



CIVIL & TRAFFIC ENGINEERS / LAND SURVEYORS / PLANNERS / LANDSCAPE ARCHITECTS
Serving Connecticut, Massachusetts, & Rhode Island

P.O. BOX 1167
21 JEFFREY DRIVE
SOUTH WINDSOR, CT 06074
PHONE: 860.291.8755
FAX: 860.291.8757
www.designprofessionalsinc.com

**25 Talbot Lane Warehouse & Distribution Center
Zoning Compliance Narrative
Planning & Zoning Commission Site Plan Application**

5 & 25 Talbot Lane and 475 & 551 Governor's Highway
South Windsor, Connecticut
Application 22-01P
DPI Project No. 1976.U
March 8, 2022

The undersigned offer the following narrative to demonstrate compliance of the above-referenced site plan of development with the Town of South Windsor Zoning Regulations, Originally Effective March 7, 1938 and Revised Through December 6, 2021:

Section 2.8 – Corner Visibility

There are no fences, berms, structures, existing vegetation, or proposed plantings more than 3 feet in height within the triangle formed by the intersecting pavement lines of Talbot Lane and Governor's Highway and the straight line adjoining said pavement lines at points which are 50 feet distant from the point of intersection. The point of intersection is drawn tangent to the existing curb radius for both streets.

Section 2.11 Commercial and Industrial Storage and Display

There is no outdoor storage or display proposed.

Section 2.16 Location and Screening of Ancillary Structures

Proposed trash storage units, dumpsters, air-conditioning units, and similar devices observe required yard setbacks and no rooftop units are proposed on the building.

Section 2.18 Performance Standards – All Zones

All discharges of wastes, chemicals, and other substances are required to be in compliance with Federal, State, and local laws and regulations.

Section 2.21 Waiver Criteria

No waivers are being requested.

Section 2.22 Fencing on Commercial/Industrial Sites

Gates are proposed throughout the tractor-trailer entrance and tractor-trailer court and at each end of the emergency access drives for the control of traffic flow and is in accordance with requirements for materials, height, setbacks and screen requirements. No other fencing nor any barbed wire is proposed.

Table 4.1.1A Permitted Commercial and Industrial Uses

Warehouses and Distribution Centers are permitted uses in the Industrial Zone.

Section 4.1.5 Traffic Requirements

Please see letters dated February 4, 2022 from Langan and February 8, 2022 from F.A. Hesketh & Associates, Inc.

Table 4.1.6A Commercial and Industrial Area, Density and Dimensional Requirements

The site plan of development conforms with all area, density and dimensional requirements of the Zoning Regulations.

Section 4.5.3 Accessory Uses

No accessory uses are proposed.

Section 4.5.4 Storage of Materials

No outdoor storage of materials is proposed.

Section 4.5.5 Accessory Uses

No rail spurs are proposed.

Section 6.1.2 B Applicable Regulations – Commercial and Industrial Development

The on-site improvements have been designed in accordance with acceptable engineering standards. The drainage facilities have been designed in accordance with the Town of South Windsor Public Improvement Specifications and are consistent with similar developments reviewed and approved by the Town of South Windsor. The drainage facilities have also been designed following the guidelines of the 2004 Connecticut Stormwater Quality Manual as published by the Connecticut Department of Energy and Environmental Protection.

Section 6.1.3 Off-Site Improvements

No physical off-site improvements are proposed. The traffic engineer has identified potential traffic signal timing changes that ConnDOT could adopt to improve the level of service at the intersection of Route 5 and the Governor's Highway, if they so desire.

Section 6.1.4 Natural Landscape Features

The plans preserve existing trees not required to be removed by the building construction or public improvements within the 50 feet adjacent to the eastern and southern property lines. A proposed permanent Conservation / Buffer Easement will encompass this area as well as the landscaped berm to offer further protection of these natural features.

Section 6.1.5 Traffic and Circulation Considerations

Please see letters dated February 4, 2022 from Langan and February 8, 2022 from F.A. Hesketh & Associates, Inc.

