water Quality & Groundwater Recharge Calculation in the Stormwater Management Plan.
4. Sand filter system SF-3D: Elevations of the sand filter in the storm water management plan calculations do not match the elevations shown on the drawings.
5. Provide a detail of the diversion structure at CB-113.
6. The invert elevation of the SWMB outlet from DIV-3B is 407.92 on the drainage plan but is shown as 407.70 in the table on DN-12.

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

1. The invert elevation of the water quality outlet in DIV-4A-1 as shown on sheet GD-6 (364.5) is not the same as shown in the table shown on sheet DN-12 (364.25). Also the elevation of the weir is shown as elevation 364.5 which would be the same as the invert of the water quality outlet. This doesn't seem correct, please clarify. The elevation of the 15-inch outlet to SWMB-4A on sheet GD-6 (362.5) does not match the elevation shown in the table on sheet DN-12 (363.5).

c. In reviewing the calculations for the stormwater treatment systems the average flow into the oil/water/separators is much less than the runoff associated with the 25 year storm return frequency rainfall event (Q25). The Wallingford Water Division (WWD) Technical Standards require that the oil/water/grit separator including the inlet and outlet piping be design to have sufficient capacity to pass the peak rate of flow from the Q25 event without backup. The applicant shall revise the drawings and calculations to meet the requirements of the Wallingford Water Division Technical Standards.

d. Most or all of the sand filters shown on the proposed plan have spillways or overflow structures built into the design. If the weirs in the diversion structures upstream of the oil/water/grit separator are sized appropriately and set at the proper elevation to divert all flow in excess of the 25 year return frequency water quality flow away from the sand filter, spillways and/or overflow structures may not be required. The weir in the diversion structure is intended to act as the overflow device for the sand filter.

e. All oil/water/grit separators and stormwater treatment systems shall be designed to limit the maximum liquid level in the tank to an elevation no higher than 3-inches down from the inside of the top slab for all storm runoff flows up to and including the peak runoff rate from a 100-year storm return frequency rainfall event for the tributary area.

f. Please confirm that the storm water flows will be diverted around the storm water treatment system as described above without surcharging the oil/water/grit separators and sand filters by providing summaries of the calculations and hydraulic profiles that show how the system will work under various storm flows including the 25-year and 100-year storm return frequency rainfall event.

g. A detailed review of each stormwater treatment system including the surface water elevations associated with the 25 year and 100 year rainfall event shall be provided by the applicant. The Water Division has performed a preliminary review of the storm water treatment systems and found that there are many inconsistencies on the drawings and in the stormwater calculations found in the "Stormwater Management Report Appendix". The Water Division has not made an exhaustive review of each system; however, we provide the following observations:

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

   ii. There are many inconsistencies in the elevations shown in the table on sheet DN-12 for the Diversion structures when compared to the elevations shown on the Grading and Drainage Plan sheets.

   iii. All or most of the sand filters show riprap outlet protection at the water quality outfall, a concrete splash pad is required by WWD Technical Standards.

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

      1. The 8-inch perforated drain into DIV-2A should bypass the sand filter.

TOWN OF WALLINGFORD
DEPARTMENT OF PUBLIC UTILITIES
WATER AND SEWER DIVISIONS

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

INTEROFFICE MEMORANDUM

TO: ERIN O'HARE, ENVIRONMENTAL PLANNER

FROM: ERIK KRUEGER, P.E., SENIOR ENGINEER - WATER AND SEWER DIVISIONS EAK

SUBJECT: INLAND WETLANDS AND WATERCOURSES PERMIT APP. NO. A20-10.3
MONTANTE CONSTRUCTION LLC - 5 RESEARCH PARKWAY

DATE: FEBRUARY 19, 2021

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

The Wallingford Water and Sewer Divisions received documents for the subject Inland Wetlands application on December 22, 2020 and an additional set of documents for a Planning and Zoning Special Permit application on January 8, 2021. It appears that the two sets of documents are essentially the same and we have not completed a detailed review of both sets of documents to determine if there are any differences between the two sets. The staff of the Water and Sewer Divisions first began the review of the December 22, 2020 documents and the following comments are based on that set of documents. The comments contained herein are in addition to previous comments made in my memo to Erin O'Hare dated November 6, 2020 all of which still apply.

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

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

Please respond to the following questions and comments regarding the proposed storm water treatment systems:

a. It appears that the volume of the sand filters for the project have been designed using the volume of the first 1-inch of rainfall on only the impervious parking areas tributary to each sand filter. The areas adjacent to the parking lots that drain into the same drainage system and will contribute flow to the storm water treatment system were not included in the calculated volume of the sand filters or the loading for the basin area. The minimum volume of the sand filters shall be equal the volume of 1-inch of rainfall over the entire contributing area with at least 1-foot of freeboard. Kindly provide a revised calculation to account for the runoff tributary to the sand filter including non-paved areas or exclude those areas from entering the storm-water treatment system.

b. The proposed size of the pipes from the diversion structures to the oil/water/grit separators range in size from 6-inches to 10-inches. As these pipe will be carrying stormwater that may contain leaves, sticks, garbage and other solids it is recommended that the size of the these storm pipes be increased to a minimum of 12-inches for a project of this magnitude.

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

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

O:\Engineering\P&Z Applications\Research Parkway 5 - Special permit 401-21 - Response to 2021-03-03 letter.docx

3A. Erosion and Sediment Control Report:

Page 6, second paragraph delete the following:

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

4. Site Operations and Management Plan:

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

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

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

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

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

5. Water and sanitary sewer utilities:

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

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

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

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

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

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

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

401-24H

roundcube
open source webmail software

Subject **5 Research Parkway - Traffic Peer Review**
From Alison Kapushinski <a.kapushinski@wallingfordct.gov>
To Dewey, Jeffrey <jdewey@blcompanies.com>
Cc Kacie Hand <kacie.hand@wallingfordct.gov>, Chris Van Zanten <cvanzanten@vnengineers.com>
Date 2021-04-13 3:42 pm

Hi Jeff,

I've reviewed BL's response to the Peer Traffic Review comments. There are several items that are being working on, so I wanted to find out when we can expect to see the additional requested information. We believe it makes the most sense to hold off on VN's review of your RTC until we have all information requested.

- Provide updated traffic study/plans referenced throughout RTC
- 2: Provide correspondence from CTDOT confirming existing traffic volumes
- 4: Provide count data and analysis for John Carini Dr/Marlin Software driveway
- 13: 1117 Northrop Road application is pending and and contributes to traffic within the study area. 850 Murdock Ave in Meriden was recently approved and contributes to traffic within the study area.
- 19: Additional analysis for Holiday Peak
- 43: Timing revisions
- 47: Truck turning template

Thanks,

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

401-21I

Wallingford Planning & Zoning Commissioners
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

RECEIVED
APR 28 2021
WALLINGFORD
PLANNING & ZONING

Subject: 5 Research Parkway Special Permit

Date: April 22, 2021

Dear Commissioners,

Twenty three years ago I purchased my slice of heaven in Wallingford. I built a beautiful home in a rural area of well-kept properties with fantastic neighbors located in a vibrant community with so much to offer a young and growing family.

I recall as a young police officer patrolling the area where I now reside, it was farmland, rural rolling country hills with beautiful views and vistas. Wallingford is a fantastic safe town, low crime, great schools with many restaurants, businesses and community events attracting families. A great place to live and raise a family. Wallingford does so much providing an old fashion sense of belonging, remember people make a village, and families make our town and community thrive.

Our nearest commercial neighbor was Bristol Myers, built on a beautiful college-like campus, quiet and well maintained. Bristol Myers was a great neighbor, adding value to our area, attracting families employed at the facility. The only noise generated, the occasional drone of the Bristol Meyers helicopter which was actually fun to watch. We never imagined that we would lose Bristol Myers.

I raised a beautiful family in Wallingford fulfilling my lifelong dreams and goals. My children like all my neighbors' children have grown into remarkable young adults. All we ask is to now enjoy the next phase of our lives. Our homes are paid off or almost mortgage-free. We love our slices of heaven, our tranquility, our peace of mind. We have all improved our properties through hard work and toil. Now our only request is to allow us to enjoy the homes we built in the peaceful country setting we originally chose.

I recognize the conundrum, taxable properties help reduce private property taxes and help maintain Town Services. But at what cost I ask?

The proposed application for a 24/7 delivery station would add a significant volume of traffic and delivery vehicles into the area introducing significant safety issues and the destruction of our beautiful neighborhood.

Are you willing by your vote today to disrupt, devalue and destroy our dreams?

Are you by your actions today going to force us to sell and relocate?

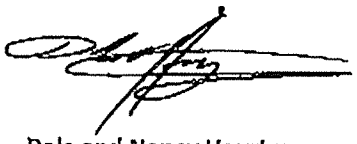
Are you willing to place tax revenue ahead of the welfare of the residents who make our community unique and thrive?

Are you willing to change Wallingford's character today and allow this beautiful community to become another pass-through town full of large disruptive businesses?

Let's not rush at this opportunity to fill a vacant property with a business that will have a significantly negative impact on our quality of life. Your job is to balance the needs of our Town while maintaining and protecting Wallingford's most valued and treasured assets- OUR FAMILIES. Please do not forsake that obligation.

I pray for our future, please deny this application! I beg, I plead, do not destroy our dreams, our peace, our tranquility, our safety, and our biggest financial investment - our homes.

Sincerely,



Dale and Nancy Hourigan
9 Marie Lane
Wallingford, CT 06492

401-21J

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

Alison Kapushinski, P.E.
Town Engineer

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

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

DATE: April 28, 2021

Dear Commissioners:

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

- Permit Documents for Proposed Development, BL Companies, dated October 6, 2020 and last revised March 5, 2021
- Stormwater Management Report, BL Companies, dated October 6, 2020 and last revised February 19, 2021.
- Traffic Study, BL Companies, dated January 2021
- Traffic Peer Review, VN Engineers, dated April 1, 2021
- Traffic Peer Review Comments, BL Companies, dated April 9, 2021

We offer the following comments based on the submitted materials:

1) The Town's parking requirements for the proposed uses is approximately 177 spaces. The applicant is proposing 475 Associate parking spaces (9'x18' and 9'x20') and 1,033 van parking spaces (11'x27'), exceeding the requirements by ±1,330 parking spaces. The traffic study accounts for 344 vans entering and leaving the site per day. From a stormwater runoff and environmental standpoints, the Commission should consider deferring construction of excess parking until a need is demonstrated.
   If the applicant can demonstrate an immediate need for 1,033 van spaces, the traffic report should be updated to reflect 1,033 vans leaving and entering the site per day, including, what I would assume, the extended operating hours that may overlap with the adjacent roadway network peak hours. I understand that signal timing will be calculated for the "off peak" traffic counts, however, I think it's important for the Commission to understand what traffic conditions will look like during the peak seasons.

Additionally, if the excess parking is found to be needed during peak holiday time, the Commission could consider requiring the applicant to block parking in overflow areas during off-peak months to limit the amount of de-icing agents and vehicles sitting unattended for extended periods of time, as this could contribute to oil leaks and other environmental concerns within the Watershed Protection District. Another strategy could be to use a pervious ground cover, such as reinforced turf, for the areas of "overflow" parking.

2) Significant earthen slopes are proposed surrounding the development. Slopes at 2H:1V are shown with turf reinforcement mats, seemingly to prevent erosion and assist with stabilization. Slopes of 1H:1V are also proposed in areas adjacent to wetlands. This was requested during the IWWC application review to limit disturbance within the upland review areas. 1V:1H slopes must be engineered and take into account site soil characteristics. The applicant provided to IWWC, and should provide to PZC, a letter from Presto Geosystems to Jeff Dewey dated March 19, 2021 outlining the design of the slope stabilization. The calculations and details are acceptable and take into account site-specific conditions including slope, length, height, and soil characteristics.

3) Bedrock is anticipated to be encountered during earthwork operations. The Contractor may use mechanical methods and/or blasting to remove the unwanted bedrock. Due to the proximity to a residential neighborhood, the Commission may consider conditions to abate or minimize noise and/or dust.

4) Infiltration trenches are proposed to receive stormwater from the proposed roof. These oversized pipe infiltration systems have been sized assuming no infiltration. This is an appropriate and conservative assumption based on soil borings showing weathered rock encountered near the bottom of system elevation. It does appear the inverts within the Stormwater Report are not consistent with the plans and should be corrected.

5) Several plan/report inconsistencies were noted during the IWWC permit review. The corrected plans and reports shall be submitted for review.

6) The traffic signal at the intersection of the Research Parkway, Food Bank driveway, and the site driveway has been operating with a flashing yellow for Research Parkway and a flashing red for the driveway approaches on either side. The applicant is proposing to reactivate this signal.

7) There is concern about potential site traffic traveling through the adjacent 'High Hill' residential neighborhood. This concern is common where industrial zones abut residential zones. The only two outlets from the residential neighborhood are High Hill Road at Route 68 and Quarry Run Road at Route 68, which are both

unsignalized. Both intersections already operate at or near capacity during peak commuter periods and coincidental gaps in traffic streams to make left-turns onto Route 68 are rare. In an effort to address this concern, the consultant proposes driveway geometry to control left-turn egress movements from the site driveway at Carpenter Lane. Typically, a right-in left-out driveway alone may discourage drivers from turning east on Carpenter Lane, however a fully effective driveway of this type is typically paired with a median barrier, such as a raised curb median. It is worth noting that a raised curb median in this location is undesirable from a roadway maintenance/snow removal standpoint.

8) In the Traffic Peer Review Comments by BL, many responses included mention of an updated traffic report based on the peer review comments. That report should be submitted for review by the Town and Peer Reviewer.

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

401-21K

To: Wallingford Planning & Zoning Commission
45 South Main Street
Wallingford, CT 06492

Date: April 29, 2021

Subject: Special Permit Application for 5 Research Parkway

Dear Commissioners,

We are writing to express our strong opposition to the proposed Amazon "Delivery Station" at 5 Research Parkway.

When we moved to this community approximately 25 years ago, Bristol Myers Squibb (BMS) was operating a commercial Class A state-of-the-art research facility. BMS attracted many to the area and played a major role in spurring the development of the 250-300 home rural residential community we live in adjacent to the subject property. Sadly and ironically, if this application is approved, the dramatic and adverse impact it will have on residents' safety, quality of life, and property values will likely propel residents to leave the area.

Amazon plans to release between 344 and 1,033 (parking lot van capacity) fleet vans per day. This would result in total vehicle trips per day between 2,200 and 4,500+ (vans, cars, and overnight tractor-trailers). Both of these levels exceed the prior BMS vehicle trips, which were only cars. We understand that Amazon likes to focus traffic conversations on how they presumably avoid peak traffic hours. However, when assessing the overall impact on, and compatibility with the residential neighborhood, the focus needs to be on total 24-hour vehicle trips AND the types of vehicles being introduced into the area.

We are in favor of the subject property being developed responsibly and contributing to the economic success of the Town of Wallingford. However, the location of this property (adjacent to a large rural residential community) is not an appropriate place to locate a business that will operate 24/7 and whose primary business entails high volume fleet "delivery vehicle" traffic. This type of use and its associated intensity does not currently exist in the neighborhood and it is for a valid reason – it is simply not appropriate or compatible with the adjacent residential community.

Below is our perspective on how this application compares to your *Wallingford Zoning Regulations Criteria for Evaluating a Special Permit*.

Wallingford Zoning Regulations - Section 7.5 – Special Permits

B. Criteria for Evaluating a Special Permit: The Commission shall consider and evaluate each and every application for a Special Permit by applying, at a minimum, the following criteria:

1. Appropriateness of location or use	**Proposed Amazon Delivery Station Comparison to Criteria**
a) The size and intensity of the proposed use or uses and its or their effect on and compatibility with the adopted Plan of Development, the specific zone and the neighborhood;	• The intensity of the operation and the associated volume and types of vehicle traffic this application introduces in and around the site will have an extremely detrimental effect on the neighborhood. • A 24/7 e-commerce delivery station adjacent to a large residential community operating a large fleet of delivery vehicles is grossly incompatible with the neighborhood.
b) The existence of other uses of the same kind or character in the neighborhood and the effect thereof on said neighborhood;	• Nothing exists in the neighborhood that even remotely resembles the proposed utilization of this property (i.e. high volume 24/7 "delivery station"). • Introducing the proposed volume and types of vehicles to this site would dramatically and adversely change the character of the neighborhood, and the effect of such an operation on resident's safety and quality of life would be overwhelmingly negative.

c) *The capacity of adjacent streets to handle peak traffic loads and hazards created by the use;*	• Carpenter Lane is a frequently traveled road by residents and school buses and previously was utilized by BMS only as a gated emergency access road. Allowing the proposed access on this road introduces a volume of traffic that has NEVER existed on this roadway and creates significant roadway safety issues in and around the area. • As a reminder, during your Nov 14, 2018 PZC meeting to discuss the prior application for this site and Carpenter Lane access, correspondence dated Nov 9, 2018, from Town Engineer Rob Baltramaitis to your Commission stated "*Even before land use applications were submitted, this office presented concerns with traffic impact through adjacent High Hill Road and recommended that ALL site traffic use site driveway on Research Parkway.*" • The area of Research Parkway, Route 68, Williams Rd, and I-91 ramps is already heavily traveled. What will happen when hundreds (or 1,000+) vans are introduced into this area? Intense waves of 160 vans every 20 minutes would create significant traffic, safety, and quality of life issues for residents.
d) *The obstruction of light or air, or the emission of noise, light, smoke, odor, gas, dust or vibration in noxious or offensive quantities, and the distance between offensive processes and adjacent properties;*	• The intensity of the proposed 24/7 operations and the high volume of vehicle traffic (including overnight deliveries) will generate noise, light, and fumes which the residential community does not currently experience.
e) *Unusual topography of the location, the nature, location, and height of buildings, walls, stacks, fences, grades and landscaping of the site;*	• The adjacent residential community is elevated above the applicant's site and thus trying to block noise, light, fumes, etc... cannot be achieved in any measurable way.
f) *The extent, nature and arrangement of parking facilities, entrances and exits;*	• The applicant has proposed a massive parking lot that adds 800,000 square feet of impervious surface beyond what existed with BMS. • The extent of the proposed parking lot is unconscionable for a property that is located in a Watershed Protection District (WPD). • As previously noted in item c, Carpenter Lane access creates significant safety issues for the adjacent residential community.
g) *Problems of fire and police protection;*	• N/A
h) *The preservation of the character of the neighborhood;*	• The applicant's proposal in no way "preserves" the character of the neighborhood instead, it significantly degrades it! • Moving from Class A office building (BMS) to a 24/7 e-commerce delivery station with the associated traffic volumes and types of vehicles that currently do not exist in the area is a dramatic and adverse change to the character of the neighborhood.
i) *The availability of adequate sewerage and/or water supply;*	• N/A
k) *All other standards prescribed by these Regulations.*	• N/A

Based on your criteria for evaluation and the overwhelmingly negative implications this application would have on the safety, quality of life, and character of the adjacent residential neighborhood, we urge you to deny this application.

