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January 19, 2024

Michael Conklin
Director of Environmental Affairs
Town of Wilton
238 Danbury Road
Wilton, CT 06897
Sent via email: mike.conklin@wiltonct.org

**RE: Wilton Inland Wetlands and Watercourses Agency Review
Application for a Significant Regulated Activity
Application #2904(S) AMS Acquisitions, LLC
131 Danbury Road, Wilton, CT**

Dear Mr. Conklin:

Cardinal Engineering Associates, Inc. (CEA) has conducted a review of the following revised application documents pertaining to the proposed site improvements (Multi-Family Development) at 131 Danbury Road in the Town of Wilton. The revised documents were prepared following Cardinal's initial review letter that was prepared on December 14, 2023.

Reviewed application documents include:

- Response cover letter. Agent: Craig Flaherty, Redniss & Mead.
- Applicant Responses to Cardinal's Review Comments Dated January 9, 2024.
- SLR Wetland and Watercourse Delineation and Impact Assessment, dated October 23, 2023. Revised January 5, 2024
- Site Plans: Proposed Multi-Family Development, 131 Danbury Road, Wilton, Connecticut, October 23, 2023 IWC Submission, Prepared by SLR. Revised January 9, 2024.
- Drainage Report: Proposed Multifamily Development, 131 Danbury Road, Wilton, Connecticut, dated October 23, 2023, prepared by SLR. Revised January 9, 2024.
- Engineering Report: Floodplain Analysis, prepared by SLR, dated November 27, 2023.
- Preliminary Geotechnical Engineering Report, prepared by SLR, dated January 5, 2024.
REVIEW
- Zone Change Map, prepared by SLR, dated November 27, 2023, with the corresponding list of adjacent property owners.

Based on a review of the above application documents, we offer the following comments for your consideration. This report was prepared to provide comments during the Inland Wetlands and Watercourses Agency application process. Some of the comments may not be applicable to the Inland Wetlands Application, but may be applicable to consistency with the 2004 Connecticut Stormwater Quality Manual, CTDOT Drainage Manual, 2002 Connecticut Guidelines

for Erosion and Sediment Control, NPDES/MS4 standards, State Statutes, and current civil engineering design practices/standards.

Review comments noted as "Response Noted" unless additional comments were added do not require a response from the applicant or their consultant. Additional or new comments are in bold.

CRITICAL COMMENTS

Based on Cardinal's initial review and the review of the revised and additional information recently submitted, there are a number of critical issues that require attention by the applicant and their consultant.

1. The impact of flooding on the property and proposed development of the site has not been adequately addressed. A significant area of the property is not only subject to flooding under the 100-year storm event, but to flooding during smaller duration storms.
 - a. For instance, the entire parking area beneath the building is subject to flooding. The only entrance / exit to the parking is at the low end of the garage. During storm events, this area may be subject to 2 feet of water, making it virtually impossible for vehicles to exit the garage until the waters have subsided.
 - b. The FEMA limits of the 100-year flood and 500-year flood are improperly shown on the plans and should be modified to reflect the elevations as provided in the FEMA Flood Insurance Study and the consultant's HEC-RAS analysis.
2. The stormwater analysis of the Norwalk River and its impact on the site requires further revision. The HEC-RAS analysis requires additional cross sections.
3. The sizing of the stormwater treatment measures (hydrodynamic swirl chambers, etc.) should be designed for the total flow discharging into each measure. The storm drainage layout combines treated stormwater with untreated stormwater. Either the treated and "clean" stormwater should be kept separate from the untreated stormwater, or the size of the swirl chambers should be designed to treat the entire volume of runoff to that chamber.

Please see the comments below that provide more detailed comments and concerns.

Town of Wilton Inland Wetlands Commission Application

APP-1: A description of chemical and physical characteristics of the fill materials to be placed in the Regulated Area was not observed.

R. APP-1: Any fill material needed in the regulated areas will be clean, native topsoil and granular materials. Note #17 has been added to the Title sheet.

CC-APP-1: Response Noted.

Engineering Reports

Drainage Report – Proposed Multifamily Development (prepared by SLR International Corporation, dated 10/23/23)

RPT-1: As requested by the Town Engineering Department, additional information is needed on the development in the floodplain. The information should include calculations and a discussion to show there is no net fill within the floodplain of the Norwalk River.

R. RPT-1: Additional information on the floodplain and earthwork has been added to the set. The project does not result in an increase in fill in the floodplain.

CC-RPT-1: Cardinal reviewed the additional drawings (including sheets EW and FP) that were provided showing proposed earthwork including the earthwork in the floodplain (specifically sheet 19 Floodplain Earthwork (FP) and sheet 20 Proposed Site Earthwork (EW)). As relates to earthwork calcs, the wetland application listed 237 cy of material excavated in the URA and 745 cy deposited in the URA. Based on the area (approximately 35,000 sf) and the supplied drawings, both values seem to be higher (greater than 1,000 cy), but additional information seems needed to confirm the values in the application. Additional information should include cut/fill amounts from western boundary to walking path along river, cut/fill within 10 foot parking setbacks on northern and southern borders (within floodplain).

RPT-2: Wilton Zoning regulations require certification by PE that encroachments in the floodway do not result in any increase in base flood elevations (0.00 ft) for the 100-year flood. Certification by a professional engineer with supporting hydrologic and hydraulic info (e.g. Hecras modeling) is needed.

R. RPT-2: See Engineering Report – Floodplain Analysis prepared by SLR International Corporation dated November 27, 2023.

CC-RPT-2: The floodplain analysis was prepared prior to latest revision of the plans so it should be updated as necessary with any grading and layout changes from the last revision. Under Section 2.0 Modeling, the conversion factor for the datum is provided. The conversion factor should be shown to two decimal places.

The floodplain analysis should include additional information. Due to the size of the site (a 385 feet border with the Norwalk River), two additional RAS cross sections appear needed to completely depict both existing and proposed conditions (on the site, in the river, and west of the river). Based on Figure 2, it appears only one RAS section (27.5) was used to evaluate the site for the base flood conditions. This cross section doesn't take in account the areas of the site that don't contain the proposed building. Cross section 27.5 for the proposed conditions (in Appendix B) appears to show the building starting at 120 feet from the center of the river (Station 880) whereas the grading plan shows the building closer to the river (100 feet). This cross section also shows flow in the area left (or east) of station 560 which should be modeled ineffective or obstructed since it is at elevation of 154 feet.

The distance downstream/upstream from adjacent cross sections should be provided along with distances from the FEMA cross sections (N and O). In addition, the floodplain report should address the duplicate effective model for 10-year storm to support the values used for 10-year existing conditions. The 10-year existing condition appears low compared to the FIS profile which shows a 10 year storm elevation of ± 144.9 (See comment GR-4).

The plans call for numerous boulders (30 or so) along the river including some in the floodway. These may need to be taken into account in the RAS model and be accounted for in the cut & fill calculations if they are sufficiently large. SD-3 provides a boulder detail, but doesn't provide a size.

RPT-3: Related to hydraulic documentation, the tailwater elevation used (138.8 feet) for the 18-inch HDPE pipe discharging to the Norwalk River should be based on the hydraulic modeling for Norwalk River and a joint probability analysis.

R. RPT-3: As a conservative approach, the pipe calculations were completed using the tailwater elevation at the crown of the discharge pipe, the most restrictive condition to the flow of the discharge pipe.

CC-RPT-3: The 2-year water surface elevation of the Norwalk River at the location of the outlet should be determined. If that value is higher than the crown of the pipe (139.3 feet), then that elevation should be used for the 25 year pipe calculations.

RPT-4: Provide supporting information (percolation tests, infiltration tests, test pit data, etc.) for the infiltration rates selected (2 inches per hour) and typical groundwater elevations at the site.

R. RPT-4: Borings were performed on site on December 13, 2023, which show typical groundwater elevations of approximately 137 to 139 on the site. Boring logs and permeability tests have been added to the Drainage Report. Infiltration systems have been shifted to avoid the groundwater, and site specific permeability rates have been used to size the systems.

CC-RPT-4: Response noted with respect to additional geotechnical investigations conducted. With regard to the dating of the report, the cover shows the revised date of January 9, 2024, but this date is not carried through the report. We recommend that the headers have the revised date along with any appendices where the data was revised (e.g. Appendix D, E, F, G). The date on Appendix J cover needs to be corrected and Appendix K has been omitted from the report.

RPT-5: On page 4, a description of the soil types described hydrologic soil types B/D, C, and D at the site, but the calculations show mainly HSG D. The site is mapped by NRCS as mainly urban land.

R. RPT-5: A majority of the project is located in the area mapped by NRCS as "Urban Land," Map Unit Symbol 307, with a rating of HSG D.

CC-RPT-5: Response Noted.

RPT-6: Catch basins with 2-foot sumps are not classified by the CT Stormwater Manual as a stormwater BMP. The manual recommends 4-foot sumps with a hood. CCB-7, CCB-10, and CCB-26 appear to be good candidates for 4-foot sumps.

R. RPT-6: Comment noted. The sumps on these basins have been increased to 4 ft.

CC-RPT-6: The conclusion of the report should mention the 4 foot sumps which the body of the report indicates.

RPT-7: As related to Stormwater Best Practices, the proposed project includes significant areas of new roof and pavement which often can result in stormwater runoff that is at higher temperatures than runoff from landscaped areas. Pretreatment with respect to potential thermal pollution should be described more specifically in the report to show that it is addressed.

R. RPT-7: The overall project results in a reduction of impervious areas over existing conditions. The proposed subsurface systems will promote infiltration and extend the discharge time allowing for the water to cool off before draining to the Norwalk River. Furthermore, the use of permeable pavers in parking and plaza areas will provide additional thermal reduction. This is a significant improvement over existing conditions where all the pavement sheet flows directly to the Norwalk River. A discussion of this has been added to the Drainage Report.