Section 6.2.1 General Landscape Standards

A landscape plan has been provided showing all areas not covered by impervious surfaces will be covered by lawns, nursery-grown trees and shrubs, and natural vegetative seed mixes, with the exception of the existing trees to remain and the surface water quality basin. Plants considered invasive by the Connecticut DEEP have not been specified. The site landscaping has been designed in accordance with Section 8.7 of the Regulations and has been designed to maximize site compatibility with the surrounding neighborhood with the inclusion of the double row of evergreen trees placed on an earthen berm. The stormwater detention basin will not be visible

from any streets. Existing trees of 18 inch caliper and larger were survey-located and are shown on the site plans. The existing trees within 50 feet of the eastern and southern property lines will be preserved. All trees to remain undisturbed have been shown on the site plans and will be identified in the field prior to the commencement of site work.

Section 6.2.4.B. Buffers – Standards and Design

The proposed buffer including 50 feet of existing mature vegetation to remain and 40 to 45 feet of additional planted berm has been designed by a licensed landscape architect in the State of Connecticut along the entire length of property lines that abut a residential zone. The six-foot high earthen berm planted with a staggered, double row of evergreen trees will visually obscure the activity on site within five years so that the activity is not immediately apparent to the abutting lots. The growth of these trees, in addition to the continued establishment of the existing mature vegetation, will also substantially obscure the field of view onto the subject site at maturity of the planting. The applicant is providing the required buffer on their side of the zone line in addition to lengths of planted earthen berm along the street frontage to enhance the screening of the site activity. A proposed permanent Conservation / Buffer Easement will encompass this area as well as the landscaped berm to offer further protection of these screening elements. All required yards are observed in addition to the 50 feet of required buffer.

Section 6.2.4.C. Buffer Widths

A buffer width of 50 feet is provided on the site development plans for the Industrial zone. On the enclosed Erosion & Sedimentation Control Plans, the construction and establishment of the planted earthen berm will occur in Phase Two of Construction, only to be preceded by the construction and establishment of the site's stormwater management basin. The existing mature vegetation will be preserved and protected at all times throughout the length of construction and within the permanent Conservation / Buffer Easement.

Section 6.2.4.F. Alternative Buffer

The landscape plan shows an alternative buffer that includes evergreen tree plantings and an earthen berm as previously described that meets the performance standards of buffers as outlined above.

Section 6.3.2 Illumination Standards

All exterior lights have been designed as to prevent direct or objectionable glare or light trespass, are shielded to the extent possible, and are contained in the target areas. The lights are positioned or contain house-side shields so that no direct light source shall be visible at the property line. Poles are spaced to employ soft, transitional light levels that are consistent from area to area and to minimize contrast between lit areas and dark surroundings.

Section 6.3.3 Light Pole and Fixture Standards

Maximum height of luminaires, both pole-mounted and building-mounted, are a maximum of 25 feet above grade and are a minimum of 14 feet from property boundaries at the closest point. Lighting does not shed more than .25 foot-candle over any property line as indicated by the photometric calculations shown on the lighting plans. A variety of full cutoff type fixtures, fully shielded/recessed fixtures, and top downward fixtures are proposed to accomplish effective, safe, and compliant light levels. No floodlights are proposed.

Section 6.3.5 Prohibited Lighting

No laser-source lights, high-intensity lights, search lights, flashing, or blinking lights are proposed.

Section 6.3.6 Hours of Operation

All site lighting will be reduced through the use of dimmers, timers, and motion detectors after the close of business.

Section 6.4.1 Parking and Access - Purpose

The site design, parking layout and configuration, traffic circulation within the site, the number and location of access points, and the traffic circulation on adjacent roadways has been designed to ensure public safety and welfare is promoted. Separate entrances are shown for tractor-trailer and automobile traffic. Additional signage is proposed to direct tractor-trailer traffic away from the residential area east of the site.

Section 6.4.3 Minimum Number of Parking Spaces

A breakdown of the required parking spaces has been provided on sheet C-OS1 for the office and warehouse portions of the building. A total of 410 parking spaces are required for this application. A total of 466 spaces are provided, including 318 automobile parking spaces, 56 trailer spaces, and 92 'reserve parking' spaces.