Sincerely,

Robert and Janet DeMaio
14 Marie Lane
Wallingford, CT 06492

EXECUTIVE SUMMARY

This traffic study has been prepared for a new tenant and change of use of an existing Site at 5 Research Parkway in Wallingford, CT. The study area is primarily business parks with residential neighborhoods to the south and east. The Site will serve as a package delivery station which will provide "last mile" package delivery services to residences and businesses with an approximate 60-minute driving time radius of the Site. It should be noted that for the Town of Wallingford planning purposes; delivery station shall be interpreted as warehouse.

This study investigated the potential traffic impacts of the proposed development during the weekday morning, mid-day, and evening traffic periods. To assess existing traffic conditions in the vicinity of the Site, peak hour manual turning movement traffic volumes, vehicle classification and pedestrian counts were recorded at key intersections within the study area.

The level of traffic likely generated by the proposed development has been estimated by the tenant to determine the potential traffic impact on the study intersections. The tenant completed a detailed analysis determining the number and time of Site traffic arrivals and departures at the Site, which is a function of the delivery area population and business density. The proposed delivery station is projected to generate 3 (1 enter, 2 exit) vehicle trips, trucks only, during the weekday morning peak hour, 148 (0 enter, 148 exit) vehicle trips during the mid-day peak hour,136 (91 enter, 45 exit) during the weekday evening peak hour, 427 (113 enter, 314 exit) vehicle trips during am peak generator hour, and 440 (220 enter, 220 exit) vehicle trips during pm peak generator hour.

A holiday season analysis was performed per town peer review request and included in the **Appendix** for comparison. It should be noted CTDOT does not require holiday

analysis per OSTA Major Traffic Generator Administrative Decision Request Guidelines, Section III (Traffic Information) D-3.

A detailed traffic analysis was also conducted at key intersections and roadways in the general vicinity of the Site in accordance with methodologies outlined in the Highway Capacity Manual 2010, published by the Transportation Research Board. At the three signalized intersections along Route 68 (Barnes Road) with overall acceptable traffic operations during all average weekday scenarios analyzed. Some deterioration is observed at specific movements; however, overall intersections performance is acceptable. During some periods, certain movements at signalized intersections are projected to perform at LOS E /F that is generally considered undesirable motorist delay.

At the proposed development driveway (Site #1) formerly signalized intersection that presently operates in "Flash" mode, for all build scenarios, the intersection signal was activated. As such, the LOS for all build scenario periods operates at LOS A and LOS B. At the second access point to the site at Carpenter Lane performs adequately for all movements. The stop-controlled movement from the Site #2 approach performs at LOS A and LOS B.

The following is a summary of the results/recommendations for this Site:

- Capacity analyses indicate that all analyzed intersections, overall, are projected to perform at an acceptable Level of Service between all average weekday scenarios analyzed.
- The undesirable Levels of Service are observed for individual movements and deterioration occurs between the Existing and No Build scenarios.
- Additional analysis with improved lane configuration on the I-91 northbound Off-Ramp approach and optimization of signal phases (only during PM Peak hour) was performed to accommodate holiday traffic. Details provided in the **Appendix.**

- Install "Stop" sign and stop bar at the Site drive's access / egress at Carpenter Lane as noted on Site Plans.
- Clear of overgrown shrubs to meet the sight line requirements at the Carpenter Lane Site driveway.
- Clearing of vegetation at the Research Parkway at Carpenter Lane to increase sight lines.
- Move the Research Parkway northbound stop bar at the Site Drive #1 to accommodate truck turns from the Site.
- Route 68 Left Turn into Research Parkway operates with throat width of 27.5'±. Current CTDOT guidelines suggest an expanded throat width of 30' to avoid conflicts in turning paths at double left turn. Sketch Plan TT-2 shows WB-67 truck turns with restriped travel lanes to 11ft wide to accommodate the movements without widening of roadway or conflict areas.

BL Companies
Architecture
Engineering
Environmental
Land Surveying

An Employee-Owned Company

April 22, 2021

401-21M

RECEIVED
APR 30 2021
WALLINGFORD
PLANNING & ZONING

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

Re: Traffic Peer Review Comments
Proposed Delivery Station Building
5 Research Parkway

Dear Mr. Talbot:

We are in receipt of VN Engineers' comments dated April 1, 2021, regarding the project noted above. Our responses are indicated below in ***bold italic*** text and are as follows:

Study Area

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

   Response: Noted, no action necessary.

Existing Traffic Counts

2. The study identifies that the existing weekday morning and weekday afternoon peak-hour counts were collected in October 2018, prior to the COVID 19 pandemic. The weekday midday peak-hour counts were collected in October 2020, during the COVID 19 pandemic, and were reviewed and adjusted by the CTDOT Bureau of Policy and Planning. The weekday morning and afternoon peak-hour volumes presented in Figure 2 are in line with the hourly count data available on the CTDOT Traffic Monitoring Station Viewer at count stations WALL-237 and WALL-030. The weekday midday peak-hour volumes presented in Figure 2 are approximately 150 vehicles per hour lower than those provided for count stations WALL-237 and WALL-030. The weekday midday peak-hour volumes should be verified and the analyses should be adjusted to reflect the volumes provided on the CTDOT Traffic Monitoring Station Viewer.

Response: Noted, traffic volumes for existing conditions were all verified by CTDOT. The mid-day counts were verified again and CTDOT approved the increase of 150 vehicles in both directions. The change was incorporated in the revised report to be submitted prior to the next planning and zoning meeting.

3. The Existing (2020) Traffic Volumes Figure 2 includes a sheet note that states the AM/PM volumes were adjusted by CTDOT for 2020. This note differs from the statement made on page 9 of the report that states the Existing 2020 midday traffic volumes were adjusted by the CTDOT Bureau of Policy and Planning. The process for collecting and adjusting the peak-hour volumes to Pre-Covid conditions should be further clarified.

Response: Noted, Figure 2 has been updated to reflect better description of adjustments. Please, note the weekday AM and PM peak hours were 2018 CTDOT approved volumes while midday counts were performed during Covid-19 pandemic. Both counts were reviewed and adjusted by CTDOT on two separate occasions.

4. The peak-hour volumes for the intersections of Research Parkway with Joseph Carini Road and the Marlin Software driveway should be added to the traffic figures.

Response: Additional traffic count data has been collected to assess the impacts of the proposed development on Joseph Carini Road and the Marlin Software driveway intersections.

5. The traffic figures show the signalized site driveway as Site Drive #2, whereas the rest of the report references this driveway as Site Drive #1. The traffic figures should be revised to be consistent with the report and analyses.

Response: Noted, edits have been made to traffic figures.

6. The existing traffic volumes at some intersections do not balance with those at the adjacent intersection, where there are no driveways in between these intersections. While these balancing differences are not expected to have a significant impact on the analyses, they should be corrected in all the revised figures and capacity analyses.

Response: Noted, all volumes have been reviewed and adjusted by CTDOT. For revised figures and analysis, the imbalances were removed in the revised analysis.

7. The traffic study mentions that pedestrian counts were recorded at the study intersections. While it is anticipated that pedestrian activity is low in the study area, a statement should be made regarding the pedestrian activity at the study intersections.

Response: Noted, in the existing conditions section a paragraph is included on pedestrians presence in the study area.

Crash History

8. The crash analysis study period includes the three-year period between January 1, 2017 and December 31, 2019. The selected period does not include time during the COVID-19 pandemic and is appropriate for use in this study.

Response: Noted, no action necessary.

9. The crash analysis does not include analysis in the vicinity of either of the site driveways or the Marlin software driveway. Crash analysis should be provided at the same locations where the capacity analysis was performed.

Response: Noted, additional queries of crash data were made to include smaller segments and intersection along Research Parkway.

10. The crash analysis identified that the most crashes within the study area occurred at the unsignalized four-way stop controlled intersection of Research Parkway and Carpenter Lane. Four of these crashes were angle collisions and three crashes were rear-end collisions. These crash patterns suggest that there may be sightline or geometric issues where drivers are not aware of the stop-control. Based on a recent site visit, STOP AHEAD signs were observed at both the northbound and southbound Research Parkway approaches. Are there sightline or geometric conditions that may be contributing to these crashes that could be addressed through the installation of additional warning signage?

Response: A field visit of the four-way stop controlled intersection of Research Parkway and Carpenter Lane found overgrown vegetation blocking sightlines on the Carpenter Lane eastbound approach looking both northbound and southbound along Research Parkway. Looking west from Research Parkway onto Carpenter Lane is limited by vegetation. Clearing of vegetation has been recommended in the revised report.

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

Response: Noted, correction has been made.

No-Build Traffic Volumes

12. A 1.0 percent annual growth rate was applied to the Existing traffic count data for the Build year of 2021 to account for background traffic growth within the study area. This growth rate is appropriate for the study area.

Response: Noted, no action necessary.

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

Response: Noted, no action necessary. It was confirmed with the town there are no other new developments approved or pending contributing additional traffic within the study area.

14. The traffic volumes depicted in the 2021 No-Build Traffic Volumes (Figure 3) accurately reflect the application of the annual 1.0 percent background growth rate to the existing traffic volumes as identified in the study.

Response: Noted, no action necessary.

15. The 2020 Existing and 2021 No-Build traffic volumes include the traffic volumes that were observed to enter and leave the site during the weekday morning and afternoon peak-hour counts collected in 2018 at the signalized site driveway on Research Parkway. These volumes should be removed from the figures and analysis since these trips are not currently visiting the site and are not expected in either the 2021 No-Build or Build scenarios. These trips can be removed from the adjacent intersections so that they balance with the site driveway volumes. The removal of these volumes will improve operations at the site driveway and the adjacent intersections.

Response: Noted, originally to be conservative, the volumes from 2018 on site were kept. Due to other revisions the volumes were removed, and all other intersections were be rebalanced to reflect the change.

Trip Generation and On-Site Circulation

16. The traffic study uses tenant-specific trip generation data for forecasting the 2021 Build condition traffic volumes. As presented in the study, the new facility will be operated to minimize the number of site-generated trips during the peak-hours of the adjacent street traffic. Has the use of the tenant-specific trip generation data been approved by the Office of the State Traffic Administration (OSTA) for this project?

Response: Similar projects in Connecticut with the tenant-specific trip generation data have been approved by Office of the State Traffic Administration (OSTA) on a case-by-case basis. Using tenant-specific trip generation allows for more accurate data rather than similar uses from ITE, where there are minimal studies presented. The client is currently working with the ITE to incorporate the land use and is providing data to ITE to support.

17. The traffic report should provide additional discussion on how the tenant-specific trip generation compares with other similar Land Use Codes (i.e. Warehouse, High Cube Warehouse) in the ITE Trip Generation Manual and why the tenant-specific trip generation is the most appropriate for modeling the traffic impacts of this development.

Response: Noted, a comparison in trip generation table has been provided in the report.

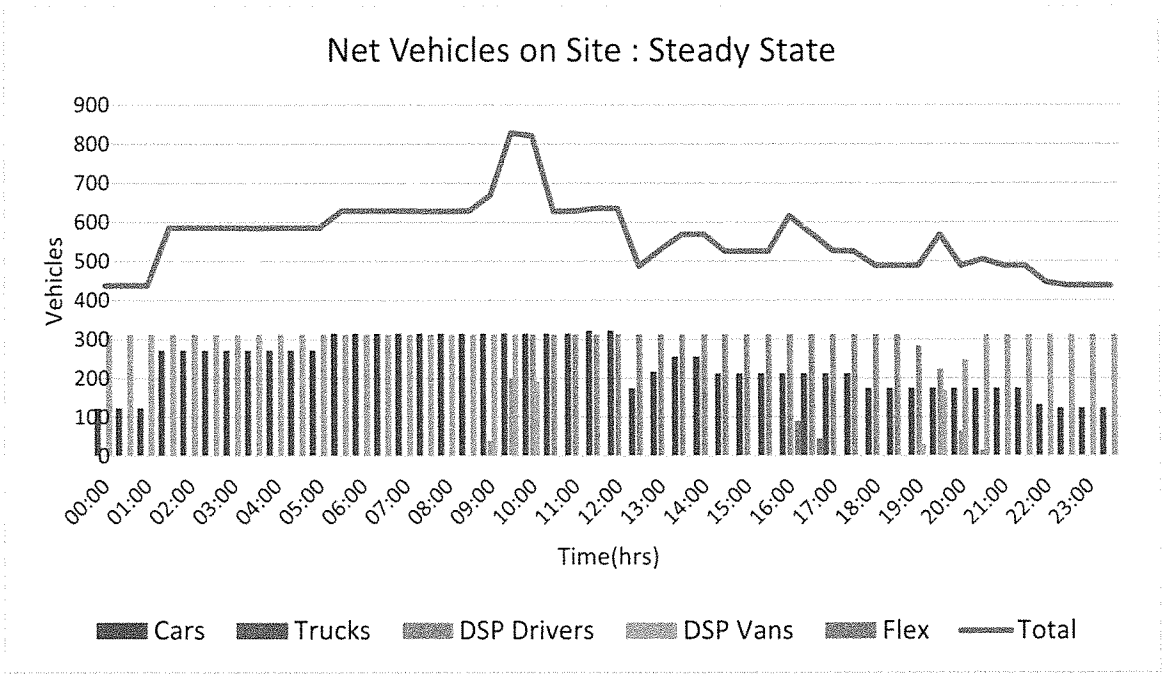
18. The traffic report identifies that there will be 2,196 trips per day using the site. The description of the operations and associated trips provided in the report identifies the shifts when the various associates, managers, dispatchers, and drivers will be onsite. It is not clear how the various employee trips add up to the 2,196 trips per day from the writeup provided or what the peak hours of the new delivery station will be. Can a table be provided in the report that shows the estimated trips entering and exiting the site by hour for each of the site driveways over a typical 24-hour period for each of the various employee designations (i.e. associates, managers, dispatchers, drivers)? This information will provide a better understanding of the peak hours of the proposed development and the timing of trips to and from the site.

Response: Noted, tenant-specific trip generation data has been provided in the appendix of the report.

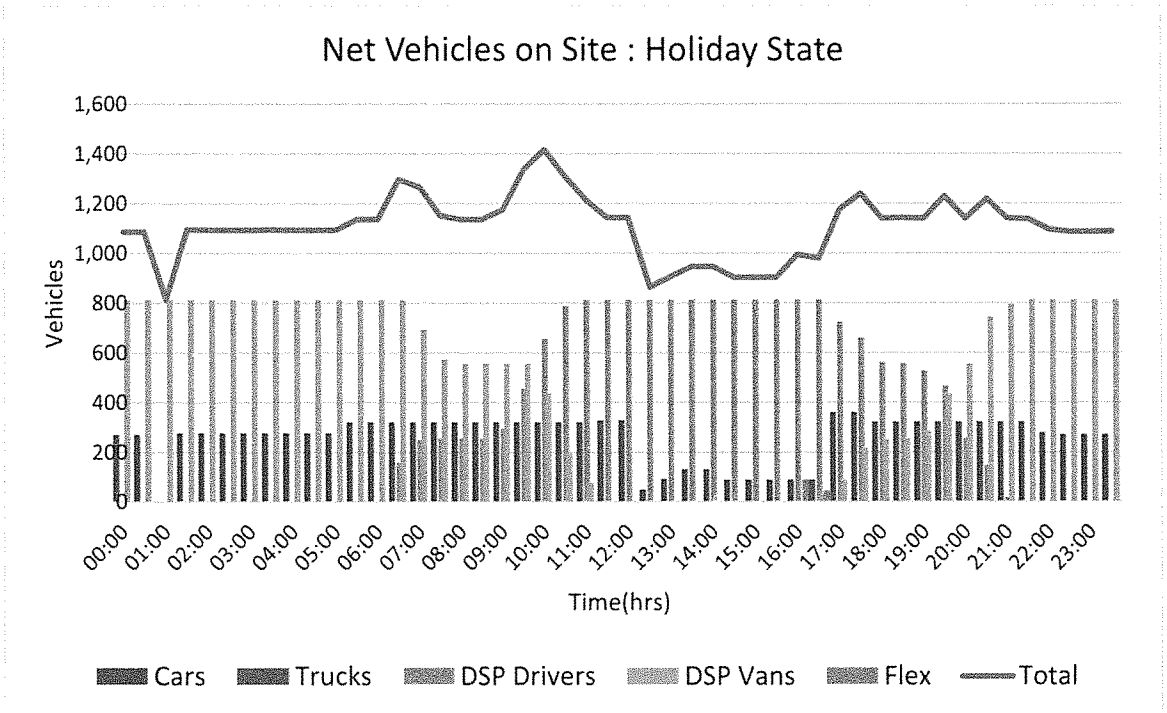
19. The number of parking spaces provided on the site suggest that there will be periods when the trip generation will exceed the 2,196 trips per day. The 1,033 van parking spaces is three times the 344 vans reported to enter and leave the site each day. Assuming an 85 percent parking utilization rate, it is expected that 400 +/- spaces would sufficiently accommodate the daily van load. Assuming an 85 percent parking utilization of the total 1,508 parking spaces proposed on site with a single turnover for each of these spaces per day would correlate to approximately 2,564 trips per day. With higher turnover rates for these parking spaces during shift changes or during periods with higher parking utilization, additional trips can be expected. Additional information should be provided to demonstrate how the parking will be used for the delivery station operations and how much the trip generation would be expected to increase during periods when the parking is fully utilized.