CC-RPT-7: Response Noted.

RPT-8: The 100-year runoff for PR-16: East Rooftop is shown on Hydrocad printout as being routed to the front lawn rain garden, but the proposed conditions drainage area map lists "Roof to CLCB 21". Confirm where the East Rooftop drains.

R. RPT-8: PR-16: East Rooftop drains to the front lawn rain garden. The HydroCAD model and plans have been revised to reflect this. CC-RPT-8:

CC-RPT-8: Response Noted.

RPT-9: The 100-year peak flow runoff for PR-11: Building Roof is shown as 15.7 cfs with a volume of approximately 50,000 cf, but after routing through reach R1: Roof Leader (8 inch round pipe) the outflow is only 1.4 cfs. The underground detention system S-2 only provides 5,500 cubic feet of storage so there doesn't appear to be sufficient storage to warrant such a large decrease in the peak flow in this area.

R. RPT-9: System S-2 has been sized to provide sufficient storage for the design 25- year storm event. Storage for the 100-year storm is not a requirement. For larger storms, it is expected that water from the roof will discharge through overflow scuppers and be collected by the onsite inlet structures.

CC-RPT-9: The summary on Table 1 in the report states that there are no increases in peak rates of runoff for the 2-year through 100-year storms which is supported by runoff results provided in the report on pages 5 through 7. Roof drainage significantly impacts the design of the site stormwater system so a complete drainage plan for the roof and its connection to the underground detention units should be provided.

During the wetlands meeting on December 14, there was a mention of a green roof. If this is part of the design and affects the runoff, it should be included in the report.

RPT-10: The storm sewer report from Bldg to MH 13 shows only 0.77 cfs conveyed of the 4.6 cfs capacity. This seems very small based on size of building.

R. RPT-10: Pipe calculations have been updated.

CC-RPT-10: Response Noted.

RPT-11: The plan for the storm sewer report from CCB30 and CCB14 to the outfall (System 3) is hard to read due to overlapping text.

R. RPT-11: Text for System 3 has been adjusted.

CC-RPT-11: Response Noted.

RPT-12: System 3 storm sewer tabulation in the stormsewer report shows several pipes where the total flow is very small in relation to their capacity. Could smaller pipe be used. (Line 6: Total Flow= 0.3 cfs, capacity =3.5 cfs, Line 7: Total Flow= 0.2 cfs, capacity =2.9 cfs, Line 10: Total Flow= 0.8 cfs, capacity =15 cfs, Line 15: Total Flow= 1.1 cfs, capacity =12 cfs)

R. RPT-12: A minimum 12" pipe is proposed within the drive aisles and parking as is our standard practice.

CC-RPT-12: Response Noted.

RPT-13: The CDS unit is shown with four pipe inlets which may not be possible since the unit is one of the smaller CDS units (5-foot diameter). A site specific detail showing the inlet configuration and the treatment efficiency sheet should be provided.

R. RPT-13: The CDS unit and associated pipes have been revised. The CDS unit now has two inlet pipes and one outlet pipe

CC-RPT-13: Response Noted.

RPT-14: The plan in the stormsewer report for Outlet System 1, 2, and 3 also is hard to read. Lines 7 and 9 do not show a capacity.

R. RPT-14: Storm sewer report has been updated.

CC-RPT-14: Response Noted.

RPT-15: The 2004 Connecticut Stormwater Management Manual was revised in September 2023 and the Manual will be effective March 30, 2024 so it may be beneficial to incorporate the changes from the Manual (or at least the significant ones such as WQV calculated on the first 1.3 inches of rainfall) into this project if they could be reasonably accommodated.

R. RPT. 15: This project is classified as a redevelopment project as it has greater than 40% directly connected impervious area, so only 50% of the calculated water quality volume is required per Connecticut Department of Energy & Environmental Protection (CTDEEP). The current design retains the first 1 inch, so it already exceeds the new WQV requirements.

CC-RPT-15: Response Noted.

Wetland and Watercourse Delineation and Impact Assessment (prepared by SLR International Corporation, dated 10/23/23)

WWI-1: It appears that the narrative does not conform with the current design. The report should be updated to reflect the actual design included in the application

R. WWI-1: Comment noted. See revised wetlands report.

CC-WWI-1: Response Noted.

WWI-2: FEMA Mapping, Pg. 6 – FEMA 100-year flood elevations on the site are slightly higher than noted, ranging from 146.3 feet to 146.6 feet.

R. WWI-2: Comment noted.

CC-WWI-2: Response Noted.

WWI-3: 6.0 Proposed Project, Pg. 10, Par. 1 – It is stated that there are 318 proposed parking spaces. This may require a Major Traffic Generator application to the Office of the State Traffic Administration (OSTA). Applicant should confirm the total number of spaces. A Traffic Study may be required if the total number of spaces exceeds 200.

R. WWI-3: Comment noted. As OSTA application has already been submitted.

CC-WWI-3: Response Noted. Does the OSTA application include the new parking total, including the tandem spaces?

WWI-4: 6.0 Proposed Project, Pg. 10, Par. 3 – Note that portions of the building (garage floor slab) is included in the URA.

R. WWI-4: Comment noted. See revised wetlands report.

CC-WWI-4: Response Noted.

WWI-5: 6.0 Proposed Project, Pg. 10, Par. 5 – “No significant direct impacts to the wetlands area are proposed.” Note that work includes the removal of the “concrete flume” and the installation of the storm drainage outfall, including installation of the riprap splash pad immediately adjacent to the wetlands / Norwalk River. This will require excavation and installation of riprap directly within the wetlands and within the limits of the Ordinary High Water.

R. WWI-5: Comment noted. See revised wetlands report.

CC-WWI-5: Response Noted.

WWI-6: 6.1 Sediment and Erosion Control Measures, Pg. 11, Par. 2 – Revise description of site access during construction. Two points of access are shown on the plans.

R. WWI-6: Comment noted. See revised wetlands report.

CC-WWI-6: Response Noted.

WWI-7: 6.1 Sediment and Erosion Control Measures, Pg. 11, Par. 2 – Sediment trap Riprap overflow discharges are not shown on the plans.

R. WWI-7: An arrow has been added to Sheet SE-1 to show the overflow direction of the sediment traps.

CC-WWI-7: Response Noted.

Engineering Plans

We recommend including a site demolition plan or site preparation plan that outlines material to be removed (including pavement and concrete) and what materials are to remain. This plan should address any removal/capping/abandonment of existing site utilities including drainage. The site demolition plan should call out the trees to be removed also.

R. Almost everything on the site is to be removed. A site demolition plan or site preparation plan will be prepared as part of the detailed building permit submission. All trees within the project disturbance area will be removed except those along the river, which have been called out to remain on Sheet LA.

CC-1: A site demolition / preparation plan should be submitted as part of this application in order for the commission to see the extent of the work and to provide direction to the contractor.

ALTA/NSPS Survey

The survey prepared by BLEW & Associates shows underground electrical, a water line, and overhead electrical on the north side of the building that appear to conflict with the new building. There is an outside aboveground storage tank (AST) on the south side that appears to be using fuel oil that is not addressed in the plans. On the north side of the site, there appears to be a well with a concrete slab cover which should be investigated. Abandonment of the well according to CT State Regulations may be necessary.

R. All conflicting existing items will be removed to construct the project. These elements will be delineated on the detailed plans for the building permit.

CC: Response Noted.

Sheet 1 Title Sheet

T-1: Project Vicinity Site Map: Note area of the Norwalk River Floodway. See Sheet 3 Comment EX-1 below regarding limits of 100-year flood.

R. T-1: Area of the Norwalk River Floodway has been noted on the revised plans.

CC-T-1: Response Noted.

T-2: Note 10. The CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental

Construction, Form 818 (2002) is scheduled to be replaced with Form 819 on January 2024. All work shall conform to the revised edition.

R. T-2: Note 10 has been revised.

CC-T-2: "Facilities" omitted.

T-3: Note 12. All materials shall be stored above the flood limits of the Norwalk River.

R. T-3: Note 12 has been revised.

CC-T-3: Response Noted.

T-4: Add note that the site shall remain clean of trash and debris at all times. Adequate trash storage facilities (dumpsters, trash cans, etc.) shall be provided and emptied on a routine basis and as needed. Trash shall not be stored within the limits of the 100-year flood.

R. T-4: Note 15 has been added to the Title Sheet.

CC-T-4: Response Noted.

T-5: Add note stating that a CTDOT Encroachment Permit is required for all work within the Route 7 ROW.

R. T-5: Note 16 has been added to the Title Sheet.

CC-T-5: Response Noted.

Sheet 2 Notes and Legend

NL-1: Legend – Show all existing and proposed site features including bollards, bollard lights, FEMA lines, etc. Review survey and legend to verify symbols are correct. For instance, the existing stone walls along the streetline and the southern property line do not match the wall as shown on the legend.

R. NL-1: The legend has been updated.

CC. NL-1: Response Noted.

NL-2: Stormwater Maintenance Program – Note A; 1st Par. Four-foot sumps are called out in the note. Catch Basin Detail on Sheet SD-4 calls out a two-foot sump. Revise detail.

R. NL-2: Detail has been revised.

CC. NL-2: Response Noted.

NL-3: Stormwater Maintenance Program – Note A; 2nd Par. Last sentence beginning with "Pavement sweeping" is not complete. Appears to be part of 3rd Paragraph.

R. NL-3: The sentence "Pavement Sweeping" is a sub-header for the following paragraph that discusses when the parking area and roadways shall be swept.