Section 6.4.4.C Reserve Parking

92 'reserve parking' spaces are proposed as the minimum number of parking spaces required is excessive and unnecessary given the number of employees that will be present during the largest shift. The 'reserve spaces' shown on the site plan have been included in the impervious coverage calculation.

Section 6.4.4.G. Off-Street Parking – General Provisions – Handicapped Parking

A total of 8 accessible parking spaces are provided based on the requirements of the Connecticut General Statutes for 318 parking spaces. These spaces are located near the main pedestrian entrance along the northeast corner of the building.

Section 6.4.4.H. Off-Street Parking – General Provisions – Emergency Access Ways

The site circulation provides for circulation of emergency vehicles around the entire perimeter of the building and will be subject to review by the South Windsor Fire Marshal.

Section 6.4.4.I. Off-Street Parking – General Provisions – Perimeter Circulation Road

Two separate parking lots in the amount of 144 parking spaces and 174 parking spaces respectively are provided on site, and therefore, no perimeter access road is required.

Section 6.4.5 Design of Parking Areas

No passenger or truck parking areas are proposed in required yards and the minimum required driveway width of 24 feet is maintained on site. Some driveways exceed the minimum requirement at 30 feet wide. No individual parking spaces are directly accessed from the two main driveways on site (one connecting to Governor's Highway and one connecting to Talbot Lane). Due to the low-turnover nature of this parking lot, single striping on the proposed parking spaces is permitted and provided on site.

Section 6.4.6 Parking Lot Landscaping

Perimeter landscaping is provided around all parking areas in excess of 1 tree or 2 shrubs for every 3 perimeter parking spaces in between the parking lots and the closest property lines. Terminal peninsulas and mid-bay islands all have a minimum dimension of 8 feet and contain at least 1 tree.

Landscaping is also required at a minimum of 10% of the interior parking area with a minimum of 1 tree for each 10 parking spaces. A total of 10.7% of the interior parking area is landscaping with 34 trees for the 318 parking spaces. The provided Landscape Planting Schedule states that proposed deciduous trees are a minimum of 2" caliper. Potential snow storage areas are shown throughout the site on the Landscape Plans.

Section 6.4.8 Off-Street Loading:

The number of loading docks is provided to accommodate anticipated loading requirements of building users, in accordance with industry practice. The loading docks are designed as an integral part of the building and do not adversely impact the site and building aesthetics. The loading docks do not face the abutting residential uses through placement of said docks on the western face of the building and are screened from public highways. Sufficient on-site vehicular maneuvering is provided in such a way that there are no necessary or allowed maneuvering movements within the public highway or that would compromise the efficiency nor safety of parking areas.

Section 6.4.10 Minimum Number of EVSE Parking Spaces

Of the 318 provided parking spaces, 10% are required to be Level 2 EV Ready parking spaces. 34 parking spaces, or 10.7%, are highlighted as EV Ready on the plans. 3% of the total parking spaces shall be fully installed Level 2 Charging Stations. 10 spaces, or 3.1%, are designated to be fully installed at the time of construction, 2 of which are handicap restricted van accessible spaces.

Section 6.5.8 Signs in Commercial/Office/Industrial Zones

The proposed location for 2 building-mounted signs are provided along Talbot Lane and Governor's Highway at 148 SF each (total 296 SF). Per the maximum size requirement of 2 sq. ft. per linear foot of building frontage along both roads (1,254 LF total), the proposed signs are compliant with the regulations by not exceeding the total maximum size of 2,508 SF. There is also 1 free-standing sign at the site driveway on Governor's Highway that will not exceed 24 SF and 5' high or 12 SF and 10' high upon final design submittal to the Town along with the application for a Sign Permit.

Section 6.6 Utilities

All available public utility connections are made with underground services per local and state requirements, including potable water, fire protection with hydrants, sewers, drainage, electric, and gas. The proposed storm drainage system design is consistent with the Town Public Improvement Specifications, 2004 Connecticut Stormwater Quality Manual, and consistent with standard engineering practices.