Response: The additional parking is required for anticipated peak holiday traffic at the Site. 24-hour traffic generation charts have been added to the appendix of the report. Additional analysis for the Holiday Peak is also provided in the Appendix of the report. Charts showing the number of vehicles on Site at any time over a 24-hour period during steady state and Holiday period have been attached to this response to comments.

Estimation of Net Vehicles on Site: Average Weekday



Estimation of Net Vehicles on Site: Holiday Season



20. The traffic report should address how much the trip generation is expected to increase during the holiday season peak. Additional analysis should be provided to demonstrate how traffic operations will be impacted during this peak season.

Response: A holiday season analysis was performed per town peer review request and included in the Appendix for comparison. It should be noted CTDOT does not require holiday analysis per OSTA Major Traffic Generator Administrative Decision Request Guidelines, Section III (Traffic Information) D-3. Only during the PM Build Holiday Peak Hour, the intersection of Route 68 (Barnes Road) at Interstate 91 Northbound Exit 15 On/Off-Ramps perform at LOS F with 90 second delay. Certain movements at signalized intersections are projected to perform at LOS E /F that is generally considered undesirable motorist delay, these are:

- ***Route 68 (Barnes Road) at Interstate 91 Southbound Exit 15 On/Off-Ramps:***
  - ***Route 68 Eastbound Thru (PM Build and PM Build improved)***
  - ***Exit 15 Off-Ramp SB Left/Right (All PM Scenarios)***
- ***Route 68 (Barnes Road) at Interstate 91 Northbound Exit 15 On/Off-Ramps***
  - ***Route 68 WB Thru (All PM Scenarios)***
  - ***Exit 15 Off-Ramp NB Right (All PM Scenarios)***
- ***Route 68 (Barnes Road) at Hotel Drive and Research Parkway:***
  - ***Route 68 WB Thru (All AM Scenarios)***
  - ***Research Parkway SB Left/Thru (PM Build)***

For holiday analysis, build conditions and build improved scenario was included.

21. Based on the description of operations provided in the report, it appears that one of the peak-hours of the development will occur between 10:10 a.m. and 11:10 a.m. when approximately 344 delivery vans will exit the site at a rate of 160 vans every 20 minutes. Has any analysis been performed at the signalized intersections of Research Parkway with the site driveway and Barnes Road during this period? It is anticipated that this release of vehicles during this one-hour period may change the peak-hour on Research Parkway to this time. Signal adjustments may be needed at these locations to minimize delays during this peak period. A similar analysis should also be performed during the period between 7:10 p.m. and 8:50 p.m. when the delivery vans will return to the site and the returning drivers will leave the site to travel home.

Response: Typically, the off-peak times are not analyzed as the adjacent street traffic is less than the peak hour traffic on roadways. The ATR data on Route 68 (Barnes Road) indicates that the AM peak hour of adjacent street traffic is 7-8AM with 1918 vehicles; the 10-11AM hour has 1034 vehicles or roughly ½ the amount of traffic on the road. Thus, the addition of site-generated traffic is not expected to change the peak hour on Research Parkway. The morning and evening peak hours for this generator during the 10:00 AM-11:00 AM and 7:00 PM-9:00 PM hours have been included in the analysis to alleviate any concerns.

22. Can additional information be provided on the "Flex" delivery and how this system will work for this site? Additional information should be provided on where the "Flex" drivers will pick-up packages and where they will park.

Response: The "Flex" delivery system works similar to ridesharing programs where drivers can choose their availability during the "flex" driver window for delivery, typically between 4:30 PM and 6:00 PM. Traditional passenger vehicles privately owned by "Flex" drivers enter the facility staggered between that time frame. Flex vehicles will load and depart every 15 minutes. Per the traffic study, the Site is expected to employ approximately 90 "flex" drivers at this location. These trips have been accounted for in the traffic study.

When "Flex" drivers arrive at site they follow the same circulation pattern as the vans and park inside the warehouse building for pick-up. The "Flex" drivers shift is separate from the vans shift and will have no issues with staging.

23. The traffic report identifies the historic peak-hour trips for the previous Bristol Myers site from the 2003 Wilbur Smith traffic study to be 620 vehicles per hour in the morning and 535 vehicles per hour in the afternoon. Is there an estimate of the daily trips that could have been expected for the Bristol Myers site to provide a daily comparison with the proposed development?

Response: The previous Bristol Myers study did not indicate daily trips. But the previous Bristol Myers site was 1,002,632 SF with 1,961 spaces. ITE Land Use Code: 760 Research and Development Center would have generated approximately 11,000 daily trips to the Site.

Trip Distribution

24. According to the study, the trip distribution patterns presented in Figure 4 are based on population densities, competing opportunities, existing travel patterns, and the efficiency and limitations of the existing roadway system. The trip distribution percentages are listed below:

    a. 20 percent to/from points north via I-91
    b. 30 percent to/from points south via I-91
    c. 20 percent to/from points east via Route 68 (Barnes Road)
    d. 15 percent to/from points west via Route 68 (Barnes Road)
    e. 15 percent to/from points north via Research Parkway

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

Response: Noted, no action necessary.

Anticipated Site Generated Traffic Volumes

25. The site-generated traffic volumes presented in Figure 5 were appropriately distributed according to the trip distribution patterns presented in Figure 4, with the exception of the following approaches during the weekday afternoon peak-hour:

    a. Southbound Research Parkway approach to Barnes Road
    b. Westbound Barnes Road (Route 68) approach to the I-91 northbound ramps
    c. Westbound Barnes Road (Route 68) approach to the I-91 southbound ramps

    These noted differences are not expected to have a significant impact on the capacity analyses.

    Response: Noted, Figure 5 Site Generated Traffic Volumes revised at the listed approaches.

Build Traffic Volumes

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

    Response: Noted, revisions in accordance to comments #6 and #25.

Roadway Adequacy & Capacity Analysis

27. The capacity analysis performed for this traffic study follows the standard traffic engineering methodologies outlined in the Highway Capacity Manual and was performed using Synchro software to provide a comparison between the 2020 Existing, 2021 No-Build and 2021 Build Scenarios.

    Response: Noted, no action necessary.

28. The Existing midday Synchro analyses appear to be using the No-Build traffic volumes. The Synchro analysis for the Existing weekday midday peak should be revised to use the existing volumes. Table 5 should be updated with the revised results. This change is not expected to have a significant impact on the results that are reported.

    Response: Noted, revision made in report.

29. The heavy vehicle percentages used in the capacity analysis are not included in the Synchro reports. The heavy vehicle percentages obtained from the traffic counts should be used in the Existing and No-Build Synchro models and the forecasted truck percentages should be used in the Build Synchro models. If the default two percent heavy vehicle percentage was used, then it should be checked that the default percentage matches or exceeds that recorded during the traffic counts for each of the movements.

Response: Noted, revision made in analysis.

30. The traffic capacity analyses use the default peak hour factor (PHF) of 0.92, which represents relatively uniform flow at the approaches throughout the peak-hour. The PHFs obtained for each approach from the traffic counts should be used in the Synchro models to account for the peak 15-minute flow rates at each approach during the peak-hours.

Response: Noted, revision made in analysis.

31. The southbound right-turn movement at the intersection of the I-91 southbound ramps with Route 68 (Barnes Road) should be modeled as No Turn on Red to be consistent with the signal plan and report writeup.

Response: Noted, revision made in analysis.

32. The northbound right-turn movement at the intersection of the I-91 northbound ramps with Route 68 (Barnes Road) should be modeled as No Turn on Red to be consistent with the signal plan and report writeup.

Response: Noted, revision made in analysis.

33. The link speeds used in the Synchro models at the Barnes Road (Route 68) approaches should reflect the free-flow speeds on Route 68.

Response: Noted, revision made in analysis.

34. The offset times entered for the intersection of the I-91 southbound ramps with Barnes Road (Route 68) should be revised to reflect those listed in the CTDOT time-space diagrams for each of the time periods analyzed. While this intersection is listed as the master intersection, the offset times provided in the time-space diagrams should be used to reflect the actual offsets between the intersections in the coordinated system.

Response: Noted, revision made in analysis.

35. The yellow time and minimum splits modeled at the eastbound Barnes Road approach to the I-91southbound ramps and the westbound Barnes Road approach to the I-91

northbound ramps should be revised to account for the 3.5 second yellow time per the signal plans.

Response: Noted, revision made in analysis.

36. The signalized intersection of Research Parkway with the Food Bank Drive/Site Drive #1 was observed to be running in Flash during the peak-hours based on recent site visits. This intersection is presently operating as a two-way stop-controlled intersection with stop-control on the driveways. The Existing and No-Build models should reflect the current operations at this intersection.

Response: Noted, revision made in analysis.

37. The signal timings used for the analysis of the intersection of Research Parkway with the Food Bank Drive/Site Drive #1 do not match the existing signal plan. The Synchro models use a maximum 140 second cycle length, whereas the signal plan shows a maximum 100 second cycle length. The maximum splits should be revised to match those provided on the signal plan. This signal is also being modeled as being part of a coordinated system but should be revised to be modeled as actuated-uncoordinated since it is not part of a coordinated signal system. The vehicle extension times at this location should also be revised to match those listed on the signal plans.

Response: Noted, revision made in analysis.

38. Minor differences were noted when comparing the volumes presented in the traffic figures to those included in the Synchro models. While these differences are not expected to have a significant impact on the results, they should be revised to match.

Response: Noted, revision made in analysis.

39. Some of the results that are reported in Table 5 do not match the Synchro reports. The following results should be checked and revised, as appropriate:

    a. Queue lengths at Exit 15 SB approach to Barnes Road during morning peak under Existing conditions. The 50th percentile queues were reported.
    b. Queue lengths at Route 68 WB thru during the afternoon peak under No-Build and Build conditions should be revised to be consistent with those listed for the Existing condition.
    c. Queue length and V/C ratio at the Route 68 WB right-turn at the I-91 NB ramps during the evening peak under Existing conditions.
    d. LOS at Food Bank Drive EB left-turn at Research Parkway during the evening peak under Build conditions.
    e. V/C Ratio at Food Bank Drive EB right-turn at Research Parkway during the midday peak under Build conditions.
    f. V/C Ratio at Research Parkway NB left-turn at Site Drive #1 during the midday peak under Build conditions.

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

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

Response: Noted, Table 5 has been updated from revision made in analysis.

40. In Table 5, the eastbound approach at the intersection of Research Parkway at Food Bank Drive/Site Drive #1 is listed as being for Site Drive #1 and the westbound approach is listed as being for the Food Bank drive. These descriptions should be revised so that the eastbound approach is for the Food Bank Drive and the westbound approach is for Site Drive #1.

Response: Noted, Table 5 has been revised.

41. While no queuing issues were noted, Table 5 should be revised to include the available storage provided for each of the movements to demonstrate that there is adequate queuing space for each of the movements.

Response: Noted, tables 5.1 through 5.3 with operational analysis results include storage length.

42. The legend at the bottom of Table 5 should be revised to include the meaning of the '#' and 'm' designations in the results.

Response: Noted, revision made in report.

43. The westbound left-turn from Site Drive #1 and the eastbound left-turn from the Food Bank driveway at the intersection with Research Parkway are projected to operate at LOS

E under the Build condition. While these approaches are expected to operate at the same LOS as the No-Build condition, are there signal timing improvements that can be made to improve operations for both the driveways?

Response: The revision of the traffic signal timing to the 100 sec cycle revised the LOS and both approaches operate at acceptable LOS now.

44. The discussion of the capacity analyses results presented on page 32 of the report identifies that the Site #2 driveway right/thru onto Research Parkway NB will operate at LOS E. This statement does not match the results presented in Table 5 and it should refer to the Site #2 driveway left onto Research Parkway SB.

Response: Noted, Table 5 and the discussion have been updated from revision made in analysis.

Site Access

45. The traffic study appropriately determines the required intersection sight distance at Site Drive #2 on Carpenter Lane as 500 feet per the CTDOT Highway Design Manual for a 45 mile-per-hour 85th percentile speed. The proposed Site Drive #2 location is noted in the traffic report to meet this requirement. Based on a field review of the new site drive location, the new site driveway is expected to improve the sightline looking right when exiting the site as compared to the current driveway location.

Response: Noted, no action necessary.

46. A No Left Turn sign should be considered for the southbound traffic on Carpenter Lane in the vicinity of Site Drive #2 to reinforce the right-in/ left-out driveway configuration.

Response: Noted, a "No Left Turn" sign has been added to the plan for the westbound traffic on Carpenter Lane.

Off-Site Traffic Impact Mitigation

47. One of the recommendations from the traffic report is to restripe the lanes at the southbound Research Parkway approach to Barnes Road (Route 68) to provide 11-foot lanes to allow for wider receiving lanes for semi-trailers making left-turns onto Research Parkway from the eastbound left-turn lane from Barnes Road. The WB-67 truck turn maneuver shown in Figure TT-2 shows the left-turn from the eastbound center lane on Barnes Road, which is the required maneuver from this lane between 6:30 and 9:30 a.m., Monday through Friday. The proposed striping change is expected to better accommodate this maneuver for this situation. Since there is no signage designating which lane trucks must turn from, this left-turn should also be evaluated for instances

when a WB-67 truck is in the inside lane and the SU-30 vehicle is in the outside turn lane.

Response: Noted, a truck turning templates has been provided.

48. The traffic report recommends relocating the STOP bar at the northbound Research Parkway Approach to Site Drive #1. A figure showing the truck turning template and the location of the new STOP bar should be provided in the traffic study to demonstrate the need for this change.

Response: Noted, a truck turning template and new STOP bar location have been provided.

Summary and Conclusions

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

Response: Noted, the summary and conclusions have been updated.

50. The site of the proposed delivery station is certified as a Major Traffic Generator (MTG) with the CTDOT Office of the State Traffic Administration (OSTA). The proposed development also meets the definition of a MTG and will need to be permitted with OSTA.

Response: Noted, no action necessary. Project will be submitted as a MTG to CTDOT OSTA.

On-Site Circulation and Parking

51. The total required number of parking spaces identified in the Parking Information Table is listed as 176.5 spaces. Based on the ratios listed in the table, the total parking requirement per the zoning regulations should be 190 spaces.

Response: Noted, the revision has been made in the report.

52. Based on the ITE Parking Generation Manual for Land Use Code 150: Warehousing, the average peak period parking demand for a 219,000 square-foot GFA warehouse is 85 parking spaces. The 85th percentile peak parking demand is 243 parking spaces. The proposed site plan proposes 1,508 total parking spaces, which exceeds the minimum zoning requirement and the 85th percentile demand per the ITE Parking Generation Manual.
Response: Noted, no action necessary.

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

Response: See comment response #19.

We trust the questions have been answered and concerns addressed. If further information is required, feel free to contact me at 203-608-2416.

Sincerely,

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

May 2, 2021

Dear Kevin Pagini and Planning and Zoning Commission,

401-ZIN

Once again, Wallingford residents that live near the old Bristol Myers property on Research Parkway are trying to stop the building of a huge Amazon facility on the property. The Wetlands Commission was not concerned with the affect this would have on the wetlands, due to the adding of 800,000 square feet of parking, and surprisingly approved the application. They neglected their responsibility of protecting the town's drinking water supplied by Mackenzie reservoir. We are also very concerned with how this would affect our well water. With such a large parking area that will be treated in the winter with sodium chloride, calcium chloride, etc., it could infiltrate the soil and affect the underground aquifer that supplies many of the residential wells nearby. The town does not have any potable water, in our area, if something happened to our well.

We hope that the Planning and Zoning Commission will look at all aspects of this plan and realize this location is not the place for the size of the facility. The number of vans, currently planning to start with 344, but with the spaces for 1033 vans, will become a traffic nightmare. For anyone familiar with the traffic currently at the intersection of Route 68 and Research Parkway during the day, adding even 344 vans could bring traffic to a standstill.

We live at 1232 Barnes Road, adjacent to the property, which is a dead end street. We have recently had Amazon trucks missing the turn onto Research Parkway, and trying to turn around on our street. This is not possible, resulting in a tractor trailer recently having to back out onto Route 68. This is the type of thing that will happen more often.

We have lived here since 1992, and Bristol Myers was an ideal neighbor. An office building, such as Bristol Myers, is ideal with workers at the facility from 9 – 5 and then closed. An Amazon facility would require tractor trailers and vans coming and going 24/7. Amazon is a good company, but not at this location.

Thank you for listening to our concerns.

Tom and Louise LaButis
1232 Barnes Road
Wallingford, CT 06492

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WALLINGFORD
PLANNING & ZONING

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

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

401-210

May 3, 2021

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

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

Dear Mr. Pagini,

VN Engineers, Inc. (VNE) is pleased to submit our proposal to perform a peer review of the revised traffic impact study and response to comments for the proposed Delivery Station Building at 5 Research Parkway in Wallingford, Connecticut. VNE is a DBE firm that specializes in all aspects of Traffic and Transportation Engineering. Over our 37-year history, we have worked with many municipalities, private developers, and the Connecticut Department of Transportation on countless traffic impact studies. The attached document outlines the complete scope of work you requested, including objectives, procedures, identification of responsibilities, and estimated fees.

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

Sincerely,

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

Proposed Scope of Services

Proposed Delivery Station Building
5 Research Parkway
Wallingford, Connecticut

SCOPE OF SERVICES

VNE will perform the following services as part of the traffic peer review for the Delivery Station Building proposed at 5 Research Parkway in Wallingford, CT:

1. Review the Response to Comments letter and revised Traffic Impact Study prepared by BL Companies, dated May 2021.

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

FEE FOR SERVICES

VN Engineers' fee for the services identified above will be a lump sum of $6,500. Monthly invoices will be delivered for services rendered. A final invoice will be delivered for outstanding fees associated with this project upon completion.

ADDITIONAL SERVICES

Attendance and preparation for additional Planning and Zoning meetings can be provided at a cost of $750 per meeting. VNE will perform Additional Services (services not specified under Scope of Services), provided VNE and The Town of Wallingford have agreed in writing to the scope of and fee for these Additional Services.

