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February 4, 2022

Bart Pacekonis
Chairman
Planning & Zoning Commission
Town of South Windsor
1540 Sullivan Avenue,
S. Windsor, CT 06074

RE: Zoning Regulation Compliance Section 4.1.5 and 6.1.5
25 Talbot Lane
South Windsor, Connecticut

Dear Mr. Pacekonis:

Langan has been requested to address the 25 Talbot Lane application relative to town of South Windsor Zoning Regulations Section 4.1.5 and 6.1.5.

Section 4.1.5 Traffic Requirements and Section 6.1.5 Traffic and Circulation Considerations

A Traffic Impact Study was prepared by Langan, by a professional engineer with over 38 years of traffic engineering experience, to assess the impact of the proposed development of 25 Talbot Lane. The study analyzed the anticipated traffic associated with the proposed warehouse/distribution center in accordance with recognized professional standards and concluded that the existing roadway infrastructure is adequate to support the nominal increase in traffic volume generate by the proposed warehouse/distribution center. A copy of the Traffic Impact Study dated January 2022 is attached for your reference.

This supplemental letter considers compliance of the site plan for the proposed warehouse/distribution center with the specific requirements of Section 4.1.5 and 6.1.5 of the South Windsor Zoning Regulations, which apply to the Planning and Zoning Commission consideration of the site plan application.

In my professional opinion, the site plan minimizes conflicts between vehicles and between pedestrians and vehicles and provides adequate provisions for queueing, thus preventing impacts on public streets. This is accomplished in several ways:

- To begin, this is accomplished by providing a complete separation of trucks and passenger vehicles. There will be separate driveway access into and out of the site for trucks and passenger vehicles; therefore there is no interaction or conflict between trucks and

passenger vehicles. The truck court and docks located on the west side of the building are accessed from a driveway on Talbot Lane and the passenger car parking lot is accessed from a driveway on Governors Highway. Emergency vehicle access drive-aisles connect the two sides of the building, providing access around the building. These drive aisles are gated to restrict everyday usage.

- The two site driveways provide adequate stacking distance and safely accommodate exiting vehicles. The design minimizes potential conflicts and does not interfere with internal traffic flow and circulation. The Traffic Impact Study includes detailed analyses of these intersections indicating they will operate efficiently and safely. The Traffic Impact Study provides analysis that the storage is sufficient to accommodate the queueing of vehicles entering and exiting the site.

- Special provisions have been designed into the site layout to accommodate truck operations on the site to provide appropriate circulation and adequate provisions to prevent trucks queueing on public streets. In addition to the queueing provided by the site driveway the site is designed to provide a staging area with thirty tractor trailer parking spaces which are available prior to accessing the truck court, should trucks be delayed for any reason upon entering the site. In my professional opinion this design addresses any reasonable concern with respect to the potential for trucks queueing on the adjacent public streets. Within this staging area there is also 440 feet of stacking length to accommodate five more trucks entering the facility. These provisions satisfy the requirements in Section 4.1.5 and 6.1.5 of the Zoning Regulations that "on-site queuing provisions be adequate to prevent site generated traffic from queuing on public streets".

- The Traffic Impact Study discusses the location of the site driveways and concludes that they provide intersection sight distances that exceed the required sight distance, for both cars and trucks, of both the town of South Windsor and the Connecticut Department of Transportation. The requirements of Section 4.1.5 and 6.1.5 that "sight lines for the existing traffic from the site dive must be satisfactory for the prevailing speed of approaching traffic" are satisfied.

- The site has been designed to separate passenger vehicles and trucks, therefore, no pedestrians associated with passenger vehicles will interact or have conflicts with the trucking activity on the site. The passenger vehicle parking lot is designed to provide, and will provide orderly vehicular and pedestrian flow and movement to thus minimizing vehicular and pedestrian conflicts. This is provided by clearly delineated and organized parking aisles and drive aisles, designed to industry standards. The passenger car parking lot incorporates multiple sidewalks and crosswalks to minimize interaction and conflicts between pedestrians and vehicles. These crosswalks and sidewalks are designed to provide paths so pedestrians do not have to walk between cars to access the sidewalk that parallels the entire length of the parking lot. The design of the parking lot provides safe paths for pedestrians and minimizes conflict as much practical. In the truck court pavement markings provide delineation of the pedestrian access and egress to the building's man-doors. This design provides separation of this pedestrian activity for the truck court/loading dock activities. The site plan meets the requirements of Section 4.1.5 and 6.1.5 that "the design provides for safe and orderly vehicular and pedestrian flow and movement of traffic and minimizes vehicular and pedestrian conflicts".

- The site layout has been designed to provide the desired industry truck circulation patterns. The truck circulation pattern allows truck to back into the loading dock on the driver's side of the vehicle. Adequate truck queuing and parking spaces are provided so that trucks arriving at the facility will not interfere with trucks loading and unloading at the loading docks. Warehouse operations are physically separated from office functions at the site, eliminating any potential for vehicular or pedestrian conflict. The site plan complies with the requirements of Section 4.1.5 and 6.1.5 that "delivery areas . . . be located so that normal business operations are not impeded or compromised."

Conclusion

1. Site generated traffic is able to enter and exit without disruption of the external traffic flow on public roadways.

2. On-site queueing provisions are adequate to prevent site-generated traffic from queueing onto public streets.

3. Sight lines for exiting traffic from the site drives are satisfactory for the prevailing speed of approaching traffic and will allow trucks and passenger vehicles to safely enter and exit the site.

4. The site design provides for safes and orderly vehicular and pedestrian flow and movement of traffic and minimizes vehicular and pedestrian conflicts.

5. Delivery areas are located so that normal business operations are not impeded or compromised.

Sincerely,

Langan CT, Inc.

John D. Plante, P.E.,
Managing Principal