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February 14, 2022

Jeff Doolittle, P.E.
Town Engineer
1540 Sullivan Avenue
South Windsor, CT

Re: App 22-01P – 25 Talbot Lane SP

Dear Mr. Doolittle:

This letter is written to address your review comments dated February 7, 2021 (sic). The accompanying plan set incorporates our responses to these comments. For ease of your review, your initial comment is in *italics*, followed by our response in **bold**.

I have reviewed the above Site Plan received in July and have the following comments

1. *Show an easement to the Town along Governors Highway near the east entrance for Road improvements/traffic calming measures including a possible round-about.*
   The applicant is willing to cooperate with the Town and provide necessary easements for road improvements as long as the proposed improvements do not impact the operations or size of the development.
2. *The Town Public Works Department plans to keep the concrete Jersey barriers that are along Governors Highway in front of this parcel. These need to be moved by a site contractor to the Town Garage at 157 Burgess road upon coordination with Public Works staff.*
   The note on the plans has been revised requiring the contractor to move the Jersey barriers to the South Windsor Department of Public Works. See Sheet C-SP1.
3. *The EV installed and ready spaces need to be for Level 2 charging per the PZC regulations. Make sure there is room for these chargers and they do not block the sidewalk or parking spaces.*
   One callout on sheet C-SP1 was revised to specify Level Two charging stations. The remaining callouts already specified Level Two charging stations. A detail was added to sheet C-D4 showing the layout of charging stations to ensure parking spaces are not impacted and there is proper width maintained on the adjacent sidewalk.
4. *Label the main entrance to the building.*
   The main building entrance has been labeled on sheets C-OS1, C-SP1, and C-SP2.
5. *Why are there so many painted crosswalks in aisles of the eastern parking lots?*
   The number of painted crosswalks was reduced while still maintaining four to ensure the safer and orderly flow of pedestrian traffic through the parking lots. The size of nearby landscape islands was increased as a result to reduce the amount of impervious surfaces in the area. See sheets C-SP1, C-SP2, and C-SP3.
6. *Where will dumpsters for trash and recycling be located?*
   A dumpster location was previously shown in one of the loading dock spaces near the north end of the building. A fence has been added around the dumpster for screening purposes. See sheet C-SP1.
7. *The plans now show a large truck queuing area west of the building with 2 gates. Where will trucks enter the warehouse and distribution center?*

Along the main truck entrance, a sign directing all tractor-trailer traffic to the queuing area was previously shown on the plans. From there all tractor-trailers are expected to access the loading area from the northern gate.

8. *Why are the truck parking spaces and aisles different dimensions by the building and in the truck queuing area? (ie aisles of 110 feet and 70 feet).*

   The trailer spaces closer to the building are sized to accommodate the length of a trailer only. The truck queuing spaces are sized to accommodate a tractor-trailer combination. The grass island in between these areas was increased in size so the overall width of the spaces and aisle are the same (130 feet, not including the loading dock spaces). See sheet C-SP1. The large grass island also mitigates the potential increase in impervious surface if the 'reserve parking' spaces are built in the future so the overall Impervious Coverage percentage remains unchanged.

9. *What will prevent trucks and cars from driving over the narrow 5 foot wide island between the queuing area and main truck parking spaces by the building?*

   The island has been increased to 60 feet wide and a row of evergreen trees has been added to provide separation and screening. See sheets C-SP1 and C-LS1.

10. *There needs to be more than one sign where the emergency driveways go around the north and south side of the building by the eastern car parking lots to keep vehicles from using these driveways. Another sign, gate, painted stop bar, speed hump or something else is needed.*

    Gates have been added to the eastern end of the emergency access drives that are north and south of the building. See sheets C-SP1 and C-SP3.

11. *Show the proposed FF Elevation of the building.*

    The proposed finish floor elevation of the building is 82.00 and has been added to the plans. See sheets C-GD1, C-GD2, and C-GD3.

12. *I think there needs to be plantings or landscaping by the proposed timber noise barrier wall to provide more texture to help absorb noise here.*

    A row of ten arborvitae has been added between the wall and the loading docks. See sheet C-LS3.

13. *Label/show flat grading about 15 feet wide from the existing edge of pavement along the Governors Highway frontage of these properties for future sidewalks.*

    The grading has been revised to provide a shelf 15 feet wide from the existing edge of pavement along Governors Highway and yard drains relocated outside of the shelf. See Sheets C-GD1, C-GD2, C-DR1, and C-DR2.