401-4P

Subject	**AMAZON-PLANS**
From	Roger Anderson <rogera1011@aol.com>
To	kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Date	2021-05-03 13:18

KEVIN:

Last night I had a nightmare that unfortunately became a reality -----Jeff Bezos was going to increase his fortune by proposing a facility among beautiful residential properties on a site @ Former Bristol Meyers along Research Pky. You people on the PCZ should be ashamed to ever bring this up again. In all good conscience how could you ever support such a proposal? How many of you will be directly impacted by this proposal? Everyone living here needs to travel these roadways to live their daily lives --Yes, 24/7 days a week . I am ashamed to live in Wallingford and so should you!

P.S. what that property is used for has to be compatible with the surrounding neighbor- hood ---don't you think?

Roger E Anderson
34 !/2 Valley View Dr
Wallngford Ct

401-21Q

Town of Wallingford, Connecticut

INLAND WETLANDS & WATERCOURSES COMMISSION

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

MEMORANDUM

To: Kevin Pagini, Town Planner
From: Erin O'Hare, Environmental Planner
Date: May 5, 2021
Subject: IWWC

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

Special Permit #401-21 (warehousing) / Montante Construction / 5 Research Parkway

IWWC #A20-10.3 / Significant Impact / 5 Research Parkway / Muddy River – Montante Construction, LLC - (industrial development)

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

At its (Remote) Regular Meeting, April 7, 2021, the IWWC acted to approve IWWC #A20-10.3 / SIGNIFICANT IMPACT / 5 Research Parkway / Muddy River – Montante Construction, LLC - (industrial development) as per revised document submittals up to and including April 7, 2021 and changes agreed to at the hearing, with the Conditions of Approval as provided below.

Conditions of Approval
Conditions of Approval are as per the Environmental Planner's Reports of 4/1/21 and 4/7/21, as modified at hearing held 4/7/21, and as agreed to by the Applicant/Permittee as follows:

1. **Conditions Regarding Final Revised Site Plan Set and Final Revised Documents:**
   - Final Revised Site Plan Set and Final Revised Documents
     a) Final Revised Site Plan Set and Final Revised Documents shall be submitted within 60 days of IWWC permit approval and shall be reviewed and accepted by the Environmental Planner for completeness. These document submittals shall include the following information as agreed to by Applicant: revisions and information requested in latest comments submitted to IWWC and agreed to by Applicant pertaining to comments from the following parties: E&S Peer Reviewer, Peer Reviewer of Stormwater Management, Hydrogeology, and Wetlands Impact, Town Engineer, Water Division, Environmental Planner; and comments of the IWWC at the April 7th Public Hearing, and other revisions and information that the Applicant agreed to during the April 7th Public Hearing.

b) Changes to the plan set as depicted on the "Final Plan Revisions for Inland Wetlands Permit" (2 plan sheets, EXH-25A and EXH-25B), submitted 4/1/21, are to be added to the final plan set incorporated into the Permit.

c) Additional changes to the site plan set agreed to subsequent to the April 1, 2021 submittal and before the close of the hearing and changes to various documents agreed to before the close of the hearing shall be addressed in the Final Revised Site Plan Set and Final Revised Documents.

2. Conditions Regarding Possible Changes Proposed To Plan or To Application Documents After Significant Impact Permit Approval:

- Changes required by PZC:
  Regarding possible changes to the approved site plan set or to any documents associated with this Permit that may need to be made in order to comply with required changes relative to the PZC Special Permit and Site Plan approvals, it is understood that before these changes are incorporated into the IWWC final plan they will be subject to Environmental Planner review to determine if review by the IWWC may be needed before acceptance as updates to the plan, or, if further IWWC permitting may need to be obtained (see bulleted item below for permit application categories that may apply).
- Changes other than those required by PZC:
  With the exception of changes required by the PZC associated with original PZC approvals (as per above bulleted item), any proposed changes to the Approved site plan set, to any of the approved documents associated with the application on file, or to the terms or conditions of this Permit, will require submittal of an IWWC application under one of the following categories per Section 19, Application Fees, IWWC Regulations: "Permit Modification (Not Minor Revisions)", "Minor Plan Revisions Within Scope of Original Permit", "Modification of Specific Terms or Conditions Imposed As Part of Original Permit", or "Administrative Approval Request" - with appearance before the IWWC, accordingly.

3. Conditions to be Met Before Any Alteration of the Site Occurs:

- Bonding:
  A bond in the amount of $1,375,000.00 (amount per recommendation of E&S Peer Reviewer) shall be posted prior to commencement of any site work activity associated with this Permit on any portion of the property. Draft bond documents to be submitted by Permittee two weeks prior to anticipated commencement of any activity on the site to allow time for Town review and approval of same.) (*This bond amount will be finalized in discussions with Planning Department and Engineering Department.*)
- Independent Erosion Control Plan Implementation Monitor:

Under the authority of Sect. 14.2, the Town shall and retain an Independent Erosion Control Plan Implementation Monitor ('Monitor'). Permittee shall cover reasonable and necessary expenses of the Monitor for the duration of the permit work including completion of site stabilization tasks per the IWWC's approved Scope of Work (*copy attached, hereto*). Permittee shall otherwise have no role in the selection of the Monitor or the Town's administration of the Monitor's work. Monitor will forward written reports as agreed to the Town (i.e., municipal network comprised of Environmental Planner, Town Planner, Town Engineer, Water Division, Building Official) and to the Permittee, the Project Site Manager and the Permittee's designated engineering firm.

- Confirmation of Infiltration Trench Infiltration Capacity
  Permittee shall install pre-construction percolation test pits in the areas of all infiltration trenches relative to roof flows to a depth equal to the bottom of stone proposed for each trench to confirm infiltration capacity and shall report findings to the Environmental Planner within 45 days of the filing an application for a building permit for the main building.
- Monitoring Protocols of the Box Turtle Protection Plan
  Monitoring protocols of the Box Turtle Protection Plan are to commence immediately prior to any scheduled clearing activities under the supervision of the Site Environmental Monitor.
- Activity limits
  Any activity beyond the limits of the silt fence installations are prohibited for the duration of site redevelopment project.
- Turbidity Curtain Installations:
  Turbidity curtains shall be installed at the outlet of the Small Pond and at the north and south ends of the Large Pond.
  a) Turbidity Curtain Installation Plan shall be submitted prior to Pre-construction Meeting for review and approval by the Town.
  b) Plan shall include anticipated timing of installation, design of installation, exact location of installation, type and specification of turbidity curtain for each respective location and water conditions, and materials list.
- Infiltration Trench Location Issue:
  Submit 'field enhanced topography' for vicinity of SWMB-5A infiltration trench for locations of CB 5A-2 to CB 5A-3 within 60 days of this permit approval to demonstrate that flow discharge from said trench will flow towards Muddy River as required and not towards Old Barnes Road. Alternatively, revise location of infiltration trench for CB 5A-2 to CB 5A-3 to flow to Muddy River on final plans to be submitted.
- Permit Pre-Construction Meeting:
  A Permit Pre-Construction Meeting to be held with the Town prior to commencement of any work activity associated with this Permit anywhere on the property to review all permit requirements (including DEEP General Stormwater Permits obtained for the redevelopment project), the Town's expectations for

performance, and to establish a Contact Network. Attendees to include Permittee, Permittee's professional engineering firm's Project Engineer, Permittee's Site Project Manager, Permittee's Site Construction Manager, Permittee's Responsible Party for Erosion Control (individual identified on the DEEP Stormwater General Permit issued), Permittee's attorney, and representatives of the Town of Wallingford (Town Engineer, Town Planner, Environmental Planner, Water Division Senior Engineer, Building Official, Independent Erosion Control Plan Implementation Monitor, and IWWC Chairman).

4. **Conditions to Be Met Before Commencement of Demolition Phase of Plan:**
   - Flocculent Use:
     Permittee shall use industry professional regarding appropriate use of flocculants on the site as per E&S Peer Reviewer recommendations.
   - Pre-Drawdown of Ponds:
     Regarding initial drawdown of the Large Pond and Small Pond associated with this permit, Permittee to perform review of condition and functionality of Large Pond's draw down gate valve and associated 30-inch diameter culvert near the spillway to assure that facilities are free of debris and there are no deficiencies; to inspect vicinity of the outlet to ensure there is proper armoring in place to avoid scour or erosion, and, if issues are found, they are to be addressed prior to any further site activities.
   - Erosion Control Plans and '*Construction Site Contingency Plan For Erosion Control and Emergency Spills*':
     A copy of the (final) approved Erosion Control Plans and a copy of the '*Construction Site Contingency Plan For Erosion Control and Emergency Spills*' document (final revised version) to be kept onsite by Project Site Construction Manager and Project Site Manager at all times with two copies in the main construction site trailer for reference.
   - E&S Control Material Supply Storage Container:
     One E&S Control Supply Storage Container to be installed at onset of site preparation. Container is to be kept fully stocked at all times with routine E&S control materials and with the materials specified in the approved '*Construction Site Contingency Plan For Erosion Control and Emergency Spills*' document (as revised) in the event of large storm or hazard events. Materials shall be re-stocked ASAP upon the use of product.
   - Spill Signage:
     Signage indicating DEEP Emergency Spill Reporting contact number and "*Wallingford Public Drinking Water Supply Watershed*" shall be displayed prominently on outside of all site trailers and Erosion Control Storage Containers.
   - Monitoring in Quiet Periods:
     Should there be a hiatus in site activity between this Demolition Phase and the Construction Phase – be it regarding weather conditions, change in plans or

scheduling – disturbed areas must be stabilized (as is required in the approved plans) to the satisfaction of the Monitor, and monitoring for adequacy of erosion control measures by the Monitor and the Permittee's Responsible Party For Erosion Control is to continue throughout any 'quiet period'.

5. **Conditions To Be Met Before Commencement of Construction/Stabilization Phase:**
   - Second E&S Control Supply Storage Container:
     Second container is to be installed at the onset of site clearing. Both storage containers provided onsite are to be kept fully stocked at all times with routine E&S control materials and with the materials specified in the approved *'Construction Site Contingency Plan For Erosion Control and Emergency Spills'* document (as revised) in the event of large storm or hazard events. Materials shall be re-stocked ASAP upon the use of product.
   - Monitoring in Quiet Periods:
     Should there be a hiatus in site activity at any point during the Construction/Stabilization Phase – be it regarding weather conditions, change in plans or scheduling – disturbed areas must be stabilized (as is required in the approved plans) to the satisfaction of the Monitor, and monitoring for adequacy of erosion control measures by the Monitor and the Permittee's Responsible Party For Erosion Control is to continue throughout any 'quiet period'.

6. **Conditions Relative To Ponds:**
   - Dam Certification Information:
     Dam's hazard rating and required periodic update to Emergency Action Plan (EAP) to be submitted to Environmental Planner within 2 months of this permit issuance.
   - Slide Gate:
     Existing slide gate for handling discharge of flows from Small Pond to Large pond via culvert under driveway is to be replaced with a lower slide gate associated with the proposed lowering of both ponds.
   - Drawdown Sequence Plan:
     Final sequence for the planned coordinated lowering of the two ponds to be provided to Environmental Planner within one-month of permit approval. Sequence Plan shall be subject to the review and approval of the Wallingford Water Division and Environmental Planner.
   - Plan for Possible Unfavorable Aquatic Conditions:
     A plan is to be submitted to address the possible need for improvement of water quality conditions and the salvage/rescue of aquatic animals should low water levels create distress/unfavorable conditions for viability.
   - Possible Pond Bottom Restoration:
     At the completion of construction phase, a determination will be rendered by Town in conjunction with the Monitor as to the possible need for restoration of the bottom of the ponds as a consequence of sediment build-up from construction activities. Additional IWWC permitting may be required.
     a) Should restoration by sediment removal be determined to be necessary, Permittee shall provide a proposal for the removal activity subject to

Town review and approval and Permittee shall be held responsible for implementation.

7. **Condition Regarding Chemicals Use in Eradication of Invasive Plants:**
   - Process Relative to Approval of the Application of Chemicals:
     a) Application of any chemicals on the site will be required to undergo review and approval of the Water Division during the period of redevelopment activities and this process is to continue moving forward after completion of development and into the future.
     b) Regarding the application of chemicals to watercourses/water bodies, Permittee must obtain all permits required for the use of chemicals in the public drinking water supply watershed and then submit the proposed chemical application plan with identified target areas to the Water Division for its review and approval at a minimum of two weeks prior to the anticipated use. Any such activity is to be administered in accordance with the Memorandum of Understanding (MOU) between CT Dept. of Public Health and CT DEEP regarding use of chemicals in public drinking supply watersheds (*copy attached hereto for reference*).

8. **Condition Regarding Box Turtle Protection:**
   - Natural Diversity Database final response letter
     The anticipated final response letter from the DEEP Natural Diversity Database shall be submitted to Environmental Planner prior to scheduled commencement of clearing work.
   - Conservation Easement Area For the Box Turtle Protection Area:
     a) A Conservation Easement for the designated Box Turtle Protection Area shall be recorded on the Land Records before land clearing activities are scheduled to commence in this general vicinity. A copy of said recording shall be submitted to the Environmental Planner on the day of recording, or the day after.
     b) No land clearing permitted in the general vicinity shall be conducted until a copy of the above-referenced recording is submitted and the Project Site Manager is notified by the Environmental Planner that activities may commence.
     c) Signage indicating "*Box Turtle Protection Area*" shall be installed at 75-foot intervals on posts proximal to the eastern boundary of the Conservation Easement Area as soon as upgradient slope installation work in this vicinity area is stabilized. Exact location of posts with signage to be determined by the Environmental Planner based on field conditions at that time and visibility.
     d) The easement shall not allow for public access.
   - Box Turtle Protection Plan Implementation Overseen By Site Environmental Monitor:
     a) Site Environmental Monitor (Davidson Environmental, LLC, or other qualified firm) shall oversee full implementation of plan protection protocols either by the Contractor (as applies) and/or by the Site Environmental Monitor, addressing isolation measures, use of appropriate

erosion control products, and education of Contractor regarding specific protocols for turtle protection on the site.

b) Monitoring protocols are to commence immediately prior to scheduled clearing activities.

c) Site Environmental Monitor to conduct periodic inspections of silt fencing installation generally on a bi-weekly basis or more frequently if site conditions warrant.

d) Site Environmental Monitor to submit reports regarding any observation of box turtles on the site – over the course of the clearing, demolition, construction, and site stabilization phases - to CT DEEP NDDB with a copy to be submitted to the Environmental Planner.

9. **Condition Related to Required Periodic Reporting:**

- Reporting Regarding Maintenance of Stormwater Management Facilities
  a) Required maintenance of all stormwater management facilities on the property shall be conducted per the stipulated schedule (monthly, quarterly annually) as provided for in the final '*Site Operations and Maintenance Plan'*.
  b) An 'Annual Maintenance Report' relative to all stormwater management facilities on the property detailing compliance with maintenance activity protocols and schedules and documentation of identification and remediation of issues shall be submitted to the Town by Dec. 31st of any given year.
- Habitat Restoration Reporting:
  a) Habitat Restoration Monitoring Reports prepared by the Site Environmental Monitor are to be submitted to Environmental Planner no later than Dec. 15 of each year in the three-year monitoring period for the first three growing seasons following completion of construction and planting. First-year of monitoring is defined as when the restored area has been through a full growing season after planting (Note: a 'growing season' starts no later than May 31).
  b) Reports to provide percent survival of plantings, extent of herbivory, and observations of vegetative development, and recommendations for any needed remedial actions and evaluation of success standards with the goal being that these standards are satisfied by the end of monitoring-year three. Success standards are: at least 75% of surface area established with indigenous plant species within three growing seasons (with 25 % non-native plant species, 10% of which may be invasive plant species) and the soils are properly stabilized as evidenced by lack of active erosion and 75% cover.

10. **Condition Regarding IWWC Plaques:**

- IWWC plaques signage shall be installed at 100-foot intervals at the boundary of the approved Upland Review Area encroachment limit to notify primarily property management personnel of the regulated limit of routine activity. (Plaques are provided by the Town at no charge.)

11. **Condition Regarding Invasive Plant Species Management Plan:**

- Previous invasive plant eradication proposal
  The invasive plant eradication proposal per revised plans and documents submitted up to and including the March 30, 2021 and April 1, 2021 submittals was not approved as part of this permit.
- Invasive Plant Species Management Plan
  A revised detailed Invasive Plant Species Management Plan shall be developed working in coordination with the Town. The plan shall be submitted for review and approval by the Town before a building permit application is filed for the main building. The Plan shall address a satisfactory approach for the specific treatment of certain invasive plants in key areas with information provided relative to best management practices, proposed mechanical removal approaches and proposed chemical treatment approaches – with types of eradication chemicals, use of approved chemicals of minimal toxicity, proper dosing and application methods all subject to Water Division review and approval. Said plan shall provide information on the specific need for removal of certain highly invasive species and expected benefits, the anticipated outcome of treatment verses non-treatment in identified target areas with regard to the area's ecology and the environment as well as water quality concerns, possible impact to mature trees in vicinity of those plants to be treated, and alternative methods for insuring viability of approved new plant installations without associated active management of invasive plant species in these areas.
- Licensed Pesticide Applicator
  A Licensed Pesticide Applicator, licensed in State of CT, shall perform the approved work overseen by a Wetlands Scientist.