CC. NL-3: Response Noted.

NL-4: Stormwater Maintenance Program – The hydrodynamic separator is not located prior to the underground galleries.

R. NL-4: The stormwater maintenance program has been revised.

CC. NL-4: Response Noted. The hydrodynamic separator shall be sized to have the capacity for the entire discharge flow. It is suggested that the separator be installed off-line to treat the stormwater from the areas that are not pre-treated in the isolator rows of the subsurface storage systems.

NL-5: Construction Sequence – The application package contained a sequence or staging plan prepared by AMS Construction Management LLC for the site. The construction duration was listed as 30 months. This sequence and information should be coordinated with the sequence provided on the Notes and Legend plan. Expected temporary parking and construction office locations should be designated.

R. NL-5: The plans have been revised to reference the AMS construction narrative. The construction management plan will be expanded with the building permit submission.

CC. NL-5: Please provide the updated AMS construction narrative as [part of this application.

NL-6: Construction Sequence – The sequencing should include removal of the existing building and associated utility removals/disconnects prior to filling. Utility pole(s) along the roadway may need relocation. Mention of town staff should include Town Director of Environmental Affairs.

R. NL-6: The submitted construction management plan will be expanded for the building permit submission and with input from the construction manager.

CC. NL-6: Please provide the updated AMS construction narrative as [part of this application.

NL-7: Construction Sequence – See erosion control note SE-1-11 about leaving pavement buffer along river as long as possible for stabilization.

R. NL-7: Reference has been made to the AMS construction narrative.

CC. NL-7: Please provide the updated AMS construction narrative as [part of this application.

Sheet 3 Existing Conditions

EX-1: Limits of the 100-year flood. Per FEMA mapping (FIRM 2010) and the Flood Insurance Study (2013), the site falls between cross section N (Elev. 141.2) and cross section O (Elev. 153.1). The limit of the 100-year flood (Zone AE) at the site is at approximate elevation 146.3 at the south end of the property and ±146.6 at the northern side. Revise the plans accordingly. Revise earthwork calculations for cuts and fills within the area of the 100-year flood and impacts on flood storage capacity of the site.

R. EX-1: As per FEMA requirements, the 100-year flood line is to be shown as graphically

represented on the FEMA maps and not by interpolating elevations. Earthwork calculations were conducted based on a floodplain elevation of $\hat{A}\pm 146.5$ as the most conservative approach.

CC. EX-1: This is incorrect. Per the FEMA National Flood Insurance Program (NFIP) Floodplain Management Requirements, if the 100-year Base Flood Elevation (BFE) is based on cross sections and the flood zone is an AE Zone, then the flood limits shall be shown on the plan based on the elevations, not the lines shown on the FEMA FIRM map. Revise the plans to depict the 100-year flood limits and 500-year flood limits per the established BFE for the site.

EX-2: Existing rock wall along the southern property line varies in size / width and is not straight. Who owns the wall?

R. EX-2: Ownership of the wall is unclear. No disturbance is proposed to the wall. A callout has been added to Sheet LA.

CC. EX-2: Response Noted. Review grading between existing stone wall and proposed retaining wall. It appears that the 147 contour(s) are incorrect. Also, based on the contours, it appears that stormwater runoff is designed to run along the existing wall. We suggest that a swale be proposed between the walls

Sheet 4 Site Vicinity Plan

SP-1: Addresses of adjacent properties would be helpful. It might be a plan that could be helpful in discussions with CT DOT.

R. SP-1: The project's zoning application includes a list of adjacent property owners. This information can be provided if requested by CTDOT.

CC. SP-1: Please include names of adjacent property owners as requested.

Sheet 5 Site Plan-Layout

LA-1: On the north side of the site, the plan calls out the existing evergreen screening to remain, but seems unlikely that it could withstand the significant earthwork planned along this strip including installation of a retaining wall. Also, the landscape plan appears to show plantings here (27 Douglas Firs).

R. LA-1: Proposed evergreen screening on the plans has been removed. Proposed grades will match existing at the property line to preserve existing evergreens on the adjacent property.

CC. LA-1: Response Noted.

LA-2: The proposed driveway on the north side of the site is a new connection to State Route 7. Per Town of Wilton Engineering, a traffic report or summary along with CT DOT review is necessary. Driveway profiles may be required for both locations.

R. LA-2: A Traffic Study has been included with the Planning and Zoning submission.

CC. LA-2: Response Noted.

LA-3: The plan should include a zoning table indicating lot dimensions, coverage, building height, and parking numbers.

R. LA-3: Zoning data has been added to the Title sheet.

CC. LA-3: Response Noted.

LA-4: ADA parking spots should be dimensioned.

R. LA-4: ADA parking spots have been dimensioned.

CC. LA-4: Space at northeast corner width is not dimensioned. Scales 8 ft. If van space, provide 8' striping on right side of space to accommodate a lift. If standard accessible space, space width shall be 10 ft. Second space is labeled a van space. Striping on right side of space should be 8 feet in width to allow for a lift.

LA-5: Since all of the accessible parking is shown at the northeast entrance at the only site entrance, additional safety measures may be warranted for safety for pedestrians. Consider additional measures such as a speed hump, elevated crosswalk, speed table, and an ADA ramp on the sidewalk across from the parking towards front of the building. Review accessible route from the accessible parking area to the building entrance.

R. LA-5: The sidewalk along the east side of the front drop-off area has been extended and a drop ramp with detectable warning strip has been added to accommodate ADA access.

CC. LA-5: Response Noted.

LA-6: Some dimensioning of the parking spots (standard and accessible) should be included for the spaces in the building footprint. Is 9 ft. wide spaces between elevator / stairwells and columns adequate for opening of car doors, etc.?

R. LA-6 Parking stall dimensions have been added to plan within the building footprint. A 9' wide parking stall is adequate space to open a car door.

CC. LA-6: Response Noted.

LA-7: It should be checked that the building columns in the on-grade parking area don't interfere with area and access to accessible spaces. The typical building column should be called on the plans.

R. LA-7: The parking under the building was laid out by the architect and coordinated with the column layout. The typical building column has been called out on the plans.

CC. LA-7: Response Noted.

LA-8: The symbol B in the sign legend appears to be outdated.

R. LA-8: Comment noted. Sign legend has been updated.

CC. LA-8: Response Noted.

LA-9: Direction / orientation of One-way Sign at entrance should be noted.

R. LA-9: Direction of sign has been added to the legend.

CC. LA-9: Response Noted.

LA-10: Provide "Van" sign at all Van Accessible parking stalls. Include in table.

R. LA-10: Van signs have been provided in the sign legend.

CC. LA-10: Response Noted.

LA-11: Site lighting does not appear to be adequate (Insufficient pole mounted lights or wall mounted lighting). A photometric plan should be prepared clearly showing all fixtures and illuminance with closeness of the property lines and river area taken into consideration.

R. LA-11: Photometric plan is included in the set.

CC. LA-11: Photometric plan doesn't show the revised layout.

LA-12: Driveway alignment plan may be required to show access to back of building by fire department trucks. The curves on northwest and northeast corner appear to be restrictive.

R. LA-12: See Sheet VH-1 for fire truck turning movements. Additionally a fire consultant has been retained to coordinate with the Wilton Fire Department.

CC. LA-12: Response Noted.

LA-13: All of the proposed walls should be indicated on the site plan. It appears that only wall #2 is being called out (36 inch high field stone wall). The eastern end of this wall may need to be relocated due to the installation of the water meter pit or the pit may need to be relocated.

R. LA-13: All proposed walls have been indicated on the site plan. The water meter pit has been relocated away from the eastern end of wall #2.

CC. LA-13: Response Noted. Detail for Dry-laid Field Stone Wall (SHT. SD-2) indicates height of 30". Plan calls for 36" high wall. Revise detail.

LA-14: The site exit should be labeled.

R. LA-14: One-way exit has been labeled.

CC. LA-14: Response Noted.

LA-15: Locations for the storage of snow should be evaluated since the site is situated so close to the property lines and snow melt may impact the wetlands and river.

R. LA-15: A snow removal plan will be developed by the applicant. The expectation is that small storm events will have snow plowed to the curb line and larger storms will require trucking offsite. The site design benefits from the majority of the parking under cover.

CC. LA-15: Response Noted.

LA-16: There are 9 dark circles (along the curb line in the front of the building) which appear to be bollards and should be called out on the plan.

R. LA-16: The protective bollards have been called out in the plan..

CC. LA-16: Response Noted.

LA-17: Provide 4 feet between crosswalks and stop bars.

R. LA-17: Four feet of spacing has been provided between crosswalks and stop bars.

CC. LA-17: Response Noted. Provide the dimension on the plan.

LA-18: Provide stop sign on north side of exit driveway.

R. LA-18: A stop sign on the north side of the exit has been added.

CC. LA-18: Response Noted.

LA-19: Area on south side of building, just east of garage entrance – is this double stack of parking stalls? How is back row of parking to be accessed?

R. LA-19: The tandem spaces are intended for tenant use only. The double stack of parking stalls are not counted in the zoning parking count.

CC. LA-19: Response Noted. Are parking spaces to be assigned to specific tenants?

LA-20: Indicate location and swing for doors at stairwells within the building / garage. Where do elevator doors open? Is there a location of safe entering and waiting for elevators? Appears doors to stairs and elevator open to either parking spaces or travel aisles. Note on drawing the location of the elevators.

R. LA-20: Doors to elevators and stairwells have been added to the plan..

CC. LA-20: Response Noted.

LA-21: How is access to elevators from handicap spaces provided without having to travel between cars? Provide accessible route.

R. LA-21: Accessible parking spaces have been shifted to provide safe access directly to the elevator doors to limit the path of travel within the drive lane.