Section 6.6 Solid Waste Disposal

A proposed dumpster is located on the concrete loading dock apron that is appropriately screened and conforms to all setback requirements.

Section 6.6.4 Spare Conduits

No spare conduits are proposed.

Section 6.6.5 Storm Drainage

The design of the storm water management system is consistent with the Town of South Windsor Public Improvement Specifications manual, in accordance with the 2004 Connecticut Stormwater Quality Manual guidelines, is consistent with good engineering practices and similar recently approved applications within South Windsor, is sealed by a licensed professional engineer, and is

based on environmentally sound site planning and engineering techniques. The Stormwater Management Report submitted with the application demonstrates a zero net increase of stormwater discharge peak rates to the Town's storm drainage system for the 2, 10, 25, 50, and 100 year storms. The vast majority of the site's storm water post-development will discharge to the west of the site where the water will travel through two off-site detention basins, in addition to the on-site treatment and attenuation, to further ensure there will not be an increase in deleterious downstream effects nor any impacts to receiving water bodies as a result of the proposed development. Existing flooding issues in Newberry Brook near Main Street will not be exacerbated with the development of this project, as confirmed by the Town Engineer's review of a previous application for this site with identical drainage characteristics. Stormwater flows requiring treatment will pass through a treatment train consisting of multiple primary and secondary water quality treatment practices in accordance with the 2004 Connecticut Stormwater Quality Manual. The water quality basin and forebay and the underground water quality treatments were sized to treat the flow/volume for a rain event 3.1 times larger than is recommended in the 2004 Connecticut Stormwater Quality Manual. Infiltration units are included in the storm water management system design, but due to the high water table on the site no credit for infiltration was taken in the sizing of the system. However, the system will allow for infiltration at times when the water table may be lower. Catch basins receiving storm runoff generated from parking and road pavements have sumps and trap hoods to initially treat runoff which is then further treated in extended detention basins and isolator units to remove more sediment, oil, grease, and other pollutants. An extended wet-bottom detention basin is included in the design to meter site-generated storm runoff prior to the discharge to off-site drainage systems and accommodates the four consolidated parcels that comprise this development. Existing storm drainage and maintenance easements in favor of the subject site are in place across the adjoining property to the west. The stormwater detention basin will not be visible from any streets.

Section 6.6.6 Water Supply

The site is within 200 feet of an existing public water supply and will connect to said system.

Section 6.7.2 Pedestrian Design Standards

Pedestrian crossings are demarcated with appropriate pavement markings to provide safe crossings for pedestrians through vehicular areas leading to sidewalks that provide separation from motor vehicle traffic. All pedestrian ways are a minimum of four feet wide with an extra two feet of width when adjacent to parking spaces. Flush sidewalks are provided where necessary to facilitate wheelchair access to the building. The proposed site lighting provides adequate light levels in the designated pedestrian walkways and parking areas. A sidewalk connecting the main building entrance to Governor's Highway has been provided, which could connect to a public sidewalk along Governor's Highway if it is constructed by the Town in the future.

Section 8.2 Zone Change, Special Exception, and Site Plan Standards and Procedures – General Application Standards and Procedures

The application is being made by property owner of record and Proof of Ownership was provided with the application. Appropriate application pending signs were posted on January 27, 2022, which was more than 10 days before the scheduled meeting. Signs were placed along Governor's Highway and Talbot Lane as required in a letter from the Town of South Windsor on January 26, 2022. Three copies of the completed application form signed by the applicant and owner have been provided along with the proper site plan fee and additional application requirements.

Section 8.5 Site Plan Standards and Procedures

Site plan approval is being requested as required for all uses in non-residential zones. The application includes a Key Map complying with Section 8.6.1 (see below) and a Site Development Plan complying with Section 8.6.2 (see below).

Section 8.6.1 Standards for Key Maps

Sheet C-T1 includes the required Key Map at a scale of 1"=200' showing the proposed site development and surrounding properties within 500'. A Zoning Data Table is included to identify the zone of the subject sites and size of property. The cover sheet includes the address of the sites, existing and proposed buildings, streets, and driveway cuts for the subject site and abutting properties. A table of Now/Formerly 500' Abutters is provided including street address, owner name, and parcel ID to help identify the location of the property on the Key Map and its corresponding zoning classification.