12. **Condition Regarding Northeastern Vernal Pool Protection Conservation Easement Area:**
    - The vernal pool (depicted on 'Vernal Pool Mapping – EXH-21A, rev. dated 4/7/21, submitted 4/7/21) located off the site immediately to the north, is part of a larger wetlands system - a portion of which is located in the northeastern corner of the property (latter identified in submittals as "Wetland 1A"). A "Vernal Pool Critical Terrestrial Habitat Area" is the 750-foot radius area surrounding a vernal pool comprising the natural habitat areas determined to be critical to the amphibian life cycle. A Conservation Easement shall be recorded relative to the protection of that portion of this vernal pool's Vernal Pool Critical Terrestrial Habitat Area that is located in the northeastern area of the property. Said easement area shall extend from the outside of the Limit of Disturbance boundary as depicted on 'Vernal Pool Mapping – EXH-21A', hence to the north and east to the northeasterly property boundary in this vicinity. This easement area shall not include those areas approved for development located on site, the narrow area south of the proposed /existing interior road, or any areas of existing development located within the 750-foot radius of the delineated Vernal Pool Critical Terrestrial Habitat Area on the property.
      a) A Draft map delineating the above-described Conservation Easement area shall be submitted to the Environmental Planner within 60 days of the permit approval for the file.
      b) A Conservation Easement for the designated Vernal Pool Critical Terrestrial Habitat Area as described above shall be recorded on the Land

Records before land clearing activities are scheduled to commence in this general vicinity on site. A copy of said recording shall be submitted to the Environmental Planner on the day of recording, or the day after.

c) No land clearing in the general vicinity shall be conducted until a copy of the above-referenced recording is submitted and the Project Site Manager is notified by the Environmental Planner that activities may commence.
d) Signage indicating, "*Vernal Pool Critical Terrestrial Habitat Protection Area*", shall be installed at 75-foot intervals on posts along the boundaries of the Conservation Easement Area. Exact location of posts with signage to be determined by the Environmental Planner based on field conditions and visibility.
e) The easement shall not allow for public access.

13. Condition Regarding Turbidity

- Permittee shall use best practicable technology to minimize the potential for increased turbidity in the Muddy River. During the demolition phase, construction phase, and stabilization phase, the Permittee shall regularly monitor the turbidity of the Muddy River both at the upstream and downstream ends of the Site to ensure that stormwater runoff from the Site does not cause significant increases in turbidity in the river. If the turbidity levels in the river at the downstream end of the Site show significant increases in turbidity as compared to contemporaneous measurements in the river at the upstream end of the Site, the Permittee shall immediately furnish and install all additional erosion and sediment controls necessary to reduce the turbidity.

Regulated Activities

The approved regulated activities are listed below under applicable provision:

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

Activities include:

- Temporary discharge of treated construction flows to wetlands, Muddy River, Small Pond, and Large Pond;
- Installation of temporary riser pipe facility in southern end of Large Pond for drawdown activity;
- Lowering of water levels in Large Pond (12 inches) and in Small Pond (2 feet) during development period to protect Muddy River (below Large Pond) from the potential introduction of construction-related flows;
- Removal of a 2.14 acre-area from the northeastern wetland's contributory drainage area for the construction of the building and drive in area created below resulting in the loss of flows to this wetland;
- Installation of turbidity curtains in Small Pond and Large Pond if needed to control occurrence of possible introduction of sediment-laden flows to Large Pond;
- Indirect discharge of treated stormwater flows to groundwater, wetlands, and

watercourses via infiltration in sand filter systems, stormwater basins, infiltration trenches, and also via overland flow;
- Post-construction discharge of stormwater flows to Muddy River near eastern property line;
- Post-construction discharge of stormwater flows to Small Pond and to Muddy River south of Large Pond;
- Removal of invasive plants occurring around Large Pond Possible through the application of chemicals (protocol tbd);
- Installation of native plantings in wetlands that border the Large Pond (15,580 s.f.) and installation of associated deer exclusion fencing;
- In the event of the occurrence of significant storm events during the construction phase (in an effort to prevent sedimented flows from travelling downstream), the installation of stop-logs at footbridge crossings at two locations – at the north end of Large Pond and at the southern end of the northern forested swamp – resulting in the partial inundation of the low-lying area in the northern swamp and the low-lying area in wetlands north of the Large Pond.

Under Section 2.1.z.2, *"... the expansion of any surfaced area currently at, or over, 20,000 square feet by a new surfaced area which totals 10,000 square feet. or more, as a single or aggregate area on any property, likely to impact or affect wetlands or watercourses."*

Activities include:
- Construction of approximately 801,540 s.f. (18.4 acres) of additional impervious surfaced area onsite (warehouse building, parking area facilities, drives, etc.).

Under Section 2.1.z.3., *"Activities within 50 feet of a wetland or watercourse, likely to impact or affect wetlands and watercourses, including, but not limited to, any clearing, grubbing, filling, grading, paving, excavating, constructing, erecting of a structure, depositing or removing of material or any indigenous vegetation, the planting of lawns or landscaping, the expansion of existing lawns or landscaping, or the discharging of storm water."*

Activities include:
- Temporary discharge of construction-related flows from temporary sediment traps to areas upgradient of wetlands and watercourses;
- Filling and grading activities in the construction of portions of drives, sand filter basins, stormwater basins, infiltration trenches, 1:1 slopes (stabilized with geo-grid product), and parking area;
- Excavation and slope filling of approximately 416 s.f. of upland review area associated with northeastern wetlands system;
- Utility installations and pavement modifications in Carpenter Lane and main access drive;
- Possible eradication (tbd) of invasive plant species in specified areas onsite through chemical and mechanical means;
- Water line installation (associated with water pump house facility) onsite in vicinity south of Carpenter Lane;
- Minor driveway re-construction east of existing guard house (35,515 s.f.);

- Habitat restoration activities ('scalp-mowing' and 'slit-seeding', plant installation, invasive plant species removal) to be conducted along the south side of the upper Muddy River corridor (with associated installation of deer exclusion fencing), and around the two ponds and the dam discharge area, and in the Upland Review Area area circumscribing the southern wetlands system (a total of 262,777 s.f.);
- Installation of posts relative to signage regarding two conservation easement areas;
- Discharge of stormwater flows at several locations.

Attachments to Conditions of Approval:

- *'Independent Site Sediment & Erosion Control Plan Implementation Monitor* - Scope of Work'
- *Memorandum of Understanding (MOU) between CT Dept. of Public Health & CT DEEP*

CC: Tom Cody, Esq,

Independent Site Sediment & Erosion Control Plan Implementation Monitor

Site Preparation & Demolition Phase and Construction & Stabilization Phase
Redevelopment Project
5 Research Parkway, Wallingford, CT

Note: *The "Town" as used herein encompasses the Mayor's Office, Town Engineer, Town Planner, Environmental Planner, Water Division, and Public Works Dept. A Town personnel "phone tree" system will be put in place. Individual contact numbers will also be provided to Permittee representatives and to the Monitor and vice versa.*

SCOPE OF WORK

1. Monitor to attend Pre-Construction Meeting held by the Town of Wallingford between Town personnel and Permittee representatives.

2. Monitor to inspect initial Limit of Disturbance silt fencing installation and report to Town the findings prior to any further site alterations being conducted. Town will notify Permittee to commence further work based on satisfactory report by the Monitor.

3. Once initial Limit of Disturbance erosion control measures have been found to be satisfactory, Monitor to be present onsite during hours of active operation, (number of days/week and number of hours/day, tbd) checking site progress.

4. Copy of approved final site plan set and copy of approved final "Construction Site Contingency Plan For Erosion Control and Emergency Spills" will be kept with Monitor on site at all times.

5. Monitor is to provide Town written weekly reports of site conditions (with photo documentation), including onsite alterations to the approved final Erosion Control Plan that needed to be implemented to address an identified issue, and recommendations regarding possible changes to be implemented by the Permittee in the opinion of the Monitor.

6. The Permittee is responsible to check erosion control measures in place before, during and immediately after a storm event, with storm event defined as a precipitation event of over 0.5 inches of rain, as per DEEP General Stormwater Permitting requirement. The Monitor will review conditions and report on satisfactory compliance.

7. In the event of a dire weather forecast (hurricane, heavy rains, heavy snowfall, blizzard, or precipitation events where the "IDF" (intensity, frequency, duration) of weather conditions occurring or forecast to occur indicate concern), Monitor will insure that (final) Contingency Erosion Control Plan protocols are followed by the Project Site Manager and Permittee's professional engineering firm's Site Overseer and that measures installed by Permittee representatives appear to be satisfactory. If in the opinion of the Monitor, further controls are warranted anywhere on site, the Monitor shall request the Project Site Monitor to install same.

8. Should the Monitor be unavailable during any period of contracted time or unavailable during a forecast that may trigger implementation of the Contingency Erosion Control Plan, the Monitor will notify the Town and the Mayor's Office as soon as possible, preferably with advance notice, so that alternate monitoring oversight function can be provided by the Town.

9. Monitor shall report to the Town recommendations regarding phase work completion to be considered relative to partial bond release requests.

STATE OF CONNECTICUT
MEMORANDUM OF UNDERSTANDING
Between
The Department of Public Health
And The Department
of Energy and Environmental Protection
DPH LOG #2020-0117

FULLY EXECUTED

1. **Purpose**

This Memorandum of Understanding ("MOU" or "Agreement") is entered into by and between the State of Connecticut Department of Public Health ("the Department") and the Department of Energy and Environmental Protection ("DEEP") (the Department and DEEP are each a "Party" and collectively the "Parties") for the purpose of clarifying and streamlining the review and approval of permits issued pursuant to § 22a-66z of the Connecticut General Statutes ("CGS").

This MOU replaces the MOU dated July 2012 between the Department and the DEEP.

WHEREAS, pursuant to CGS § 25-32, the Department has jurisdiction over all matters concerning the purity and adequacy of any water supply source used for obtaining water;

WHEREAS, pursuant to CGS § 22a-66z, the Commissioner of the Department is required to approve the issuance of permits for the introduction of chemicals into waters of the state for the control of aquatic vegetation, fish populations or other aquatic organisms where such introduction will occur in areas tributary to reservoirs, lakes, ponds or streams used for public water supply;

WHEREAS, pursuant to § 19-13-B80 of the Regulations of Connecticut State Agencies ("RCSA"), the Commissioner of the Department is required to approve the addition of chemicals, other than those chemicals used on September 1, 1964, to public water supplies;

WHEREAS, pursuant to CGS § 22a-5, DEEP is responsible for carrying out the environmental policies of the state;

WHEREAS, pursuant to CGS § 22a-66z, the Commissioner of DEEP is authorized to issue permits for the introduction of chemicals into waters of the state for the control of aquatic vegetation, fish populations or other aquatic organisms, unless the introduction of chemicals will occur in an area tributary to reservoirs, lakes, ponds or streams used for public water supply, in which case the Commissioner of DEEP shall not issue a permit without the approval of the Commissioner of the Department as required by the provision;

WHEREAS, the Commissioner of DEEP agrees to review and approve permits for the introduction of chemicals into waters of the state for the control of aquatic vegetation, fish

populations or other aquatic organisms where such introduction will occur in areas tributary to reservoirs, lakes, ponds or streams used for public water supply, in accordance with the Permit Review Standards in Section 8 of this MOU on behalf of the Commissioner of DEEP and in solely an administrative capacity for the Commissioner of the Department;

WHEREAS, while CGS § 22a-66z applies to the introduction of chemicals in an area of a water of the state that is located within 200 feet of a public water supply well when such well is located in a public water supply watershed, the Parties agree not to apply this MOU to such situation. The Commissioner of the Department agrees to review permit applications that are not denied by DEEP pursuant to CGS § 22a-66z for the introduction of chemicals in an area of a water of the state that is located within 200 feet of a public water supply well that is located in a public water supply watershed and provide the Commissioner's approvals, including any required permit conditions, or denials to the DEEP.

WHEREAS, the Parties agree that the provisions of CGS § 22a-66z do not apply to the introduction of chemicals in an area of a water of the state that is located within 200 feet of a public water supply well when the well is not located in a public water supply watershed. Nevertheless, the Parties agree that each has authority to prevent and control pollution and protect public health within that area, the DEEP through its basic authority to issue permits for any discharge into the waters of the state and the Department through the provisions of CGS §§ 25-32 and 25-34 to prevent pollution or threatened pollution to public drinking water supply sources. Therefore, the Commissioner of the Department agrees to review permit applications presented to the DEEP that are not denied by DEEP for the introduction of chemicals in an area of a water of the state that is located within 200 feet of a public water supply well that is not located in a public water supply watershed and advise the DEEP whether the Commissioner would approve the application, whether the Commissioner would approve the application with conditions, or whether the Commissioner would deny such application; and

WHEREAS, the Parties agree that, pursuant to CGS § 22a-66z, the Commissioner of the Department, but not the Commissioner of DEEP, has the authority to review and approve or deny applications for the introduction of chemicals by the DEEP, the Department or public water supply utilities into waters of the state used for water supply furnished to the public or tributary to such water supply. The Commissioner of the Department agrees to review and approve, with or without conditions, or deny such applications in an expedited manner.

2. **Definitions.**

(A) "Affected public water system" means the public water system that is downstream of the area into which the introduction of chemicals occurs and owns or operates the distribution reservoir, or operates the public water supply well that is within 200 feet of the water of the state into which the introduction of chemicals occurs, and has the responsibility of meeting the treatment requirements and water quality standards of the Safe Drinking Water Act;

(B) "Applicant" means the person who is applying for a permit to introduce a chemical into waters of the state for the control of aquatic vegetation, fish populations or other aquatic organisms;

(C) "Distribution reservoir" means a reservoir from which water directly flows or is pumped to treatment or purification facilities;

(D) "Public water supply watershed" means the land area that drains to a reservoir, lake, pond or stream used for public water supply;

(E) "Public water supply well" means a ground water well used as a public water supply; and

(F) "Storage reservoir" means an artificial impoundment of substantial amounts of water, used or designed for the storage of a public water supply and the release thereof to a distribution reservoir.

3. **Term Of Agreement**

This MOU will begin on February 1, 2020 and will terminate on December 31, 2024.

4. **Cancellation**

This MOU shall remain in full force and effect unless cancelled by either of the Parties. Either Party can cancel this MOU without cause by providing written notice of such intention to the other Party with thirty (30) days advance notice.

5. **Statutory Authority**

The statutory authority for the Parties to enter into this MOU is as follows:

(A) For the Department, CGS §§ 4-8, § 25-32, and 19a-2a and

(B) For the DEEP, CGS §§ 4-8 and 22a-6.

6. **Funding Level**

This is a no-cost agreement between the Department and DEEP.

7. **NOW, THEREFORE**, the Commissioners of the Department and the DEEP recognize that each Commissioner has non-delegable functions under the provisions of CGS § 22a-66z and agree as follows:

(A) **The Commissioner of the Department, or the Commissioner's designee, agrees to:**

(i) Approve without review permit applications submitted pursuant to CGS § 22a-66z for the introduction of chemicals into a public water supply watershed if the Commissioner of DEEP has reviewed and approved the permit in accordance with the Permit Review Standards in Section 8 of this MOU. Such approval shall also constitute the Commissioner of the Department's approval under RCSA § 19-13-B80.

(ii) Review permit applications that have not been denied by DEEP for the introduction of chemicals into a public water supply watershed that do not comply with the Permit Review Standards in Section 8 of this MOU, and provide to the DEEP the Commissioner of the Department, or the Commissioner of the Department's designee's, approval, including any required permit conditions, or denial of such application.

(iii) Review permit applications that have not been denied by DEEP for the introduction of chemicals into an area of a water of the state that is located within 200 feet of a public water supply well when such well is located in a public water supply watershed and provide to the DEEP the Commissioner of the Department's, or the Commissioner of the Department's designee's, determination whether to approve, approve with any conditions, or deny such application.

(iv) Review permit applications that have not been denied by DEEP for the introduction of chemicals into an area of a water of the state that is located within 200 feet of a public water supply well when such well is not located in in a public water supply watershed and advise the DEEP regarding whether the Commissioner of the Department, or the Commissioner of the Department's designee, would approve, approve with any conditions, or deny such application.

(v) Provide to DEEP, on an annual basis, updated contact information for public water systems statewide for DEEP's use for notification purposes.

(B) **The Commissioner of DEEP agrees to:**

(i) Review and approve permit applications submitted pursuant to CGS § 22a-66z for the introduction of a chemical into a public water supply watershed that comply with the Permit Review Standards in Section 8 of this MOU in an administrative capacity for the Commissioner of the Department.

(ii) Provide to the Department at dph.sourceprotection@ct.gov an electronic copy of all permits issued and denial letters sent to applicants for the introduction of chemicals into a public water supply watershed or into an area of a water of the state that is within 200 feet of a public water supply well. With respect to permits issued, provide to the Department the Geographic Information System data files that provide the location or locations of the chemical application, as well as the dose or doses of the chemical application, if feasible.

(iii) Provide to the Commissioner of the Department, or the Commissioner of the Department's designee, for review and approval or denial any permit application for the introduction of chemicals into a public water supply watershed that do not comply with the Permit Review Standards in Section 8 of this MOU. If the permit application is approved by both the Commissioner of the Department, and the Commissioner of the Department's designee, and the Commissioner of DEEP, include in any permit issued the Commissioner of the Department's, or the Commissioner of the Department's designee's, required permit conditions, if any. If the permit application will be denied by the Commissioner of DEEP, do not provide the permit application to the Commissioner of the Department, or the Commissioner of the Department's designee, for review and approval or denial.

(iv) Provide to the Commissioner of the Department for review and approval or denial any permit application for the introduction of a chemical into an area of a water of the state that is located within 200 feet of a public water supply

well when such well is located in public water supply watershed. If the permit application is approved by both the Commissioner of the Department, and the Commissioner of the Department's designee, and the Commissioner of DEEP, the permit shall include any conditions required by the Commissioners if any. If the permit application will be denied by the Commissioner of DEEP, do not provide the permit application to the Commissioner of the Department, or the Commissioner of the Department's designee, for review and approval or denial.

(v) Provide to the Commissioner of the Department for review and advice, any permit application for the introduction of a chemical into an area of a water of the state that is located within 200 feet of a public water supply well when such well is not located in a public water supply watershed that is approved by DEEP. If the permit application is approved by the Commissioner of DEEP, include in any permit issued the Commissioner of the Department's, or the Commissioner of the Department's designee, suggested permit conditions, if any. If the permit application will be denied by the Commissioner of DEEP, do not provide the permit application to the Commissioner of the Department, or the Commissioner of the Department's designee, for review and advice.

(vi) Send to the affected public water system, an electronic copy of the approved permit.

8. **Permit Review Standards**

(A) Permit applications subject to this MOU shall be reviewed by the Commissioner of DEEP in accordance with the following Permit Review Standards.