CC. LA-21: Response Noted. Are doors to have automatic openers for handicap access?

LA-22: Two move-in truck spaces (9'x24') too small for WB-30, WB-40, etc. Labeled at 15; long. Is this intended for vans and pick-up trucks only?

R. LA-22: No large moving trucks are expected for the apartments. The intended use is for vans and pickup trucks.

CC. LA-22: Response Noted.

LA-23: Appears inadequate space available at the southern of 2 truck spaces for turning in and out of space.

R. LA-23: Turning movements for truck spaces have been provided on Sheet VH-2.

CC. LA-23: Turning movements require trucks to be angled across both truck spaces. If one space is occupied, how is access to be provided for the second space? SU-30 vehicles extend into the main travel aisle. Previous response indicates that no large trucks are expected. It is suggested that it be signed that no trucks are allowed to park within the garage (pick-ups and vans only).

LA-24: What is the material between permeable pavers west of garage and garage slab?

R. LA-24: A flush concrete curb edger has been added between the permeable pavers and garage slab.

CC. LA-24: Response Noted.

LA-25: Appears curb is to be installed between grass pavers and paved parking / drive on west end of property. Is this flush curb? Mountable curb?

R. LA-25: The curb installed between the grass pavers and paved parking/drive on the west end of the property is a flush curb. Callouts were added to the plan.

CC. LA-25: Response Noted.

LA-26: One bollard light and one tree upright are shown and noted along stone dust path and middle concrete fire truck outrigger pad. Show all. Provide separate symbols for each.

R. LA-26: Separate symbols have been provided for both bollard lights and tree uprights.

CC. LA-26: Response Noted.

LA-27: How is grass paver drive on west side of site to be maintained in winter? Plowed?

R. LA-27: In the winter, the grass paver drive on the west side of the site should be maintained by a plow where the plow is slightly raised up. Any disturbed areas would be seeded in the spring.

CC. LA-27: Response Noted.

LA-28: Have location and size of concrete fire truck outrigger locations been approved by the fire marshal?

R. LA-28: A Fire Consultant has been retained and a plan review with the Wilton Fire Department is scheduled.

CC. LA-28: Response Noted.

LA-29: Provide parking table with total number of spaces, standard spaces, handicap accessible spaces and van spaces.

R. LA-29: Parking data has been added to the Title sheet.

CC. LA-29: Response Noted.

LA-30: Note location of all signs, including building signage. It appears there may be signs on Walls 2 & 3.

R. LA-30: All signs on the walls are conceptual. Final submission of the signs will be submitted separately.

CC. LA-30: Response Noted.

LA-31: How is snow to be removed from permeable parking spaces on west side of garage? Will snow removal interfere with cobble filter strip? Are spaces to be receive sand and / or salt?

R. LA-31: Snow on the permeable parking spaces on the west side of the garage will be removed by plow or snow blower. Snow removal should not interfere with cobble filter strip. It is not expected that this area will need to be sanded or salted.

CC. LA-31: Response Noted.

LA-32: Stormwater infiltration areas at northwest and southwest corner of site should be delineated.

R. LA-32: Stormwater infiltration areas are shown in dashed lines and called out on plans.

CC. LA-32: Response Noted.

LA-33: Is existing stone wall along streetline to be removed? Note on plans.

R. LA-33: The existing stone wall along the street line is to be removed. Callout has been added to the Existing Conditions plan.

CC. LA-33: Response Noted.

LA-34: Parking space on south edge of garage, between the two entrances, extends beyond the building. Is this intended? What is the pavement material?

R. LA-34: The parking space on the south edge of the garage, between the two entrances, will extend beyond the building and is a bituminous material.

CC. LA-34: Response Noted.

LA-35: ADA ramp and granite stair at front of building – Does wall for ramp continue across the top of the stair? Show on detail.

R. LA-35: The wall for the ADA ramp will stop at the top of the ramp.

CC. LA-35: Response Noted.

LA-36: Stair and stair detail shown on SD-4 should correspond with each other. It appears the stair detail is a typical detail that does not apply to this site.

R. LA-36: Typical detail is to be used for the stairs. A specific detail will be developed with the building permit submission.

CC. LA-36: Provide site specific detail for Planning and Zoning submission. Material for sidewalks at top and bottom of stairs does not match site plan.

LA-37: ADA ramps along Danbury Road – Identify ramp type per CTDOT Guide Sheets. Ramps may require curbing due to close proximity to roadway curbing.

R. LA-37: ADA drop ramps along Danbury Road are CTDOT Type 4a with a detectable warning pad. Notes have been added to the plans.

CC. LA-37: Ramp Type 4a and Type 4e are called out. Ramps may require curb along ramp or curb along road / drive may need to be tapered. Provide call-out for curbs.

LA-38: Concrete radius curb at driveways – Note proposed concrete curb shall be tapered to match existing bituminous curb.

R. LA-38: Notes have been added to the plans.

CC. LA-38: Response Noted.

LA-39: Call out on plan that the proposed concrete sidewalk along Danbury Road shall meet and match proposed sidewalk to the north. Note sidewalk to end south of exit drive and to match existing grade.

R. LA-39: Proposed concrete sidewalks along Danbury Road shall meet and match the proposed sidewalk to the north. The south sidewalk will meet existing grades. Notes have been added to the plans.

CC. LA-39: Response Noted.

LA-40: Provide documentation for right to construct proposed work on property to the north (pea stone walk, gate, grading, etc.). Plan calls for gate, but a fence is not observed on the plans.

Sheet 6 Site Plan-Landscaping

LS-1: It appears that the plan is to keep the large sycamore on the southwest corner of the site. Installation of the proposed drainage in this location would appear to undermine its root system.

R. LS-1: The large sycamore tree has been noted as to be removed on the revised plans.

CC. LS-1: Removal of the sycamore does not appear to be noted on any of the plan sheets. Provide a site demolition or preparation plan noting trees and other vegetation to be removed.

LS-2: New England Wetland mix may not survive in the front of the building if the area doesn't have wetland characteristics. The bioretention mix should have a depth of at least 24 inches and the groundwater elevations expected in the area should be provided. The area may need shading by larger plantings (could the large maple remain?) to create additional biodiversity.

R. LS-2: The plans have revised to replace the Wetland Mix with the New England Erosion Control/Restoration Mix for Detention Basins and Moist Sites. This seed mix includes a combination of Facultative Wet to Facultative Upland species that insures germination and survival during periods of extended inundation.

The detail has been revised to show 24 inches of bioretention soil mix.

Geotechnical exploration has identified groundwater in the vicinity of elevation 138.7' the bottom of our stormwater infiltration rain garden is 146.5'.

CC. LS-2: Response Noted.

LS-3: The significant amount of plantings may require an irrigation system and plan.

R. LS-3: While the design intent is to propose plant species that are native and sustainable, it may be necessary to provide drip irrigation within the planting beds and spray heads for the rear lawn access drive for use during plant establishment and periods of drought.

CC. LS-3: If drip irrigation is proposed, it should be indicated on the plans.

LS-4: Existing evergreen screen on property adjacent to the site to the north is to remain. What is the impact of the proposed landscape buffer (27 Douglas Firs, 10 Norway Spruce) on existing root systems. What is the estimated spread of the Norway Spruce. Can be up to 40 feet. Suggest noting specific variety if smaller tree is proposed..

R. LS-4: Proposed evergreen screen is to be removed from the plans to limit impact to existing evergreen trees on adjacent site to the north.

CC. LS-4: Response Noted.

LS-5: Swamp White Oak at southwest corner of garage. Seems to be too close to building for this species. Island appears to be too small.

R. LS-5: Swamp White Oak has been shifted north into a larger 8'-0" wide planting bed.

CC. LS-5: Response Noted.

LS-6: Tupelo along parking areas may require pruning of lower limbs to allow for access to vehicles.

R. LS-6: A note has been added to the Plant Schedule on Sheet – LS, identifying that all proposed Tupelo are required to have a 6'-0" min. branch height.

CC. LS-6: Response Noted.

LS-7: Tufted Hair Grass – concern regarding sightlines at drive intersections. May obstruct views. Also, concern over taller shrubs that may obstruct visibility for safety concerns in parking areas.

R. LS-7: Tufted Hair Grass will not grow above 3' in height and are planted far enough off the entry/exit so it will not impact sight lines. The Lowbush Blueberry plants in the parking island have a maximum growth height of 3'-0".

CC. LS-7: Plantings of 36" may interfere with sight lines within the parking. / drives. This is especially a concern where the drive that runs southerly along the front of the building meets the east / west drive at the south end of the site. The grade of the east / west drive drops off considerable to the west, and a 3' planting screen of grasses may interfere with a southbound vehicle from seeing on-coming cars from the west.

LS-8: The landscaped areas in the front of the proposed building may not benefit from the amount of proposed filling. Some of these areas may benefit from being depressed.

R. LS-4: Comment noted.

CC. LS-4: Are any modifications to the plans to be implemented?

Sheet 7 Site Plan-Grading

GR-1: The grading in the area of Retaining Wall 4 on the northeast side of the site appears to be based on the grades at 141 Danbury Road prior to construction. Since construction, the grades in this area are higher.

R. GR-1: Grading has been revised to coordinate with the new higher grades at 141 Danbury Road.

CC. GR-1: Response Noted. Spot grades of utility area are higher than Wall #4 top of wall elevations. Is this intended? BW elevations are lower than the existing grade. Provide grading along north side of Wall #4 to show how runoff will be directed.

GR-2: The grading plan should indicate spot grades in the accessible areas (including parking) to show that it complies with ADA requirements. Other areas may benefit from spot grades also (in the footprint of the proposed building, in the driveways close to where they connect to Route 7, in the low spot of the wildflower area, etc.)