Section 8.6.2 Standards for Site Plans

The submitted Site Plan of Development has been prepared by professional land surveyors, civil engineers, landscape architects, and architects licensed to practice in the State of Connecticut. The following list is a summary of included Site Plan Contents as required in subsection 8.6.2.B that are not addressed in Section 8.6.1 above:

- The Titleblock on all sheets includes the owner and applicant entity and preparer.
- Appropriate drawing sheets are at a scale of 1"=40', with the exception of overall plans and surveys, and include a north arrow and corresponding professional seal and signature.
- A location map of the site and surrounding streets can be found on sheet C-T1 at a scale of 1"=1000'.
- Bearings and distances of the property boundary are provided on sheets V-1 and V-2 to A-2 standards.
- Existing and proposed contours at 1-foot intervals can be found on the Grading Plans.
- The proposed building footprint with dimensions, area, height, and distances to property lines can be found on sheet C-OS1 with the associated required, existing, and proposed Zoning Data Table of Area, Density, and Dimensional Requirements. This sheet, in addition to the 1"=40' Site Plans, include the location of existing and proposed sidewalks, curbs and curb cuts, and adjacent streets.
- Existing and proposed sanitary sewer facilities, water supply, electric and gas provisions can be found on the Utility Plans.
- Existing and proposed stormwater drainage facilities from the roof area, parking lot and driveways can be found on the Drainage Plans and are further described in the Stormwater Management Report.
- Soil erosion and sedimentation control measures can be found on the Erosion and Sedimentation Control Plans.
- Existing easements are depicted on sheets V-1 & V-2 and a table of proposed easements is provided on sheet C-OS1.
- Existing trees larger than 18" have been located to Class D standards on sheet V-3 and are depicted on sheet C-OS1.
- Proposed plantings including a schedule of species and sizes be found on the Landscape Plans.
- The Landscape Plans include typical cross sections of the buffer plantings and existing trees to remain demonstrating conformance with Section 6.2.4.C.

- The Site Plan sheets also include the layout of all 318 off-street parking spaces, aisles, driveways, loading docks, pavement markings, directional signage, and ground-mounted sign. The building-mounted signage is represented on the Architectural Plans and Elevations.
- Proposed outdoor lighting locations, fixture specifications, and photometric calculations for pole-mounted and building-mounted devices can be found on the Lighting Plans.
- “Emergency Vehicles Only”, “No Parking, Standing, Queuing”, and stop signs are provided as needed on the Site Plan sheets. In review of the previous site plan, no additional fire lanes or traffic control signs have been required by Police or Fire authorities.
- No outdoor storage areas are proposed.
- The location of the refuse container is shown on the site plan.
- The proposed connection to the public water supply system is shown on the utility plans.
- The development will be completely constructed within one phase of development, which will contain several phases of construction as outlined in the Erosion & Sedimentation Control Plans.
- A table showing the required and proposed dimensional requirements is shown on sheet C-OS1.
- Preliminary Architectural Plans and Elevations are provided at the end of the site plan set depicting the following:
 - Area and location of proposed office and warehouse uses;
 - Ingress and egress door locations;
 - Building height;
 - Materials and color finishes of the building exterior.
- The development of this site will not require direct access to State highways and/or State-owned storm drainage systems.

Section 8.7 Architectural and Design Review

The Architectural Design Review Committee gave a favorable review to a previous site plan application for this site with an identical building and substantially similar site layout, landscaping, and site lighting.

In summary, it is our professional opinion that the above-referenced site plan of development complies with all applicable requirements of the Town of South Windsor Zoning Regulations, Originally Effective March 7, 1938 and Revised Through December 6, 2021.

Respectfully submitted,
DESIGN PROFESSIONALS, INC.



Peter R. DeMallie
President



Daniel H. Jameson, P.E.
Civil Engineer
Project Manager



Benjamin P. Wheeler, PLA
Landscape Architect
Director of Operations &
Landscape Architecture