(i) <u>Group 1.</u>

(a) The Commissioner of DEEP may approve permits applications for the introduction of the following chemicals into a public water supply watershed, subject to the conditions listed in Sections 8(A)(i)(b) and Sections 8(B)(i) and (ii).

(I) <u>Copper Sulfate;</u>

(II) <u>Chelated copper compounds</u>, including, but not limited to, copper triethanolamine, copper carbonate, and copper ethylenediamine;

(III) <u>Aluminum sulfate (Alum)</u>; and

(IV) <u>Sodium carbonate peroxyhydrate.</u>

(b) Conditions: the Commissioner of DEEP shall not approve a permit application unless the following conditions are satisfied:

(I) Total dissolved copper concentrations shall not to exceed 1.3 parts per million (ppm); and

(II) Dissolved aluminum concentrations shall not exceed 0.2 ppm.

(ii) Group 2.

The Commissioner of DEEP may approve permit applications for the introduction of the following chemicals into a public water supply watershed, if the conditions in Sections 8(B)(i) and (ii) of this MOU are satisfied:

(a) Fluridone. No applications of fluridone shall be approved that are closer than ¼ mile upstream of the distribution reservoir.

(b) Glyphosate.

(I) No applications glyphosate shall be approved that are closer than ½ mile upstream of the distribution reservoir.

(II) A sample for glyphosate shall be collected between the dam or water body outlet and no further than 100 yards downstream of the dam or water body outlet. The sample shall be collected between 48 and 72 hours following application of glyphosate into the waters of the state. Analysis of the sample shall be conducted in a Department certified laboratory. The sample result shall be submitted to the affected public water system and to the Department Drinking Water Section via email at dph.sourceprotection@ct.gov. The applicant shall bear the cost of the analysis. If the level of glyphosate in the sample is high, the Department may initiate the appropriate action.

(c) Carfentrazone.

(I) Carfentrazone. No applications of carfentrazone shall be approved that are closer than ¼ mile upstream of the distribution reservoir.

(II) If naphthalene is a component of the formula of carfentrazone, a sample for naphthalene shall be collected between the dam or water body outlet and no further than 100 yards downstream of the dam or water body outlet. The sample shall be collected between 48 and 72 hours following application of carfentrazone. Analysis of the sample shall be conducted in a Department certified laboratory. The sample result shall be submitted to the affected public water system and to the Department Drinking Water Section via email at dph.sourceprotection@ct.gov. The applicant shall bear the cost of the analysis. If the level of naphthalene in the sample is high, the Department may initiate the appropriate

action.

(d) Imazapyr. No applications of imazapyr shall be approved that are closer than ½ mile upstream of the distribution reservoir.

(e) Imazamox.

(I) Application of imazamox shall not exceed 500 parts per billion (ppb);

(II) Applications of imazamox no greater than 50 ppb shall be approved within ¼ mile of a treatment plant intake of a distribution reservoir. Applications between 51 ppb and not exceeding 500 ppb may be permitted if the treatment plant intake is closed and kept closed until the water concentration can be shown to be less than 50 ppb.

(f) Phoslock. The maximum permissible application rate of phoslock is 80 ppm.

(iii) **Group 3. Limited Use Chemicals**

The Commissioner of DEEP may approve permits applications for the introduction of the following chemicals if the conditions in Sections 8(B)(i) and (ii) of this MOU are satisfied.

(a) Triclopyr. No applications of triclopyr into a public water supply watershed may occur unless the following conditions are met:

(I) The applicant demonstrates that there is a specific need for this chemical (i.e., a specific target plant in a specific location).

(II) The DEEP and the Department shall conduct specific reviews of the permit application. Factors in the review may include, but are not limited to: proximity to water supply intake or public water supply wells, volume of chemical, area of application, water body level, and history of pesticide use in the water body.

(III) The maximum permissible application rate is not exceeded.

(IV) The permit may require the applicant to comply with conditions including, but are not limited to: monitoring downstream for triclopyr, 3, 5, 6-trichloro-2-pyridinol (TCP) and/or other potential byproducts, onsite inspections, water level manipulation, etc.

(V) The Commissioner of the Department, or the Commissioner of the Department's designee, shall complete the Commissioner's review and provide the Commissioner's

decision, including any required permit conditions, to DEEP. The Commissioner of DEEP shall include the Commissioner of the Department's permit conditions in any permit issued by the Commissioner of DEEP.

(b) Flumioxazin (clipper). No applications may occur unless the following conditions are met:

(I) The applicant demonstrates that there is a specific need for this chemical (i.e., a specific target plant in a specific location).

(II) The Commissioner of DEEP and the Commissioner of the Department, or the Commissioner of the Department's designee, shall conduct specific reviews of the permit application. Factors in the review may include, but are not limited to: proximity to water supply intake or public water supply wells, volume of chemical, area of application, water body level, and history of pesticide use in the water body.

(III) The maximum permissible application rate of Flumioxazin (clipper) is not exceeded.

(IV) The permit may require the applicant to comply with conditions including, but are not limited to: Monitoring downstream for Flumioxazin and/or other potential byproducts, onsite inspections, water level manipulation, etc.

(V) The Commissioner of the Department, or the Commissioner of the Department's designee, shall complete the Commissioner, or the Commissioner's designee's, review and provide the Commissioner, or the Commissioner of the Department's designee's, decision, including any required permit conditions, to DEEP. The Commissioner of DEEP shall include the Commissioner of the Department, or the Commissioner of the Department's designee's, permit conditions in any permit issued by the Commissioner of DEEP.

(c) Procellacor (Florpyrauxifen-benzyl). No applications of Procellacor into a public water supply watershed may occur unless the following conditions are met:

(I) The applicant demonstrates to the Department, in its discretion, that there is a specific target plant or plants for which this chemical is optimally suited under the anticipated aquatic conditions, as determined by a Department's public health risk versus benefit analysis.

(II) Procellacor may only be used for the control of aquatic plants in accordance with specifications provided in the corresponding product label, which is required pursuant to 40 CFR Part 156.

(III) The DEEP and the Department shall conduct specific reviews of the permit application prior to the DEEP Commissioner making a decision whether to issue a permit. Factors in the review may include, but are not limited to: proximity to water supply intake or public water supply wells, volume of chemical, area of application, water body level, and history of pesticide use in the water body.

(IV) The maximum permissible application rate is not exceeded as provided on the 40 C.F.R. Part 156 required product label.

(V) The permit may require the applicant to comply with conditions including, but not limited to: monitoring downstream for Procellacor, Florpyrauxifen-benzyl and other potential byproducts and degradants, onsite inspections, water level manipulation, etc.

(VI) The Commissioner of the Department, or the Commissioner's designee, shall complete the Commissioner's review and provide the Commissioner's decision, including any required permit conditions, to DEEP. The DEEP Commissioner shall include the Department Commissioner's permit conditions in any permit issued by the DEEP Commissioner.

(iv) Group 4.

Application of any chemical not listed in Groups 1, 2, and 3 above into a public water supply watershed is prohibited.

(B) If the Commissioner of DEEP approves a permit, the permit shall include the following requirements:

(i) The permittee shall submit a yearend report to each affected utility, using a form prescribed by the Department; and

(ii) The permittee shall notify the affected public water system and the Department Drinking Water Section via email at dph.sourceprotection@ct.gov of the treatment no later than 48 hours prior to the application of the chemical. This notification shall provide, minimally, the chemical(s), the quantity of chemical(s), the location(s) of application, and the target organism(s).

9. **Revisions and Amendments**

(A) A formal amendment, in writing, shall not be effective until executed by both the Department and DEEP and, where applicable, the Attorney General.

(B) Such amendments shall be required for extensions to the final date of the MOU period and to the terms and conditions of this MOU, including, but not limited to revisions to:

(i) The MOU's objectives, services, or plan;

(ii) Completion of objectives or services; **and/or**

(iii) Any other MOU revisions determined material by the Department or DEEP, or both.

(C) No amendments may be made to a lapsed MOU.

The remainder of this page intentionally left blank

Acceptances and Approvals:

For the Department of Energy and Environmental Protection:

DocuSigned by:
Betsey Wingfield
D9FF2E7FC01... Betsey Wingfield, Deputy Commissioner — 3/24/2020 | 11:54 AM EDT
Date

DPH Legal Review:

DocuSigned by:
Kevin T. Hansted
ADF952EDBED34... Kevin T. Hansted, Staff Attorney 3 — 3/24/2020 | 12:04 PM EDT
Date

For the Department of Public Health:

DocuSigned by:
Heather Aaron
C3CC8E693738... Heather Aaron, MPH, LNHA, Deputy Commissioner — 3/24/2020 | 12:10 PM EDT
Date

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

401-21R

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

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

DATE: April 28, 2021

Dear Commissioners:

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

- Permit Documents for Proposed Development, BL Companies, dated October 6, 2020 and last revised March 5, 2021
- Stormwater Management Report, BL Companies, dated October 6, 2020 and last revised February 19, 2021.
- Traffic Study, BL Companies, dated January 2021
- Traffic Peer Review, VN Engineers, dated April 1, 2021
- Traffic Peer Review Comments, BL Companies, dated April 9, 2021

We offer the following comments based on the submitted materials:

1) The Town's parking requirements for the proposed uses is approximately 177 spaces. The applicant is proposing 475 Associate parking spaces (9'x18' and 9'x20') and 1,033 van parking spaces (11'x27'), exceeding the requirements by ±1,330 parking spaces. The traffic study accounts for 344 vans entering and leaving the site per day. From a stormwater runoff and environmental standpoints, the Commission should consider deferring construction of excess parking until a need is demonstrated.
   If the applicant can demonstrate an immediate need for 1,033 van spaces, the traffic report should be updated to reflect 1,033 vans leaving and entering the site per day, including, what I would assume, the extended operating hours that may overlap with the adjacent roadway network peak hours. I understand that signal timing will be calculated for the "off peak" traffic counts, however, I think it's important for the Commission to understand what traffic conditions will look like during the peak seasons.

Additionally, if the excess parking is found to be needed during peak holiday time, the Commission could consider requiring the applicant to block parking in overflow areas during off-peak months to limit the amount of de-icing agents and vehicles sitting unattended for extended periods of time, as this could contribute to oil leaks and other environmental concerns within the Watershed Protection District. Another strategy could be to use a pervious ground cover, such as reinforced turf, for the areas of "overflow" parking.

2) Significant earthen slopes are proposed surrounding the development. Slopes at 2H:1V are shown with turf reinforcement mats, seemingly to prevent erosion and assist with stabilization. Slopes of 1H:1V are also proposed in areas adjacent to wetlands. This was requested during the IWWC application review to limit disturbance within the upland review areas. 1V:1H slopes must be engineered and take into account site soil characteristics. The applicant provided to IWWC, and should provide to PZC, a letter from Presto Geosystems to Jeff Dewey dated March 19, 2021 outlining the design of the slope stabilization. The calculations and details are acceptable and take into account site-specific conditions including slope, length, height, and soil characteristics.

3) Bedrock is anticipated to be encountered during earthwork operations. The Contractor may use mechanical methods and/or blasting to remove the unwanted bedrock. Due to the proximity to a residential neighborhood, the Commission may consider conditions to abate or minimize noise and/or dust.

4) Infiltration trenches are proposed to receive stormwater from the proposed roof. These oversized pipe infiltration systems have been sized assuming no infiltration. This is an appropriate and conservative assumption based on soil borings showing weathered rock encountered near the bottom of system elevation. It does appear the inverts within the Stormwater Report are not consistent with the plans and should be corrected.

5) Several plan/report inconsistencies were noted during the IWWC permit review. The corrected plans and reports shall be submitted for review.

6) The traffic signal at the intersection of the Research Parkway, Food Bank driveway, and the site driveway has been operating with a flashing yellow for Research Parkway and a flashing red for the driveway approaches on either side. The applicant is proposing to reactivate this signal.

7) There is concern about potential site traffic traveling through the adjacent 'High Hill' residential neighborhood. This concern is common where industrial zones abut residential zones. The only two outlets from the residential neighborhood are High Hill Road at Route 68 and Quarry Run Road at Route 68, which are both

unsignalized. Both intersections already operate at or near capacity during peak commuter periods and coincidental gaps in traffic streams to make left-turns onto Route 68 are rare. In an effort to address this concern, the consultant proposes driveway geometry to control left-turn egress movements from the site driveway at Carpenter Lane. Typically, a right-in left-out driveway alone may discourage drivers from turning east on Carpenter Lane, however a fully effective driveway of this type is typically paired with a median barrier, such as a raised curb median. It is worth noting that a raised curb median in this location is undesirable from a roadway maintenance/snow removal standpoint.

8) In the Traffic Peer Review Comments by BL, many responses included mention of an updated traffic report based on the peer review comments. That report should be submitted for review by the Town and Peer Reviewer.

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

Subject **Amazon delivery station application**
From birdsey112@aol.com <birdsey112@aol.com>
To kevin.pagini@wallingfordct.gov <kevin.pagini@wallingfordct.gov>
Date 2021-05-05 13:40

Please consider that the application is very misleading by referring to the proposed delivery station as a warehouse. The so called delivery station is defined as a terminal in Amazon's own website. Large trucks come in and small trucks go out. That is a truck terminal not a warehouse. There are no wares stored there. At the end of the day the building is empty. Nothing there to tax. Also the facility in Wallingford now has a lot of trucks or large vans with out of state license plates. Who gets the tax on these vehicles?

See below for reference : Delivery station

Sep 17, 2020 — Amazon.com Inc. ..." Delivery stations are local terminals that receive goods from Amazon's fulfillment centers and ship them to end customers. Amazon has been adding delivery stations in clusters over the past few months."

Since truck terminals are not permitted in this zone the application should be rejected.

Thank you for your consideration

BL Companies
Architecture
Engineering
Environmental
Land Surveying

An Employee-Owned Company

April 7, 2021

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

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

Dear Mr. Talbot:

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

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

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

2. Building coverage percentage should all roofed loading areas.

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

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

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

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

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

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

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

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

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

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

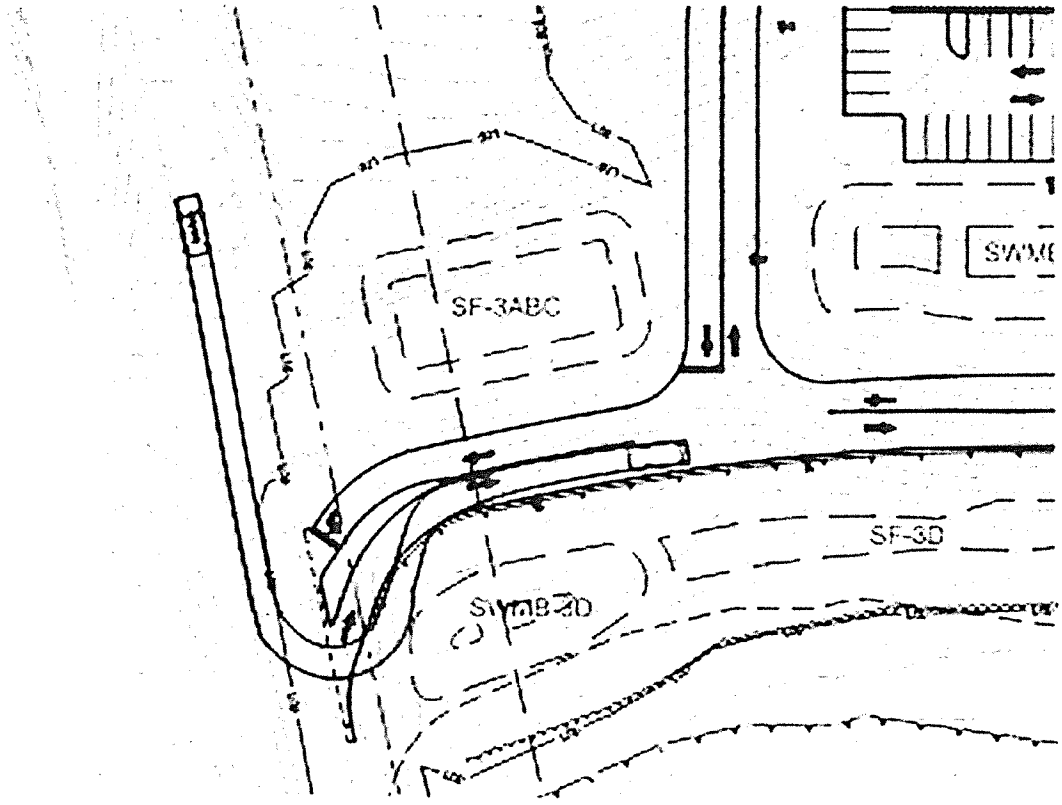
Response: The 9'x18' "van" parking spaces are for the initial shift of employees whom will park their personal car in the 9'x18' parking space and proceed to a parked van located in the 11'x27' van parking spaces.

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

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

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

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



PROHIBITED TURNING MOVEMENT: LEFT TURN - CARPENTER LANE TO SITE

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

Sincerely,

Jeffrey P. Dewey, P.E.

401-215

To:	The Wallingford Planning & Zoning Commission	May 4, 2021
From:	Jack Arrigoni 18 Martin Trail Wallingford, CT	
Item:	Proposed Amazon Warehouse at 5 Research Parkway	
Subject:	Chlorides in raw and potable water from road salting	
Reference:	Wlfd. Water Div. Power Point presented at the Dec. 14, 2020 P&Z meeting	
Attached:	Four pages, water analysis of my water well	

During your meetings much is said for the want of quality water and everyone agrees. One important fact that was presented by the Water Dept. during the Dec 14, 2020meeting, but not talked about, CHLORIDE levels in our water supply. It was shown that chlorides levels in raw water have doubled over the past few years. Although sodium chloride use is not allowed when there are 10 or more parking spaces, chloride levels increase from any type of salt used for de-icing, not just sodium chloride.

The first chart shown below was redrawn from the Water Division PowerPoint's chart "Muddy River Chlorides" showing only the winter levels.

Note: all six of the Power Point charts, (Muddy River, MacKenzie and Pistapaug for Chloride and Sodium), indicate the same trends. They show that sodium chloride road salting effects on our water supply are a problem, now.