R. GR-2: Additional spot grades have been areas added to the plans.

CC. GR-2: Response Noted.

GR-3: Spot grades within the building footprint range from 143.8 to 146.00. The entire garage will be below the limits of the 100-year flood (El. 146.3 – El. 146.6). Provide a plan (or narrative) outlining where vehicles will be moved to in the event of a storm event. This is the same for surface parking

outside the limits of the building as well.

R. GR-3: The applicant will prepare a storm management plan.

CC. GR-3: Response Noted.

GR-4: The FEMA FIS profile of the Nowalk River indicates that the 10-year storm flood elevation is ± 144.9 . The western portion of the site, including the infiltration areas and the storm drainage detention systems will be under water. How will they perform in the flooded condition? Approximately 60% of the vehicles parked in the garage will be within the area of flood and the cars parked in the eastern portion of the garage may become trapped.

R. GR-4: The infiltration basins and chambers are primarily designed for water quality as the project results in a decrease in impervious cover. Water quality features are sized for the frequent, small storms and not the larger storm events. These facilities will be temporarily flooded but will drain as the storm flow recedes. The storm water system will be inspected and cleaned (if necessary) after each flood event. The storm system will continue to function as designed after the flood event.

CC. GR-4: Impact of the 10-year storm on the parking was not addressed.

GR-5: It may assist with readability if the hatch of the proposed building was turned off on the grading plan.

R. GR-5: Comment noted. The plan has been revised.

CC. GR-5: Response Noted.

GR-6: Provide top of wall and bottom of wall elevations for all site walls, including at each step / change in elevation. Suggest providing elevation view for each wall. Walls not shown to correct width (24") as noted on the Stone Veneer Masonry Block Wall detail

R. GR-6: Top of wall and bottom of wall elevations for all site walls have been noted, including each change in elevation.

CC. GR-6: Provide TW elevations of Wall #2 & Wall #3 at building. Contour 154 meets the walls at the building but last TW el. = 151.5 @ #2 and 153.5 @ #3.

GR-7: Contour 145 near entrance to building / garage on south side seems to conflict with grading within the garage. Provide spot grades to determine floor slab grade.

R. GR-7: A proposed retaining wall breaks up the grades within the garage. Additional spot grades have been added to the plan for clarification.

CC. GR-7: Response Noted.

GR-8: Construction of Wall #4 will trap water from adjacent site that in the existing condition flows southeasterly across the site. In the proposed condition it will flow westerly between Wall #4 and the existing wall on the adjacent site and discharge onto the adjacent site. Suggest adding a yard drain at the western end of the existing wall and connect to CCB-28.

R. GR-8: All water that does not infiltrate in the grass area will continue to flow west towards the Norwalk River.

CC. GR-8: BW elevation (147.5) indicates a fairly flat grade on the north side of the wall and is lower than the existing grade in some locations. Provide proposed grading along north side of Wall #4 to show how runoff will be directed.

GR-9: Wall #4 height is greater than 6 feet at its highest point. Review typical wall section. Concrete cantilever retaining wall or geotextiles may be required for walls with greater heights. Suggest fence along top of wall to prevent falling, etc.

R. GR-9: A fence has been added to the top of the retaining wall on Sheet LA and a detail added to Sheet SD-7. Final wall design will occur with building permit submission and wall structural design will likely vary depending on the constraints.

CC. GR-9: Proposed geotextile may conflict with utility pad foundations. Typical length of geotextile from wall is 10 feet. Provide detail for fence installation on wall. Typically, modular block walls do not allow for installation of fence directly on wall.

GR-10: Provide spot grades at intersection of drive from drop-off area and exit drive.

R. GR-10: Additional spot grades have been added to the plans.

CC. GR-10: Additional spot grades may be required to make sure runoff has adequate pitch to reach the proposed catch basins.

GR-11: Provide greater detail of grading of street sidewalk, particularly in relation to front wildflower meadow. Will wildflower meadow overtop and drain onto street? At the south end of the "meadow, the sidewalk drains to the street; in the middle, it drains to the "meadow"; at the north end the sidewalk drains to street. Suggest consistency in draining in one direction or the other. Suggest providing a greater buffer between the "meadow" and the streetline. See note UT-2.

R. GR-11: Additional spot grades have been added to the plans.

CC. GR-11: Additional spot grades between "detention area" and street may be required to make sure runoff has adequate pitch. Proposed sidewalk has been relocated to inside the property. Provide sidewalk easement to the Town of Wilton.

GR-12: Show grading south of Retaining Wall #1 to property line.

R. GR-12: Grading south of Retaining Wall #1 to property line has been added to the plan.

CC. GR-12: Review grading in this location. Contours are incorrect between proposed wall and existing stone wall. Low area appears to be created. 147 contour appears incorrect (there are 2).

GR-13: Wall #1 height is greater than 5 feet at its highest point. Review typical wall section. Concrete cantilever retaining wall or geotextiles may be required for walls with greater heights. Suggest fence along top of wall to prevent falling, etc.

R. GR-13: Modular block walls will be engineered by a structural engineer licensed in the State of Connecticut as part of the building permit submission. Design will conform to all applicable building codes. A railing has been added and called out on Sheet LA.

CC. GR-13: Geotextile may conflict with proposed storm drainage and subsurface storage units.

GR-14: Provide flush symbol or note flush condition where flush condition is proposed.

R. GR-14: Notes have been added to Sheet 'GR' identifying flush conditions.

CC. GR-14: Response Noted.

GR-15: Show transformers and switch gear on grading plan. Provide top of slab elevations.

R. GR-15: Transformers and switch gears are now shown on Sheet 'GR'. Spot grades have been added to the transformer slab.

CC. GR-15: Some spot grades appear to be incorrect in relation to top of curb elevations (assuming 6") and TW elevations. Also, are generator pad and transformer pads flush with adjacent concrete pad or are they elevated? Typically, transformer pads are set level, but proposed adjacent concrete pad is sloped.

GR-16: Show generator pad and provide top of slab elevation.

R. GR-16: Generator pad is now shown on Sheet 'GR'. Spot grades have been added to the generator slab.

CC. GR-16: Is the generator pad flush with adjacent concrete pad or are they elevated? Typically, transformer pads are set level, but proposed adjacent concrete pad is sloped. Provide generator pad detail. Typically, haunch depth is to frost (3'-6").

GR-17: Grading at storm drainage outlet (endwall) is not shown correctly. Proposed contours are too close together. Either extend the endwall or use wingwall type endwall.

R. GR-17: Grading at storm drainage outlet has been revised.

CC. GR-17: Grading is incorrect. 141 contour between 140 contour and 141.20 spot grade required.

GR-18: The plan omits a small portion of the site on the northwest corner.

R. GR-18 An inset has been added to Sheet GR.

CC. GR-18: Response Noted.

GR-19: Proposed 143 contour missing at northwest corner of the site.

GR-20: Rain Garden @ NW corner.

**Ex. grade +/- 142.5;
Per SLR-5 data, GW @ 3.5' deep (El. 139.0);
Prop. Bottom of RG = 139.0;
Bottom of Gravel = 136.0;**

Rain Garden will not function as the underlaying materials will be below groundwater.

Sheet 8 Site Plan-Utilities

UT-1: The plan appears to indicate only one stormwater discharge from the building (located on south side Inv=143.2). Other connections to the underground drainage system may be necessary at other parts of the building. Note all drainage piping from building and note if it is roof drainage only.

R. UT-1: The final number of connections will not be determined until a plumbing engineer is engaged for the building permit submission.

CC. UT-1: As these connections relate to the stormwater system design, they should be indicated on the plans.

UT-2: OVFL-19 - An additional dome grate or drainage structure may be needed in the front wildflower area near the road in case there is a blockage with the proposed one on the south near the site exit. Is TF elev. at the top of riser or dome? Note diameter of riser and dome.

R. UT-2 It is our opinion that one domed grate will be used in the front of the wildflower area. Additional labels have been added to the plans.

CC. UT-2: Response Noted.

UT-3: Show garage floor drains and piping. Provide oil / grease separator for garage floor drains. Show connection to sanitary sewer.

R. UT-3: There are no drains proposed within the garage. The ground floor is pitched to flow to the cobble infiltration trench.

CC. UT-3: This may result in an icing condition as runoff from vehicles may freeze. Drains should be provided at adequate intervals to provide sufficient collection of runoff.

UT-4: CB CLCB 21 – Inv, 15" HDPE = 150.9; Top of pipe elev. = 152.25; TF elev. = 152.4; Cover = 0.15'. Provide 2.0 ft. cover minimum. Provide roof drain invert.

R. UT-4: The plans have been revised.

CC. UT-4: Response Noted.

UT-5: CB CCB 18 – TF elev. = 152.2 appears high.

R. UT-5: The plans have been revised.

CC. UT-5: Response Noted.

UT-6: The elevation of the 12-inch HDPE inletting to CCB 18 should be confirmed at the crossing of the water and fire service to insure adequate separation.

R. UT-6: It is our opinion adequate separation will be provided.

CC. UT-6: Provide detail or note regarding crossing of water and gas mains and note minimum separation.

UT-7: The inlet pipe (12-inch) appears undersized to convey flow from the building roof (1.8 acres) to MH-13 and into the detention chambers.

R. UT-7: The inlet pipe has been resized, but the final pipe size will be determined when a plumbing engineer is engaged for the Building Permit submission.

CC. UT-7: As noted above, roof drainage design impacts the design of the site stormwater system. Provide complete drainage plan, including roof drains.

UT-8: HDPE pipe lengths for stormwater should be measured from structure wall to structure wall rather than center of inlet structure to outlet structure.