14. *Label the bottom elevations of the flat area in the detention basin. What is the estimated GW elevation and is a large pool of standing water expected to be present in the basin?*

    Additional contour labels have been added in the detention basin. See Sheet C-GD3. The groundwater will be locally regulated by the detention basin outlet at elevation 69.38. Standing water is expected to be present in the basin.

15. *Will there be a generator for this building and where will it be located.*

    There is no generator proposed.

16. *How will the electrical/utility meters, transformer, exterior panels be screened from view from the Street?*

    The electrical/utility meters, transformer, exterior panels will be located behind the landscape berm along Governor's Highway and will not be visible from the street.

17. *The traffic report includes vehicle turning movement counts at the intersections of Governors Highway and Route 5, Talbot Lane and Route 30. How many heavy trucks are using Governors Highway both west and east of Talbot Lane?*

    Per the Traffic Engineer, Langan, traffic counts show seven (7) trucks during the morning peak hour and three (3) trucks in the afternoon peak hour east of Talbot. Traffic counts show six (6) trucks during the morning peak hour and zero (0) trucks in the afternoon peak hour west of Talbot.

18. *The Traffic report capacity analysis shows a significant increase in the westbound queues on Governors Highway at Route 5 and corresponding decrease in the LOS for this movement and*

essentially no change in the queues or LOS at the intersections of Governors Highway and Talbot Lane and Governors Highway and Rte 30. The trip distribution figure shows 25% of cars moving east from this site and 63% of cars moving west. It also shows trucks that make up 12% of trips all moving west on Governors Highway. If all the parking spaces shown were filled, cars would be 78% and trucks 21% of all vehicles on site. Table 1 of the report shows a total of 243 passenger vehicle trips and 32 truck trips in the AM peak hour to and from this site. These numbers and results do not seem to be consistent and need to be explained further.

Per the Traffic Engineer, Langan , as shown on the traffic study, the expected queues at the westbound approach at the intersection of Route 5 and Governor's Highway are the results of the traffic volumes of the entire intersection and the increase in the westbound volumes impact the overall intersection. To be clear, the background volumes used were adjusted to reflect the DOT request to use the volumes from their Carla's Pasta approval. These were used even though they were higher than the actual volumes counted and recognizing Carla's Pasta is open and operating. The traffic impact report indicates that this intersection signal can be optimized with signal timing, which would be at the discretion of the CTDOT because the signal is maintained and owned by them. The signal has the ability to accomplish this slight timing adjustments. Although associated, there is not a direct correlation between parking count and peak hour trips generation. The peak hour trips are based on the industry standard ITE Trip Generation Manual for this land use. ITE provides an anticipate trip generation based on actual studies of similar land uses. In this case there is anticipated that 122 cars will enter the site and 121 cars will leave the site during the morning peak hour and 157 cars will enter the site and 74 cars will exit the site. This reflects the nature of multiple shifts and a 24 hour operation. Using these volumes and if you do provide for a direct correlation between trips and parking, and the entire shift change occur during the peak hour, there would be 279 cars on site at one time. Even accounting for additional cars not associated with the peak hour shift change, there is adequate car parking provided on the site.

19. *Some means other than signs are needed to insure trucks coming to and going from this site only travel to the left of west on Governors Highway.*

    In addition to signage, modifications could be made to the geometry of the intersection. None are proposed at this time.

20. *The Town proposes to conduct a traffic calming study of Governors Highway east of Talbot Lane to address residences concerns about truck traffic on Governors Highway and requests the developer's assistance and cooperation with this study.*

    The applicant is willing to cooperate with a traffic calming study.

21. *Provide the average daily and peak sanitary sewer flows expected from this building.*

    The average expected sanitary flow for the proposed total building area based on Section 4.B, Table 4 of the Connecticut Public Health Code is 35,964 GPD utilizing a rate of 0.1 GPD/ SF of gross floor area for the industrial building category and the 359,640 SF proposed building. The peak sanitary sewer flow is expected to be 50 GPM utilizing a peaking factor of 2.0.

22. *WPCA review and approval is need for this project.*

    Noted. The applicant will submit to the WPCA upon receiving approval from PZC.

Please contact us with any questions.

Sincerely,

Daniel H. Jameson, PE
Project Manager