The second chart shown below shows the chloride levels from the samples of my well

COMMENTS and OBSERVATIONS about the charts

- Between 1990 and 2004 all levels remained fairly steady in spite of changes with the use of different de-icing in the years 1996 and 2007, (points A & B). This establishes a horizontal base line with a good mixture of winter severity.
- The 2014 spike in levels seems to coincide with the increased building (paved/deiced area) that has occurred in the watershed area, (point C).
- The 2018 decline in levels seems to coincide with the lessened use at 5 Research Parkway, (point D).

  The data is limited to make conclusions, but since most activity at 5 Research Parkway is close to the Muddy River, I would think the activity would be noticed quickly due to minimal soil filtration between the pavement and the river.

  Levels before BMS would be helpful to support this. They might lower the base line.

- Levels in my well, 30 feet from the Muddy River, show the same trend with much higher levels.

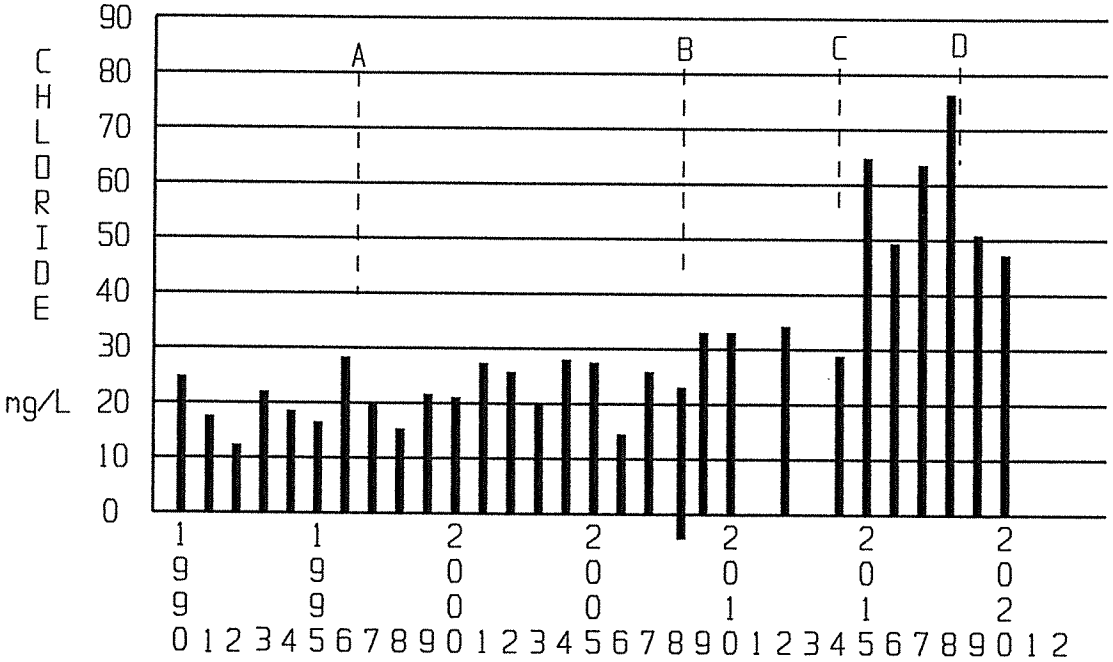
  Sample levels along the Muddy River would be different if taken above or below Spring Brook

- I believe the Wallingford Water Department is very concerned that the chlorides have doubled in such a short time. I hope they can add to this topic.

FROM THE WALLINGFORD WATER DIVISION DECEMBER 14TH 2020 POWERPOINT

FIRST QUARTER (HIGHEST) LEVELS

MUDDY RIVER CHLORIDE (Cl) IN RAW WATER SOURCEES)



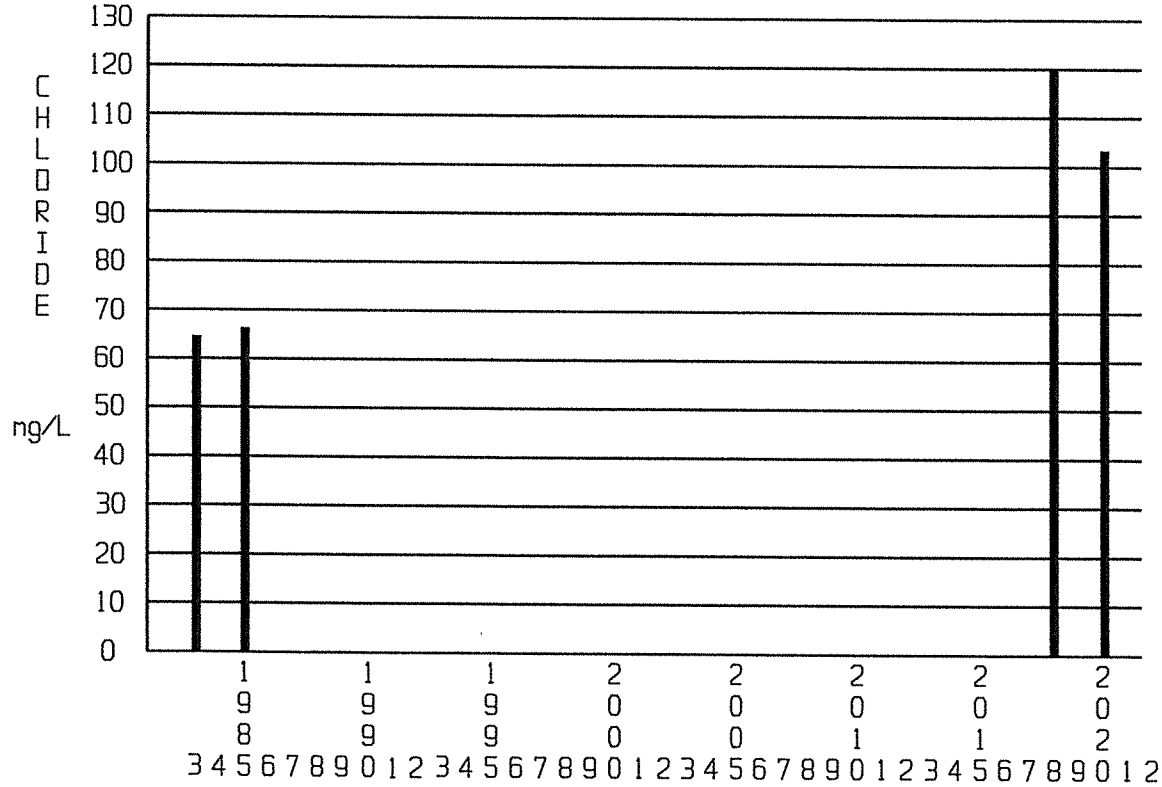
A Wallingford Public Works begins all salt application

B ConnDOT begins 2 part sand to 7 parts salt

C Increased building in general area

D Decrease of activity on 5 Research Parkway

WELL AT 18 MARTIN TRAIL CHLORIDE (Cl)



CONCERNS

- The frequency of salting that will be needed.
    - The southern exposure may help with the daytime snow melting, but will create the need for more de-icing in the evening. Salting, no matter the weather condition.
    - The quarter mile hill (up to 5% grade) adjacent to and crossing the Muddy River twice.
    - The use of Tractor trailers that are less able to handle slippery conditions.
- The large amount of surface that will need to be de-iced.
    - BMS had 890,742 sq. ft. (20 acres)
    - Amazon proposed has 1,748,511 sq. ft. (40 acres)
        - Area, that will be de-iced, is twice as much as BMS
        - More than (4) lanes of I-91 thru Wallingford (51 ft. X 6.4 miles)
- That calcium chloride or magnesium chloride is thought to not propose a threat.
  As found on my water analysis only chloride, sodium, magnesium and calcium have increased.

QUESTIONS

I will not be joining the May 10, meeting. If this is allowed during the public session, I would appreciate it if the following questions could be addressed.

- Since there will be little natural soil filtration between most of the 40 acres of paved surface and the Muddy river, do any of the "newer" storm water run-off "traps/devices / filters" remove "chlorides" if positioned where they can?
- If we are assured that there will not be any water problems due this activity, will there be any conditions for approval with future recourse?
- Because the chlorides in my well, and probably others, increase at a faster rate than the municipal supply, will residents be a condition of approval with future recourse?
- Can we get more input from the Wallingford Water department focusing on the chlorides impact to the water supply? U-Conn? Others?

I think the Wlfd. Water Dept. was cut short at the Dec 14th meeting.

CLOSING

We're talking about everyone's drinking water.

If this is passed, and something is missed, will be hard to correct.

Much information is available about these subjects, chlorides, road salt, watershed.

A lot of other items are being studied; Isn't a conclusive water quality study is in everybody's interest.

There are already been too many negative occurrences studied after the fact, some cannot be avoided.

Thank You, Jack Arrigoni

7/83

WATER ANALYSIS REPORT

WaterTest Corporation
Box 186
w London NH 03257
603-526-6616/NH:800-322-2007/Outside NH:800-343-2041

Sample number: 251047
Date sampled : 7 SEP 83
Date received: 8 SEP 83

Customer:
ARRIGONI, JOHN P.
18 MARTIN TRAIL

WALLINGFORD
CT 06492

2032652995

Water source:

WATER QUALITY CLASSIFICATION (to the best of present knowledge) : B 3

Safety Classification: B : Questionable quality for human consumption.
Aesthetic Classification: 3 : Questionable aesthetic quality.

This is the general classification of the water sample submitted to our laboratory and is based on the parameters for which it was analyzed. Our manual, titled "The Water You Drink", should be consulted for explanations of the significance of your water quality classification and the analytical results for each parameter. Please feel free to call us if you have further questions.

83

ANALYTICAL RESULTS

All results which are outside the "Maximum Contaminent Levels" (MCL) established under the "Safe Drinking Water Act" are marked with asterisks (**). See "The Water You Drink" for explanations and suggested water problem solutions.

Primary Inorganic Chemicals

Parameter	MCL mg/l	Results mg/l
Arsenic	0.050	< 0.010
Barium	1.000	0.124
Cadmium	0.010	< 0.002
Chromium	0.050	< 0.010
Lead	0.050	< 0.010
Mercury	0.002	< 0.001
Nitrate	10.000	1.723
Selenium	0.010	< 0.001
Silver	0.050	< 0.010
Fluoride	2.400	0.140

Secondary Inorganic Chemicals

Parameter	MCL mg/l	Results mg/l
Chloride	250.000	64.730
Iron	0.300	0.043
Manganese	0.050	< 0.010
Sodium	20-250	21.000
Hardness		179.900
Aluminum		< 0.010
pH	6.5-8.5	8.000

Organic Halides (as Chloride in mg/l)

Purgeable	0.000
Nonpurgeable	0.017
Total	0.017

Total Bacteria Count, per 100 ml

Coliforms	1.	<	1.
Non-Coliforms	**	TNTC	**

Symbol key:
** - outside MCL range
< - less than
<= - less than or equal to
TNTC - too numerous to count (>200)

Donald F. Bent, Ph.D.
Technical Director

Comments (if any):

ORGANIC CONTAM ?

5/03

WaterTest℠ CORPORATION

NEW LONDON, N.H. 03257

REPORT

WATER ANALYSIS REPORT

2018
1985
33

Customer	Water source
MR JOHN P ARRIGONI	MR JOHN P ARRIGONI
18 MARTIN TRAIL	18 MARTIN TRAIL
WALLINGFORD	WALLINGFORD
CT 06492	CT 06492

Date sampled : 20 MAY 95

License/ID#: PH0503
Sample number: 141031

~~The following test parameters were found to be outside the Maximum Contaminant~~ Levels (MCL) set by the Safe Drinking Water Act (SDWA) or WaterTest's recommended limits:

Total Coli. Non-Coliform

Any parameter outside these limits will be marked with a double asterisk on either side of the result -- for example, ** 0.014 **. The WaterTest manual -- THE WATER YOU DRINK -- is an integral part of this report and should be read in conjunction with the analysis. Please note that the medical hazards of certain levels of contamination are often a function of the individual water consumer's health, diet, age and physical and mental condition.

85

ANALYTICAL RESULTS

Parameter	MCL		YOUR RESULTS		Parameter	MCL		YOUR RESULTS	
Arsenic	0.050	<	0.010		Barium	1.00	<	0.10	
Cadmium	0.010	<	0.005		Chromium	0.050	<	0.030	
pH	8.5		7.7		Mercury	0.002	<	0.0005	
Nitrate	10.00		2.00		Selenium	0.010	<	0.005	
Silver	0.050	<	0.030		Fluoride	2.40		0.14	
Chloride Cl	250.0		57.0		Iron	0.300	<	0.100	
Manganese	0.050	<	0.010		Sodium S	100.		15.	
Hardness	250.		167.		Zinc	5.00	<	0.50	
Lead	0.050	<	0.010		Total Coli.	1.	**	3.	**
Non-Coliform	200.	**	>200.	**	Nickel		<	0.50	
Copper	1.000	<	0.050		Magnesium M			13.4	
Potassium		<	5.0		Alkalinity			85.	
Sulfate	250.0		22.0		TDS	500.0		170.0	
Calcium Ca			45.2						

All results are in milligrams/liter except pH and Coliform counts.
< means "less than".
> means "greater than".

CERTIFIED ANALYSIS

10/2018

ENVIRONMENTAL MONITORING LABORATORY, INC

59 North Plains Industrial Park
Wallingford, CT 06492

Tel (203) 284 - 0555 ext.527 CT Lab Certification # PH-0509

Report Date: October 23, 2018
Sample(s) in lab on: 10/15/18.

EML SampleTrak#: 73443-1011.
Attached Custody Log has sampling dat:

Mail to:

John Arrigoni
18 Martin Trail

Wallingford
CT 06492

Sampled location:

18 Martin Trail

Wallingford
CT 06492

WATERSCAN RESULTS

Your Sample		Units	Advisory Limits
pH	7.76	SU	6.4 - 10.0
Turbidity	0.02	NTU	5.00
Total Coliform/E.coli	A/A	cfu/100mL *	Absent
Chlorides	120.2	mg per liter	250
Sulfates	34.73		250
Nitrate as N	1.97		10
Nitrite as N	nd<0.1		1
Calcium	61.12		(No Limit)
Magnesium (M)	21.06		(No Limit)
Hardness	239.22		200
Iron	nd<0.02		0.3
Sodium	22.96		100
Manganese	nd<0.02		0.05
Lead	nd<0.002		0.02
Copper	nd<0.02		1.00
Arsenic	0.001		0.01

2018

--- Synthetic Solvents	Units	Maximum Allowed
1,2-Dichloroethane	nd<0.5 parts per billion	<1
Benzene	nd<0.5	<5
Toluene	nd<0.5	<1000 (Recommended)
1,1,1-Trichloroethane	nd<0.5	<200
Methylene Chloride	nd<0.5	<25 (Recommended)
Chloroform	nd<0.5	<80
Xylenes	nd<0.5	<600 (Recommended)
Trichloroethylene (TCE)	nd<0.5	<5
Chlorobenzene	nd<0.5	<2 (Recommended)
Tetrachloroethylene (PCE)	nd<0.5	<5
Dichlorobenzenes	nd<0.5	<75
Tetrachloroethane	nd<0.5	<2 (Recommended)
1,1-Dichloroethene (DCE)	nd<0.5	<7

v 2_16

* A=bacterial colonies ABSENT...P=bacterial colonies PRESENT.
Note: "nd" means "not detected"; symbol "<" means "less than".
Comments and Recommendations:
Hardness exceeds the advisory limit.

Analytical data presented above were obtained by EML,Inc. -- a CT Health Dept/ USEPA-Region I Certified laboratory.

Auth Signature for E M L, Inc. Title

Rev. Feb16

EML, INC. WALLINGFORD, CT CT CERTIFICATION PH 0509

ENVIRONMENTAL MONITORING LABORATORY, INC.

1/2020

ENVIRONMENTAL MONITORING LABORATORY, I

59 North Plains Industrial Park
Wallingford, CT 06492

Tel (203) 284 - 0555 ext.527

CT Lab Certification # PH-0

Report Date: January 24, 2020
Sample(s) in lab on: 01/22/20.

EML SampleTrak#: 73900-0121.
Attached Custody Log has sampling

Mail to:

John Arrigoni
18 Martin Trail

Wallingford
CT 06492

Sampled location:

18 Martin Trail

Wallingford
CT 06492

WATERSCAN RESULTS (Rev 2019)

Your Sample	Units	Advisory Limits
pH 7.20	SU	6.4 - 10.0
Turbidity 0.11	NTU	5.00
Total Coliform/E.coli A/A	cfu/100mL, *	Absent
Chlorides 103.3	mg per liter	250
Sulfates 24.51		250
Nitrate as N 3.79		10
Nitrite as N nd<0.1		1
Calcium 74.12		(No Limit)
Magnesium 29.25		(No Limit)
Hardness 268.47		200
Iron nd<0.02		0.3
Sodium 21.95		100
Manganese nd<0.02		0.300
Lead nd<0.002		0.015
Copper nd<0.02		1.00
Arsenic 0.002		0.010

2020

--- Synthetic Solvents	Units	Maximum Allowed
1,2-Dichloroethane nd<0.5	parts per billion	<1
Benzene nd<0.5		<1
Toluene nd<0.5		<150 (Recommended)
1,1,1-Trichloroethane nd<0.5		<200
Methylene Chloride nd<0.5		<25 (Recommended)
Chloroform nd<0.5		<80
Xylenes nd<0.5		<600 (Recommended)
Trichloroethylene (TCE) nd<0.5		<1
Chlorobenzene nd<0.5		<2 (Recommended)
Tetrachloroethylene (PCE) nd<0.5		<5
Dichlorobenzenes nd<0.5		<75
Tetrachloroethane nd<0.5		<2 (Recommended)
1,1-Dichloroethene (DCE) nd<0.5		<7

v 7_19 --

* A=bacterial colonies ABSENT...P=bacterial colonies PRESENT.
Note: "nd" means "not detected"; symbol "<" means "less than".
Comments and Recommendations:
Hardness exceeds advisory limits.

Analytical data presented above were obtained by EML, Inc. -- a CT Health Dept.
USEPA-Region I Certified laboratory.