R. UT-8: HDPE pipe lengths have been adjusted.

CC. UT-8: Response Noted.

UT-9: Type of HDPE drainage pipe (ADS N-12 or equivalent?) should be called out or reference a detail.

R. UT-9: Typical ADS N-12 HDPE pipe will be used and has been noted on the plans.

CC. UT-9: Response Noted.

UT-10: The detail (SD-4) of the 18-inch discharge from the site with the flap gate shows both a flared concrete end and a splash pad. The detail shows a larger splash pad.

R. UT-10: Splash pad sizing has been coordinated between the details and the revised plans.

CC. UT-10: Response Noted.

UT-11: Show connection to underslab and / or foundation drainage.

R. UT-11: A foundation drain has been added to the plans.

CC. UT-11: Foundation drain not observed on the plans.

UT-12: The sanitary lateral appears significantly deep. The lateral may be able to be raised if a drop at the manhole at the street is approved by utility. Or is depth to allow for connection to garage floor drains?

R. UT-12: The proposed depth is to accommodate for the building, but final elevations will be

determined when a plumbing engineer is engaged for the building permit submission.

CC. UT-12: Response Noted.

UT-13: Show existing utilities to remain.

R. UT-13: No existing utilities are to remain. Utility Note 7 has been added to Sheet IN.

CC. UT-13: Response Noted. (Sheet NL)

UT-14: Note utilities to be removed.

R. UT-14: All existing utilities are to be removed. Utility Note 7 has been added to Sheet IN.

CC. UT-14: Response Noted. (Sheet NL)

UT-15: Proposed gas service appears to go through ex. utility pole.

R. UT-15: Proposed gas service location has been revised.

CC. UT-15: Response Noted.

UT-16: 4" sanitary Lateral appears to be inadequate based on number of units. Provide pipe sizing calculations. Note pipe material.

R. UT-16: An 8" SDR-35 PVC sanitary lateral is proposed per comments from Wilton WPCA.

CC. UT-16: Response Noted.

UT-17: Show any wall drains and connections to storm drainage system.

R. UT-17: Wall drains and connections to storm drainage system have been added to Sheet UT.

CC. UT-17: Suggest wall drain at Wall #4.

UT-18: CB CCB 26 – Invert 15" HDPE = 140.1; Top of pipe = 141.45. Top of frame elev. – 143.3; Cover = 1.85. Provide 2.0 ft. cover minimum. For best hydraulics, invert of 15" HDPE outlet pipe should be 0.25' lower than 12" HDPE inlet pipe.

R. UT-18: Invert elevation has been adjusted.

CC. UT-18: Response Noted.

UT-19: Provide details for MH-15, MH-12 and MH-5 – f ft. dia. with weir.

R. UT-19: Details have been provided on Sheet SD-5.

CC. UT-19: Review details. MH-12 inverts do not match detail drawing or plan. MH-15 inverts do not match detail drawing. Weir elevations appear incorrect. 7" orifice shown, 6"

orifice noted. MH-4 inverts do not match plan. Any revisions should be consistent with drainage report.

UT-20: Some storm manholes are relatively shallow. Eccentric cone may not apply. Provide shallow manhole detail.

R. UT-20: Manhole with a flat slab top will be used. Detail has been added to Sheet SD-4.

CC. UT-20: Response Noted.

UT-21: MH-15. TF elevation incorrect ("2.4").

R. UT-21: MH-15 TF elevation has been corrected to 149.6.

CC. UT-21: Response Noted

UT-22: Verify 4" domestic water service is adequate for number of units / occupants of building.

R. UT-22: 4" domestic water service will be adequate but final sizing will be determined when a plumbing engineer is engaged for the building permit submission.

CC. UT-22: Complete utility plans, indicated all services sizes, materials, locations and elevations are to be provided at time of submittal for land use commission approvals.

UT-23: Provide verification that sufficient pressure is available for fire service to serve entire building.

R. UT-23: The water company has provided a will serve letter and with the adjacent similar use, it would have the same demands. Also, a fire hydrant test has been performed to verify sufficient flow and pressure.

CC. UT-23: Provide test data and copy of will serve letter.

UT-24: Show limits of trenching in Route 7. Provide State Highway pavement repair detail.

R. UT-24: Trench limits have been provided.

CC. UT-24: Response Noted.

UT-25: CCB 18 TF = 152.5. Grade behind CB is 150.0 Revise TF elevation.

R. UT-25: TF elevation has been revised.

CC. UT-25: Response Noted.

UT-26: Show all underground utilities including but not limited to primary and secondary electric, site lighting services, telephone, CATV, etc.

R. UT-26: This detailed information will be shown on the building permit submission once an electrical engineer has coordinated with Eversource.

CC. UT-26: Response Noted. Why is electrical service connected to the southernmost utility pole and then crossing the entire front of the site (including both field stone walls, to connect to the transformers at the northern side of the property? Suggest connecting to a closer pole, if possible.

UT-27: Show location of gas meter.

R. UT-27: This detailed information will be shown on the building permit submission once the architect and mechanical engineer has coordinated with Eversource.

CC. UT-27: Location of the gas meter is an important part of a site plan. It will require access, a concrete pad, modifications to the design of the walks, etc.

UT-28: Additional information is needed on generator. Verify approval from gas company that generator is served directly from gas main and if the meter be located at the generator. Provide generator pad detail. Generator is shown in location of trees and other landscaping. Revise landscaping plan. Provide screen to shield generator from view from street. Noise of generators in relation to residential uses (across the street, etc., particularly when testing is a concern. Provide information on noise mitigation.

R. UT-28: A 4'-0" height solid board screen fence has been added to the plans and a detail has been added to Sheet SD-7. Gas company coordination will occur by the electrical/mechanical engineer prior to building permit submission Noise mitigation is not required for an emergency generator.

CC. UT-28: Provide generator pad detail. 4 ft. fence may not be adequate to damper sound as the generator typically is greater than 4 ft. high. Actual location of the board fence is unclear. Will it require a gate? Is the gas for the generator to be fed from the building? As noted above, provide location of the gas meter.

UT-29: Landscaping may interfere with access to transformers and switch gear. Suggest providing clear area from pavement to transformers and access doors.

R. UT-29: Landscaping has been revised to provide clear access from the drive isle to the transformers.

CC. UT-29: Response Noted.

UT-30: Water meter vault shown adjacent to retaining wall. Wall footing and vault may be in conflict.

R. UT-30: The water meter vault has been moved.

CC. UT-30: Water meter vault size does not match the detail. Provide correct detail. Coordinate location of proposed plantings with meter vault to provide access.

UT-31: Removal of existing discharge pipe from the existing catch basin on the south side of the property will require work on adjacent property. Have rights to perform work on the property been acquired? Show work to be conducted on the adjacent parcel, including restoration after pipe is removed.

R. UT-31: The discharge pipe from the existing catch basin on the south side of the property will be

plugged at the property line, a callout has been added to Sheet UT.

CC. UT-31: Response Noted.

UT-32: Provide dia. of riser and dome grate at OVFL-25 and OVFL-3.

R. UT-32: A callout has been added to the riser dome and grate for OVFL-25 and OVFL-3.

CC. UT-32: Response Noted.

UT-33: Has a subsurface soils investigation (borings, test pits) been conducted in the area of infiltration areas and subsurface stormwater storage systems? What is depth to rock / ledge? What is the soil type? Will soil provide infiltration (well drained) or will it retain water (silt / clays). Total depth to bottom of stone from existing grade is up to 7.5 feet.

R. UT-33: Boring data has been added to Sheet NL and infiltration tests added into the Drainage Report.

CC. UT-33: Boring data on Sheet NL does not correspond with boring logs and test data. Per Tri-State test data, the borings contained more silt than described on Sheet NL.

SLR-5: 23.4% passing #200 sieve is Some Silt, not "Trace Silt".

SLR-6: 12.0% passing #200 sieve is Little Silt, not "Trace Silt".

SLR-7: 21.5% passing #200 sieve is Some Silt, not "Trace Silt".

SLR-8: 13.2% passing #200 sieve is Little Silt, not "Trace Silt"

UT-34: Provide observation and cleaning ports on underground detention systems and isolator rows. Provide locations on plans.

R. UT-34 Observation and cleaning ports have been added to the underground chamber systems.

CC. UT-34: Response Noted.

UT-35: Provide manifold to connect underground detention system rows. The underground detention systems should be labeled to prevent confusion since they are located on the south side and two are close to the same size.

R. UT-35: Manifolds have been added to the underground chamber systems and the systems have been labeled.

CC. UT-35: Typically, the manifold is connected to each row of chambers.

UT-36: We do not recommend connecting roof leaders from "Jewel Box" to storm system that requires treatment as roof drainage is considered "clean". Suggest connecting the roof leaders to MH-13.

R. UT-36: The storm system from the "Jewel Box" roof is stored completely within the front rain garden. It would not be necessary to connect the roof leaders to MH-13.

CC. UT-36: Response Noted.

UT-37: Tupelo trees proposed on the islands along the southern parking area are on top of the subsurface detention units. Taproots may conflict with and damage stormwater units.

R. UT-37: Trees have been shifted to avoid the underground detention system.

CC. UT-37: Response Noted.

UT-38: Suggest providing a sump at MH-9, MH-16 & MH-22 at inlets to isolator rows. Provide detail.

R. UT-38: A sump is not needed at MH-9, MH-16, & MH-22. The isolator row will collect sediment and provide water quality.

CC. UT-38: Per Stormtech SC-740 Isolator Row Detail, a 24" sump is recommended at the inlet manhole.

UT-39: OVFL-25 -Consider considerably shortening the 8" HDPE and using a manhole to the east of the infiltration area and matching crowns with the 15" pipe.

R. UT-39: Manhole 25A has been added to the plans.

CC. UT-39: Suggest keeping stormwater that has been treated separate from the stormwater that has not been treated, otherwise, the "clean" stormwater will become compromised and require cleaning. This also will increase the size of the required treatment measure.

UT-40: Consider backflow preventers or check valves to 8" HDPE outlets from infiltration areas to protect the stormwater system from the river during flooding.

R. UT-40: The plans call for a flap gate at the outlet to the Norwalk River.

CC. UT-40: The drainage system could still get floodwater if the river elevation rises above 141.1 (at OVFL-3) and 141.3 (at OVFL-25).

UT-41: Consider using RCP pipe in the area east of the main building and at the 18" discharge including at the driveway entrances and exits. RCP would be advised due to close proximity to utilities, added durability, possible high groundwater, and floodplain location.

R. UT-41: We believe HDPE pipe is appropriate for the site.

CC. UT-41: Response Noted.

UT-42: MH-9 has inverts that appear low (137.7 ft).

R. UT-42: The storm system has been revised..

CC. UT-42: Response Noted.

UT-43: The 18-inch outfall pipe doesn't appear to have enough capacity. If the 15 inch and 18 inch pipes upstream flow full, then the single 18 inch pipe at the flat slope of 0.65% seems inadequate.

R. UT-43: The size of the outfall pipe has been upgraded to a 24-inch pipe.

CC. UT-43: Response Noted.

UT-44: The outfall, including the required grading and riprap splash pad, require work directly within the limits of the inland wetlands. Provide calculations to show that the remaining streambank will be stabilized and not subject to erosion due to the discharge of stormwater. The riprap pad may need to be installed further towards the river.

R. UT-44: The riprap has been sized properly based on size of outlet pipe, velocity, and flow. Calculations can be found in the. Riprap will be provided on all disturbed side slopes from the headwall to the river.

CC. UT-44: See CC-RPT-3. The Norwalk River tailwater should be part of the design. The pad seems to be larger than necessary. Possibly the 24" pipe could be shortened to reduce impacts to the OHW.

UT-45: MH-13 (CASCASE CS-4): MH-13 is connected to roof drains. A separator is not necessary as roof drainage is typically considered "clean". Also, it is a "CASCADE CS-4". MH-5 should be a hydrodynamic separator as it discharges run-off from the surface drainage system to the infiltration units. Isolator rows are difficult to maintain and clean. Silt can infiltrate into the stone layer, limiting the infiltration capacity of the systems.

UT-46: Foundation drain at SE corner of building inv. = 152.2. Fin. Grade = 152.7 +/- . Provide invert for FD at MH-16.

UT-47: MH-5: Invert to isolator row should be lower than invert to north to allow for treatment of the first inch of runoff ("first flush").

UT-48: 24" HDPE from MH-5 to isolator row: Cover less than 2 feet.

UT-49: Provide inverts of 6" curtain drain along Wall #1. Based on wall detail, the invert at the west end of the wall = 144.7. Fin. Grade = 145.9. Cover < 1 ft. Suggest connecting curtain drain to CCB 7, 10, 14 to shorten segment lengths.

UT-50: MH-2: Invert in N (137.6) is lower than invert out W (137.8). Suggest raising invert of 12" HDPE from CCB-6 to match crown of outlet pipe.

UT-51: Review invert of 8" HDPE from OVFL-3 at connection to 24" HDPE. It appears the invert of the 8" HDPE at the 24" HDPE is higher than the invert at OVFL-3.

UT-52: Riprap splash pad: Provide additional information. Note size of stone. Note depth to bedding layer. Detail calls for RCP pipe and culvert end. Coordinate with plan. Is filter fabric / geotextile included in the installation?

UT-53: MH-13: Inv out S (144.0) is higher than Inv out W (143.1). Recommend inverts to be the same.

UT-54: CCB-18: Inv out S (145.9) is higher than Inv in N (145.6).

UT-55: 12" HDPE from CCB-29 to CCB-28 passes under the generator. Suggest adding a structure to avoid having the pipe under the generator. Also, this pipe appears to conflict with a light pole base in parking lot.

UT-56: In general, good hydraulic design is when the inlet pipe is smaller than the outlet pipe, the inverts should be the difference in the diameter (min.).

UT-57: Wall #4 – show wall drain or note that weeps are to be provided per the detail.

UT-58: Provide water service shut-off at streetline.

UT-59: A light pole base in parking lot along curb line appears to conflict with 12" pipe from CCB-27 to CCB-28.

UT-60: The drainage report uses a 6-inch stone base for the S-1 detention system, but the detail calls for a minimum 12 inches.

Sheet 9 Sediment and Erosion Control Plan

SE-1-1: Provide silt fence along edge of Danbury Road (Route 7).

R. SE-1-1: Silt fence has been added along edge of Danbury Road (Route 7).

CC. SE-1-1: Response Noted.

SE-1-2: At the northwest corner of the site near the river, the lines for the silt fence and straw appear to be cut off and show a break in the E&S controls. It would be recommended to move the wattle farther to the east away from river and OHW.

R. SE-1-2: The wattle has been moved farther to the east away from the river and the OHW.

CC. SE-1-2: Response Noted.

SE-1-3: Typically, Infiltration areas should not be used as sediment traps. If used as sediment traps, the areas should be over-excavated and thoroughly cleaned.

R. SE-1-3: Comment noted. A note has been added to the plans.

CC. SE-1-3: Response Noted.

SE-1-4: Proposed silt fence and straw wattles at drainage endwall cross riprap splash pad. Suggest

turbidity curtain along river in this location due to excavation along river bank.

R. SE-1-4: No riverbank excavation is needed except for where the outlet pipe is proposed. We believe the turbidity curtain would not be appropriate with the flowing water.

CC. SE-1-4: Provide measures to protect the river during construction at the outlet.

SE-1-5: Addition of a concrete wash out area (outside of the floodplain) with a sign for concrete trucks is recommended. The detail should include notes specifying its location and appropriate management.

R. SE-1-5: A concrete washout location has been added to Sheet SE-1 and detail to Sheet SE-2.

CC. SE-1-5: Response Noted.

SE-1-6: Soil stockpile areas are in the area of the "Wildflower Meadow" in the front of the property. Where are stockpiles to be relocated during work in this area? This area may be hard to access during start of construction due to proximity of existing building. A phased soil erosion plan to address issues where stockpiles may need to be moved as site is built out seems helpful.

R. SE-1-6: The need to stockpile soils on site is minimal beyond a small pile for topsoil. The contractor will provide a final plan for stockpile areas with the building permit submission. The location on the plan is intended to identify that soil stockpiles shall require erosion control protections.

CC. SE-1-6: Response Noted.

SE-1-7: Construction entrance pads are located in areas of fills up to 5 feet.

R. SE-1-7: The entrance pad in areas of fill will be rebuilt as the grade is raised and adjusted during construction.

CC. SE-1-7: Provide note / call-out.

SE-1-8: Silt fence along southern property line is shown on top of the existing stone wall and within the existing swale.

R. SE-1-8: The silt fence has been adjusted.

CC. SE-1-8: Silt fence should be located at the bottom of the proposed slope.

SE-1-9: The location of sediment traps and dirt bags should be located out of the floodplain. Grading of sediment traps should be mindful of groundwater elevations.

R. SE-1-9: It is necessary to have the sediment traps within the lower portion of the site to be the most effective and to capture the entire watershed.

CC. SE-1-9: As the lower portion of the site is subject to flooding even during a 10-year storm event (per FEMA), provide measures to protect the sediment traps from flooding and depositing sediments into the river during storm events.

SE-1-10: Suggest 2 rows of wattles along the river for additional protection. Recommend leaving a strip of pavement in place (25 to 30 feet) along the river in the upland review area from north side of site to the south for as long as possible for stabilization purposes. Fire truck access road with permeable pavers could be scheduled towards end of construction with landscaping.

R. SE-1-10: The ability to leave this pavement area is highly dependent on the actual construction logistics, schedule, and time of year. It may be beneficial to establish the enhanced vegetative buffer earlier in the construction-phase.

CC. SE-1-10: Response Noted.

SE-1-11: Recommend construction fencing with gates along the front of the property. Detail(s) should be included in detail sheets.

R. SE-1-11: Comment noted. The site security plan will be developed at the time of Building Permit Submission.

CC. SE-1-11: Response Noted.

SE-1-12: CTDEEP has modified the Guidelines for Soil Erosion and Sediment Control and the revised Water Quality Manual which becomes effective in March 2024.

R. SE-1-12: Comment noted.

CC. SE-1-12: Response Noted.

Sheet 10 Sediment and Erosion Control Specifications and Details

SE-2-1: Dirtbag minimum size and type should be specified.

R. SE-2-1: The specification of the dirtbag minimum size and type would depend on the pump size used, which will be determined by the contractor and the supplier.

CC. SE-2-1: Response Noted.

SE-2-2: Coordinate Temporary Sediment Trap Detail with plans.

R. SE-2-2: Temporary Sediment Trap detail has been coordinated with plans.

CC. SE-2-2: Response Noted.

SE-2-3: Provide inlet control detail for domed yard drains.

R. SE-2-3: The inlet control detail for the domed yard drains would be the same as all other inlet protection details.

CC. SE-2-3: Inlet Protection ("Silt Sack") detail does not apply to 18" dia. pipe. Provide detail or call-out.

SE-2-4: Recommend minimum size of 12-inch diameter for wattles to be used.

R. SE-2-4: A note has been added to the straw wattle detail.

CC. SE-2-4: Response Noted.

SE-2-5: The dewatering plan requested by the town should have associated dewatering details such as a settling basin for dewatering discharges.