Auth Signature for E M L, Inc. Title

EML, INC. WALLINGFORD, CT CT CERTIFICATION PH 0509

ENVIRONMENTAL MONITORING LABORATORY, INC.

401-21T

Dear Wallingford Town Planner Kevin Pagini,

Do you want to have clean water, less noise and not so busy traffic? Well if you do, then you should not allow Amazon to build the warehouse! I will explain three reasons why you should not allow Amazon to build the warehouse.

The first reason I think you should not allow Amazon to build the warehouse is because it can cause water pollution. Oil and gas from th big trucks can leak into the water and pollute it.

The second reason is that the trucks from the warehouse can cause noise pollution. Noise from the trucks, equipment and workers w be working for 24 hours a day, people will not get a good night's rest.

The last reason I think you should not allow Amazon to build the warehouse is because it can cause a lot of traffic from the Amazon trucks. Some people will not be able to get to places faster. For example, I live in this neighborhood and my parents might be late drivi me to swim practice.

In conclusion, Amazon should not be allowed to build the warehouse because it can cause water pollution, noise pollution and traffic.

With appreciation,

Penny Angelastro
34 Valley View Dr
Wallingford, CT 06492
Grade 3 at Fritz Elementary

401-21w

I have been a Wallingford resident at 15 Valley View Drive for more than 40 years. We chose this area because of it's rural nature and the residential zoning designed to maintain it's rural characteristics. We have paid in excess of a qua of a million dollars real estate taxes, without the benefit of town water, town sewer, trash collection, sidewalks. We were well aware of Research Parkway which was designed to bring in light industry and research and development. Technology Drive, Laser Lane, Research Parkway are not names that indicate in any way the type of proposal currentl before the Commission, nor what our town had envisioned. Wallingford has much to offer. We do not have to settle this proposal that will bring 24/7 activity with noise, lights, unimaginable traffic, all immediately adjacent to our hom

This is a watershed area where the water source for most of the town exists. This proposal has been approved by Inl Wetlands. What recourse will the neighborhood residents have should something happen to our water supply as a result of the proposed building and business activities? The business can pack up and move to another town. Many have done just that for greener pastures and new and better incentives.

In no way should Carpenter Lane be considered as an entry or exit to any daily business traffic at the site. Carpenter Lane is our access to our homes. Research Parkway was designed for businesses and should be the entrance and exi all vehicles operating for businesses on that road. How will the town maintain Research Parkway should this proposa approved? Those of us who travel that road every day are well aware of the dramatic difference in the road conditio the Meriden portion where the surface is relatively well maintained. Immediately at the Wallingford town line the ro surface deteriorates and is completely broken up on the entire Wallingford stretch. If the town is unable to maintain road under the current traffic conditions what can we expect with the addition of thousands more trips each day?

This neighborhood has been negatively impacted by other large projects. Promises made are not kept. Once approv given businesses and utilities ignore mandates unless the neighbors complain and push for compliance. Why should have to continually be on alert or be fearful that the town will not fight for our benefit for the preservation of our neighborhoods? It should be very apparent to town officials that the residents of these neighborhoods love this are Drive around and see that the residents take great care to make this a wonderful area to call home. We pay taxes, w support local businesses, many of us have been here for decades, we love this town.

I ask that you deny this proposal and show support for the residents of the area. The developer can find a more suit location for this yet to be constructed business. It is so very similar to the last proposal that was rejected. Do the rig thing and support those of us who live here and have so much at stake.

Thank you for your thoughtful consideration.

Joan Munger
15 Valley View Drive
Wallingford, CT
203.631.0322

Sent from Mail for Windows 10

401-21V
roundcube
402-21G

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

2 Questions for consideration -

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

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

1) Will there be any restrictions and enforcement of trucks using Northrop to get to Rte 68 and the I-91 ramps as well as entering Northrop from Rte 68?

2) Are traffic studies being conducted by PZC being "all-inclusive" vs just impact of just one single warehouse on Research and/or Northrop. These streets are only a block away from each other and are heavily used by the 500 residents for egress in and out of neighborhoods surrounding these streets.

Thank you.

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

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

402-21 #1

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

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

BEST PRACTICES CERTIFIED by CATIC

Begin forwarded message:

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

Tom,

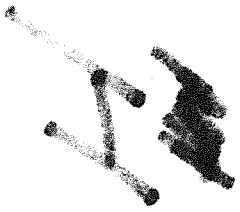
Since the traffic peer review has not been received by either the Town or my client, it is appropriate to continue the above Special Permit public hearing until the P & Z's June 14, 2021 meeting. This is my client's request and CONSENT to do so. I do ask that the P&Z open the public hearing and continue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

Thank you.

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

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

BEST PRACTICES CERTIFIED by CATIC



403-21A

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

APPLICATION: **#403-21**

DATE OF SUBMISSION: March 11, 2021

DATE OF RECEIPT: April 12, 2021

SCHEDULED MEETING: May 10, 2021

RECEIVED
APR 14 2021
WALLINGFORD
PLANNING & ZONING

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (Cigar Lounge for members only)/Cigarro Mobile,LLC/180 Cheshire Road (Farms Country Club)

LOCATION: 180 Cheshire Road

REFERRED TO:

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

DEPARTMENT COMMENTS: SITE PLAN - OK.
CONSTRUCTION PLANS SHALL BE SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO CONSTRUCTION.

SIGNED BY: B. Yohe, DPW
(Title)

DATE: 4/13/21

APR 13 2021

403-21B

Town of Wallingford, Connecticut

JAMES SEICHTER
CHAIRMAN-PLANNING & ZONING COMMISSION
KACIE A. HAND, A.I.C.P.
TOWN PLANNER
WALLINGFORD TOWN HALL
45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE (203) 294-2090
FAX (203) 294-2095

April 26, 2021

Nicholas Giordano
Cigarro Mobile, LLC
800 Hill Street
Hamden, CT 06514

RE: Special Permit Application #403-21
Cigar Lounge, Farms Country Club, 180 Cheshire Road

Dear Mr. Giordano:

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

1. A narrative describing the use should be submitted.
2. Are any utilities proposed for the structure? Any lines should be shown on the plan.
3. Building elevations and a floor plan should be submitted.
4. Zoning table is not specific enough. For example, building coverage of "less than 10%" is not acceptable. Actual figures should be provided.
5. Staff does not understand parking calculations for "deck seating". Is there a parking requirement for the proposed structure?
6. Section 6.11 would require 5ft of landscaping along the front of the building.
7. Will there be any outside component to this use?
8. Will there be any entertainment inside or outside?
9. Will there be any alcohol (by permit or brought on site by members) present in the building?
10. Is any type of screening proposed for the area between the new building and Cheshire Road?
11. Are you proposing any new outside lighting?

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

Regards,

Thomas Talbot
Planner

Please note: Any responses/correspondence, additional documents and/or revised plans **must** be received by the Planning & Zoning Department by the close of business on **Wednesday, May 5, 2021** in order to be provided to the Planning & Zoning Commission prior to the Monday, May 10, 2021 meeting. If additional information, responses or documents are necessary to address staff comments and have not been submitted by the cutoff date, Commission policy is that the application will not be considered/discussed at the upcoming meeting since the necessary information has not been provided.

Enc/SS

403-21C REVISED

PLANNING & ZONING
INTER-DEPARTMENTAL REFERRAL
NOTICE OF PROPOSED DEVELOPMENT

L90-90

APPLICATION: **#403-21**

DATE OF SUBMISSION: March 11, 2021

RECEIVED
APR 28 2021
WALLINGFORD
PLANNING & ZONING

DATE OF RECEIPT: April 12, 2021

SCHEDULED MEETING: May 10, 2021

NAME & APPLICATION OF PROPOSED DEVELOPMENTS: Special Permit (Cigar Lounge for members only)/Cigarro Mobile,LLC/180 Cheshire Road (Farms Country Club)

LOCATION: 180 Cheshire Road

REFERRED TO:

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

DEPARTMENT COMMENTS: Site Plan "OK". * Need 12' Height clearance for apparatus.

SIGNED BY: Brian Schenck / DFM
(Title)

DATE: 4/27/21

RECEIVED
APR 26 2021
BY

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

Alison Kapushinski, P.E.
Town Engineer

403-21D

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #403-21**
180 Cheshire Road/ Special Permit Application

RECEIVED
APR 28 2021
WALLINGFORD
PLANNING & ZONING

DATE: April 28, 2021

Dear Commissioners:

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

- Site Plan, Milone & MacBroom, dated April 21, 2021

We offer the following comments based on the submitted materials:

1) The FFE of the proposed building appears to be 0.5-feet above surrounding grade. Is a step or ramp proposed? If so, show on plan.

2) Proposed door locations to be shown on plan.

3) We recommend proposed striping where parking spaces are being eliminated to better define the drive aisle for motorists. Cross-hatching void spaces (between parking spaces and the drive aisle striping) is also recommended to discourage parking.

4) Is the ground cover surrounding the building grass? Will concrete sidewalk be needed?

5) Where is the closest accessible parking space? Plan shall include an accessible route complying to slope maximums. If the accessible parking space is far away, applicant may want to consider striping an ADA space and hatch area near the proposed building.

6) Soil erosion measures to be depicted and labeled on the plan, such inlet protection for down-gradient catch basins and silt fence as appropriate.

7) Limit of disturbance to be shown on plan.

8) Applicant to confirm there are no proposed utility services for the proposed building.

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

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

403-21E

MEMO

TO: Planning & Zoning Commission

FROM: Department of Engineering AMK

RE: **PZC Application #403-21**
180 Cheshire Road/ Special Permit Application

DATE: April 28, 2021

Dear Commissioners:

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

- Site Plan, Milone & MacBroom, dated April 21, 2021

We offer the following comments based on the submitted materials:

1) The FFE of the proposed building appears to be 0.5-feet above surrounding grade. Is a step or ramp proposed? If so, show on plan.

2) Proposed door locations to be shown on plan.

3) We recommend proposed striping where parking spaces are being eliminated to better define the drive aisle for motorists. Cross-hatching void spaces (between parking spaces and the drive aisle striping) is also recommended to discourage parking.

4) Is the ground cover surrounding the building grass? Will concrete sidewalk be needed?

5) Where is the closest accessible parking space? Plan shall include an accessible route complying to slope maximums. If the accessible parking space is far away, applicant may want to consider striping an ADA space and hatch area near the proposed building.

6) Soil erosion measures to be depicted and labeled on the plan, such inlet protection for down-gradient catch basins and silt fence as appropriate.

7) Limit of disturbance to be shown on plan.

8) Applicant to confirm there are no proposed utility services for the proposed building.

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

403-21 F

LAW OFFICE OF
GREGORY W. PIECUCH, LLC

THE HARTFORD TRUST BUILDING
750 MAIN STREET, SUITE 600
HARTFORD, CT 06103

TEL.: 860.256.3991
FAX.: 860.256.3992

GREGORY W. PIECUCH, ESQ.
greg@gwp-law.com

May 5, 2021

Tom Talbot, Planner
Town of Wallingford
45 South Main Street
Wallingford, CT 06492

RE: Site Plan Application # 403.21, 180 Cheshire Road

Dear Mr. Talbot:

I represent Cigarro Mobile, LLC regarding the above-referenced Application. Since the original filing, we have submitted a Site Plan dated April 21, 2021, as well as elevations and floor plans prepared by The Barn Yard. I am now submitting herewith an PDF of a revised Site Plan dated May 5, 2021 (the "Revised Site Plan"), hard copies of which are being delivered to town hall. Please accept the following response to staff comments.

Engineering Comments Dated April 28, 2021

1. The structure is prefabricated and will be delivered to the site in its completed state. As a result, the final as-built variance between the floor of the structure and the surrounding grade remains undetermined. Thus, the precise manner in which any difference in grade will be handled is somewhat subject to change based upon the installation. Cigarro Mobile would respectfully suggest that the Commission add as a condition of approval that a ramp or step, as may be needed, be approved by Town Engineer after installation.

2. Proposed door locations are on the floor plans that were submitted and are also now shown on the Revised Site Plan.

3. Revisions to the parking and drive aisles are now shown on the Revised Site Plan.

4. The ground cover surrounding the building will be grass.

5. Cigarro Mobile has considered striping an additional space ADA, adjacent to the structure. After consultation, this has not been incorporated into the Revised Site Plan.

6. Erosion control measures are now shown on the Revised Site Plan.

7. Limits of disturbance are now shown on the Revised Site Plan.

8. The only utility service proposed to the building is electric. There will not be any plumbing. Cigarro Mobile would respectfully suggest that the Commission add as a condition of approval that construction detail regarding possible electrical service be reviewed and approved by Town Engineer prior to installation.

Planner's Comments Dated April 26, 2021

1. Cigarro Mobile will be providing an amenity for The Farms Country Club and its members and permitted guests. Cigarro Mobile will be an exclusive licensee to provide cigars for sale at The Farms. The proposed new structure will be a "lounge" at which the members and their permitted guests may purchase cigars. There will be limited seating within the lounge. It is also anticipated that golfers will purchase cigars for smoking during their round of golf. This facility will ***not*** be open to the public, will be accessory to The Farms Country Club, and should be considered an associated clubhouse facility.

2. The only utility service proposed to the building is electric. There will not be any plumbing. Cigarro Mobile would respectfully suggest that the Commission add as a condition of approval that construction detail regarding possible electrical service be reviewed and approved by Town Engineer

3. Elevations and floor plans for the new structure prepared by The Barn Yard were submitted on April 28, and we believe address this comment.

4. Updated zoning table is shown on the Revised Site Plan.

5. We believe this comment is moot because the location of the structure was moved from the original submission.

6. A 5' area for landscaping is now shown on the Revised Site Plan.

7. No formal outdoor component such as decking or other hardscape is proposed at this time. At most, there perhaps may be a picnic table located outside on the grass.

8. There will be no entertainment inside or outside.

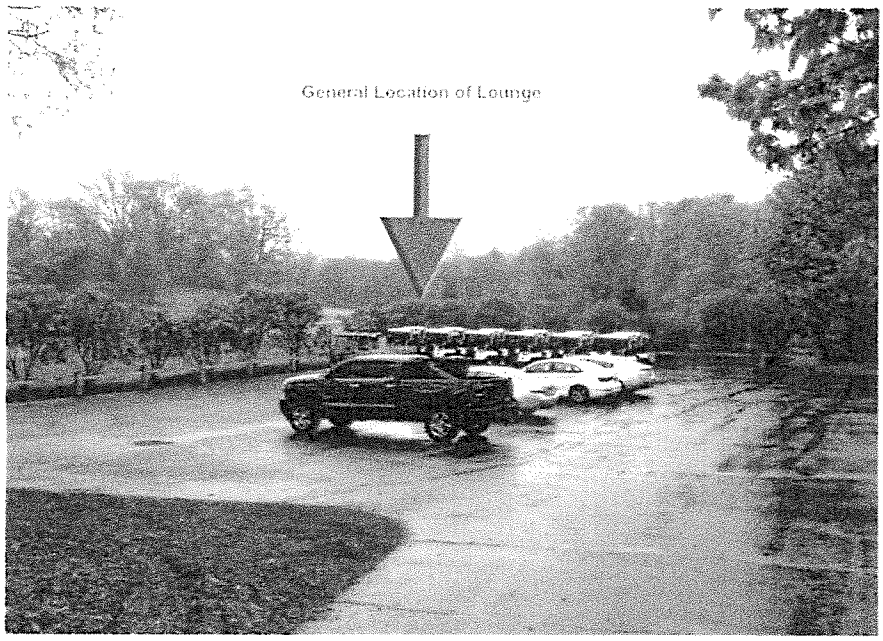
9. Cigarro Mobile will not be selling or serving alcohol of any kind at or from the lounge.

10. There is existing vegetation along Cheshire Road which acts as a screening. Because the parking lot extends south to the property line, no additional screening is proposed.

11. No new outside lighting is proposed at this time.

Fire Marshal Comments dated April 27, 2021

The location of the structure as now proposed should provide sufficient access and clearance for apparatus. See photo below.



Cigarro Mobile thanks town staff and the Commission for its consideration. Please let us know if you have any further questions concerning this application.

Sincerely Yours,

Gregory W. Piecuch

Cc: Cigarro Mobile, LLC

From: Dennis Ceneviva Dennis@cenevivalaw.com
Subject: Fwd: 4A RESEARCH PARKWAY P & Z APPLICATION
Date: May 6, 2021 at 10:14 AM
To: Kacie Hand Kacie.costello@wallingfordct.gov

210-21 FG

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

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

BEST PRACTICES CERTIFIED by CATIC

Begin forwarded message:

From: Dennis Ceneviva <dennis@cenevivalaw.com>
Subject: 4A RESEARCH PARKWAY P & Z APPLICATION
Date: May 6, 2021 at 10:13:33 AM EDT
To: kacie.hand@wallingfordct.gov
Cc: Michael Ott <ottm@SUMMERHILLCIVILENGINEERS.COM>, rosalind page <rcpwls@att.net>

Tom-

The IWWC continued my client's application last night until its June, 2021 meeting. Thus, I ask that the P & Z hearing on this application be CONTINUED until the June 14, 2021 meeting.

Thank you.

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

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

BEST PRACTICES CERTIFIED by CATIC

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OFFICE OF THE MAYOR

TOWN OF WALLINGFORD
CONNECTICUT

WILLIAM W. DICKINSON, JR.
MAYOR

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

May 5, 2021

Mr. James Seichter
Planning & Zoning Commission
Wallingford, CT 06492

RECEIVED
MAY - 6 2021
WALLINGFORD
PLANNING & ZONING

RE: 1-5 Zoning Regulations

Dear Jim:

Our Engineering Department is drafting language with the assistance of the Town Planner. Upon a draft being made available, the Town departments including the Water/Sewer Division, Law Department and Economic Development will review the work product. If necessary, we may consider hiring a consultant to advise us regarding an actual draft of regulations rather than task a consultant with providing us with an original work product.

If you have any questions, please contact me.

Sincerely,

W Dickinson

William W. Dickinson, Jr.
Mayor

jms

cc: Kevin Pagini, Town Planner