R. SE-2-5: A dewatering plan will be prepared with the building permit submission.

CC. SE-2-5: As the Town's comments are related to this application, the dewatering plan should be submitted at this time.

Sheet 11 Site Details SD-1

SD-1-1: The sheet shows details for stamped & colored sidewalk, concrete pavers along integral concrete walk. It is not clear on the plans where these are going to be installed. Additional call outs seem appropriate.

R. SD-1-1: Callouts have been added to the plans to coordinate with the details.

CC. SD-1-1: Where is integral concrete sidewalk and curb? Not observed on plans.

SD-1-2: Standard Duty Bituminous Concrete and standard Base – Is it the intent to use Marshal Mix bituminous concrete (Class 1, Class 2).

R. SD-1-2: Yes.

CC. SD-1-2: Response Noted.

SD-1-3: Concrete Pad for Fire Truck Outriggers – Thickness of concrete and base does not appear to be appropriate for proposed load. Concrete called to be "permeable" on site plans. Modify detail accordingly. Provide mix design of permeable concrete.

R. SD-1-3: The concrete pad design will be coordinated with the fire marshal. Detail has been modified.

CC. SD-1-3: Response Noted.

Sheet 12 Site Details SD-2

SD-2-1: Clarify if all the proposed walls will have a stone masonry veneer. Provide elevation view of all walls, including location of changes in heights, concrete base. Provide detail how concrete base transitions from one elevation to another. We suggest a course of free draining material behind the wall including weep holes or a perforated drain. As noted above, the height of the walls are as high as 6 feet. We suggest changing the wall type to concrete cantilever (with stone facia) or provide a geotextile.

R. SD-2-1: Retaining walls have been numbered on Sheet 'LA'. Retaining Walls #1 and #4 are

constructed of modular blocks and Retaining Walls #2 and #3 are constructed of dry-laid fieldstones.

CC. SD-2-1: Response Noted.

SD-2-2: At top left of sheet, there are painted pavement markings that show arrows that don't appear to be used for project. It may help to remove these for clarity.

R. SD-2-2: The pavement markings detail has been modified.

CC. SD-2-2: Response Noted.

SD-2-3: Provide electric, telephone, utility conduit trench details. Provide handhole detail(s) as required.

R. SD-2-3: The details for electric, telephone, and utility conduit trench are conceptually shown at this level. Additional information may be provided at the time of building permit submission and after coordination with the utility companies.

CC. SD-2-3: Response Noted

SD-2-4: Provide transformer pad detail.

R. SD-2-4: Utility pad detail has been added to Sheet SD-1.

CC. SD-2-4: Concrete Utility Pad detail is not a transformer pad. Transformer pads are typically 2'-7" to 3' deep. Coordinate pad size with Eversource.

Sheet 13 Site Details SD-3

SD-3-1: Suggest providing structural planting soil in areas where plantings are adjacent to paved areas and sidewalk.

R. SD-3-1: It is our opinion structural planting soil is not needed adjacent to the paved areas and sidewalks.

CC. SD-3-1: Response Noted.

SD-3-2: Concrete Stair with Handrail Detail – Refers to Enlarged Detail "A" which is not provided. Note height of handrail. Does not appear to correspond with site plan and stair at front of building. Trench drain not shown on plans. No retaining wall provided on plans. Detail should match sidewalk material types at top and bottom of stair (pavers). Show location of rail on site plan.

R. SD-3-2: It Stair and Handrail details have been updated and added to the Detail Sheets. Handrail locations have been added to Sheet 'LA'.

CC. SD-3-2: Response Noted.

SD-3-3: Accessible Ramp Section – Shown as concrete. Site plan calls out pavers. Coordinate between details and site plans.

R. SD-3-3: Details plan and site plans have been coordinated. Plan has been adjusted to show the accessible ramp as concrete.

CC. SD-3-3: Response Noted.

SD-3-4: Concrete Ramp at Building Face – Suggest detail for entranceway. We do not recommend pavers at the doorway as pavers may move as a result of frost, etc. and prevent the door from opening.

R. SD-3-4: Pavers will be set on concrete and will not heave as a result of frost.

CC. SD-3-4: Note on Sheet LA where pavers are to be set on concrete.

SD-3-5: Mow strip not shown on plans.

R. SD-3-5: Mow strip callout has been added to Sheet 'LS'.

CC. SD-3-5: Response Noted. (Leader to mow strip on north side of entrance drive points to the concrete pad)

Sheet 14 Site Details SD-4

SD-4-1: Provide CL Basin top detail.

R. SD-4-1: Town of Wilton CLCB detail has been added.

CC. SD-4-1: Response Noted.

SD-4-2: Provide flap gate detail.

R. SD-4-2: A flap gate detail has been added to Sheet SD-4.

CC. SD-4-2: Note which gate is to be provided.

SD-4-3: Provide end wall detail for 18-inch discharge pipe.

R. SD-4-3: End wall detail for 24-inch discharge pipe has been added to Sheet SD-4.

CC. SD-4-3: Response Noted.

SD-4-4: Larger bollard sizes may be more appropriate for the protection of the transformers and generators.

R. SD-4-4: The final size of the bollards will be coordinated with the utility company.

CC. SD-4-4: Response Noted.

SD-4-5: Provide riprap splash pad detail for endwall outlet.

R. SD-4-5: Riprap splash pad has been sized for the end wall outlet..

CC. SD-4-5: Note riprap size. Modify depth as required. Note depth of bedding. Note if non-woven filter fabric is required.

SD-4-6: Provide manhole frame and cover detail or call-out specific type and size.

R. SD-4-6: Manhole frame and cover detail has been provided.

CC. SD-4-6: Response Noted.

SD-4-7: Storm Trench Detail – Note Final Backfill material if existing material is deemed unsuitable.

R. SD-4-7: A note has been added to the storm trench detail.

CC. SD-4-7: It should be noted that the backfill material shall be approved by the Engineer.

SD-4-8: Where are square Area Drains located? Remove detail if not required for this project.

R. SD-4-8: The square area drain detail has been removed.

CC. SD-4-8: Response Noted.

SD-4-9: Use Town of Wilton Standard Type C and Type C-L Catch Basin details. Or modify the currently used detail to add 2 courses of brick below top.

R. SD-4-9: A Town of Wilton Standard Type C and a Type C-L detail has been added to Sheet SD-4.

CC. SD-4-9: Response Noted.

SD-4-10: Use Town of Wilton Standard Manhole Detail.

R. SD-4-10: A Town of Wilton Standard Manhole detail has been added to Sheet SD-4.

CC. SD-4-10: Response Noted.

SD-4-11: Rain Garden and Filter Strip Detail – “Rain Gardens” are not identified as such on plans. Coordinate plans and details with same nomenclature. Show location of the infiltration strip on plans. Revise detail to correspond with site plans.

R. SD-4-11: "Rain Gardens" have been properly identified on the plans. Additionally, the plans and details have been amended with the same nomenclature.

CC. SD-4-11: Response Noted.

SD-4-12: Provide detail(s) for weirs to be used in manholes.

R. SD-4-12: Details for weirs to be used for manholes 5, 12, and 15 have been provided on Sheet SD-5.

CC. SD-4-12: Response Noted.

Sheet 15 Site Details SD-5

SD-5-1: Provide water meter pit detail.

R. SD-5-1: A water meter pit detail has been provided on Sheet SD-6.

CC. SD-5-1: Water meter vault detail does not match vault shown on Sheet UT. Verify that a 2" meter appropriate for a 4" dia. water service.

SD-5-2: Provide site information and sizing calculations for the CONTECH CDS 2025-5-C Hydrodynamic Separator.

R. SD-5-2: Sizing calculations have been provided in the Stormwater Report.

CC. SD-5-2: Response Noted.

SD-5-3: CTDOT Trench Repair Detail – Typically, state road sections include 9 inches of pavement. Provide verification that CTDOT has approved the pavement repair detail

R. SD-5-2: The final pavement section will be determined by the CTDOT as part of the Encroachment Permit process.

CC. SD-5-2: Include CTDOT standard pavement section as part of this submission.

Sheet 16 Site Details SD-6

SD-6-1: Sanitary Cleanout Detail: Size not provided. Suggest not installing steel rod as may cause damage to mowers, etc. Suggest using a cast iron valve cover.

SD-6-2: Provide water meter vault detail for 4" service.

Sheet 17 Site Details SD-7

SD-7-1: Solid Board Privacy Fence: Are posts to be set in concrete? Provide detail.

Site Plan – Alternative Compared

A description of the alternatives should be provided. Although only a sketch is required for the alternatives, additional details such as any proposed plantings, storm drainage, rain gardens or other stormwater treatment measures, etc. should be called out.

R: The alternative plan was provided for discussion, and we believe the proposed plan is superior to the alternate plan. We are ready to discuss further with the Commission if requested.

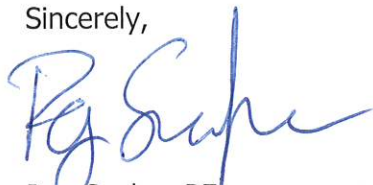
CC: Provide additional detail for the alternative plan to allow for a better understanding of what is being proposed.

ZONE CHANGE Map.

No Comments

Based on our comments, we anticipate that the applicant will need further revisions to the current plan set and anticipate that additional review will be required once these revised materials are submitted. If you have any questions or require additional information, please feel free to contact us at 203-238-1969.

Sincerely,

A handwritten signature in blue ink, appearing to read "Roy Seelye".

Roy Seelye, PE
Senior Project Manager

A handwritten signature in blue ink, appearing to read "Darin Lemire".

Darin Lemire, PE, CPESC, CPSWQ
Senior Hydraulic Engineer