TOWN OF BROOKLYN
PLANNING AND ZONING COMMISSION
Regular Meeting Agenda
Wednesday, March 1, 2023 6:30 p.m.

3 WAYS TO ATTEND: IN-PERSON, ONLINE, AND BY PHONE

MEETING LOCATION: **Brooklyn Middle School Auditorium, 119 Gorman Road, Brooklyn, CT**		
Click link below: **https://us06web.zoom.us/j/87925438541**	**or**	**Go to https://www.zoom.us/join** **Enter meeting ID: 879 2543 8541**
Dial: 1-646-558-8656 **Enter meeting number: 879 2543 8541, then press #, Press # again to enter meeting**		

I. Call to Order
II. Roll Call
III. Seating of Alternates
IV. Adoption of Minutes: Meeting February 1, 2023
V. Public Commentary
VI. Unfinished Business:

a. **Reading of Legal Notices:**
b. **Continued Public Hearings:**
   1. **SP 22-008:** Special Permit Application for Multi-Family Development (50 Condominium units) on south side of Louise Berry Drive (Assessor's Map 33, Lot 19), 13.5 acres, R-30 Zone, Applicant: Shane Pollack and Erin Mancuso.
c. **New Public Hearings:**
   1. **SD 22-004:** One lot Resubdivision including 2 acres on Allen Hill Road/Wauregan Road (Map 31, Lot 97C), Applicant: Wayne Jolley/Lori Pike.
   2. **SP 22-007:** Special Permit for an Events Facility at 459 Wolf Den Road, Applicants: Nicole and Greg Fisher.
   3. **ZRC 23-001:** Multiple revisions concerning exceptions to the setbacks including Secs. 2.B, 3.A.5.2., 3.B.5.2., 3.C.5.2., 4.B.4.2., 4.C.4.2., and 8.A.4.
d. **Other Unfinished Business**:
   1. **SP 22-008:** Special Permit Application for Multi-Family Development (50 Condominium units) on south side of Louise Berry Drive (Assessor's Map 33, Lot 19), 13.5 acres, R-30 Zone, Applicant: Shane Pollack and Erin Mancuso.
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   4. **ZRC 23-001:** Multiple revisions concerning exceptions to the setbacks including Secs. 2.B, 3.A.5.2., 3.B.5.2., 3.C.5.2., 4.B.4.2., 4.C.4.2., and 8.A.4.
   5. **ZRC 22-009:** Multiple revisions to Section 4.F Mill Mixed Use Development Zone, Applicant: DMP Palmer Associates. ***Public Hearing 3/21/2023***

VII. New Business:

a. **Applications:**

1. **ZRC 23-002:** Addition to the Zoning Regulations re: Site Plan application submission requirements, Sec. 9.C.3.6.
2. **SP 23-001:** Special Permit Application for the Adaptive Reuse of an Agricultural Building, 59 North Society Road, Applicant: Kelsey Hare.

b. **Other New Business:**

1. Pre-application review with Norm Thibeault, P.E. re: residential development on South Street.
2. Correspondence with ZEO Margaret Washburn re: Brooklyn Sand & Gravel.
3. Discussion with Town Planner Jana Roberson re: Tattoo Parlor.

VIII. Reports of Officers and Committees

IX. Public Commentary

X. Adjourn

Michelle Sigfridson, Chairman

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MINUTES

I. **Call to Order –** Michelle Sigfridson, Chair, called the meeting to order at 6:33 p.m.

II. **Roll Call** – M. Sigfridson, Carlene Kelleher, Allen Fitzgerald, Lisa Herring, S. Pember, J. Haefele; Gil Maiato; Sara Deshaies (all were present in person).
Brian Simmons was absent with notice. Karl Avanecean was absent.

Staff Present: Jana Roberson, Town Planner and Director of Community Development; Austin Tanner, First Selectman (both present in person).

Also Present in Person: Norm Thibeault, P.E., Killingly Engineering Associates; Scott Hesketh, P.E., F. A. Hesketh & Associates; Patricia Buell, Brooklyn Schools Superintendent; John Serrell/Kencyn Corporation; J.S. Perreault, Recording Secretary.
There were nine additional people present in the audience.

Present via Zoom: Attorney Nicholas Mancuso; Aoife Heaslip; Stephanie Hynes; Bob.

III. **Seating of Alternates** – No Alternates seated.

IV. **Adoption of Minutes:** Meeting January 17, 2023

Motion was made by C. Kelleher to approve the Minutes of the Regular Meeting of January 17, 2023, as presented.
Second by J. Haefele. No discussion.
Motion carried unanimously by voice vote (8-0-0).

V. **Public Commentary**
Debra Karinski introduced herself and informed the Commission that she intends to purchase a property on Canterbury Road where she would like to have a distillery (similar to one in Putnam) in the carriage house in the back.
M. Sigfridson commented that it is a beautiful building which she feels is underused.

VI. **Unfinished Business:**

a. **Reading of Legal Notices:** J. Roberson read aloud the Legal Notice for SP 22-008 which was published in the *Turnpike Buyer* on January 18, 2023 and January 25, 2023.

b. **Continued Public Hearings:** None.

c. **New Public Hearings:**

1. **SP 22-008:** Special Permit Application for Multi-Family Development (50 Condominium units) on south side of Louise Berry Drive (Assessor's Map 33, Lot 19), 13.5 acres, R-30 Zone, Applicant: Shane Pollack and Erin Mancuso.

   Norm Thibeault, P.E., Killingly Engineering Associates, represented the Applicants and gave an overview of the proposal (plans were displayed as discussed):

   - Mr. Thibeault explained that there were 51 units proposed in the previous application, which had been withdrawn, and they are now proposing 50 units.

One of the accessible units has been eliminated due to the layout of this type of unit and it is too tight for the amenities to work correctly with the rest of the floor plan.

- Proposing access from Louise Berry Drive.
- Proposing an approximately 1,000' long roadway which will terminate in a cul-de-sac on the far western end of the property (furthest point down-gradient of the property).
- Clusters of three-to-seven units per building.
- Regarding the requirement that facades not be contiguous for more than 40 feet, the buildings are offset in jogs to give more character.
- Reference was made to Section 6.E – Special Permit Criteria:
  Minimum of 5 acres required, they have 13.5 acres;
  Density requirement for properties having access to water and sewer – A maximum of 117 units that would be allowed on this property, they are proposing 50 units taking into account spacing between the buildings, access and parking. The hope is to make the flow of the development more conforming and more attractive to potential buyers of the units.
- These will be for-sale units and will be operated by a Homeowners' Association.
- The road will also be privately owned and maintained by the Homeowners' Association. The Town will not be expected to maintain it, plow it or clean the stormwater system.
- Reference was made to Section 6.E.2.3 - They exceed the square-footage requirements for the units.
- They are not proposing any living below grade or second story.
- They adhere to the minimum 40-feet spacing between buildings.
- Reference was made to Section 6.E.3.13 – Buildings should harmonize with the landscape and each other – They are utilizing the terrain and stepping the buildings up and down depending on the terrain to try to get them to fit into the terrain and they to try to minimize the amount of grading required to construct these units.
- Regarding suitably lit parking and walkways – He stated that he received a comment from Ms. Roberson yesterday and he will need to take a closer look at this to be sure that they meet this requirement.
- Mr. Thibeault stated that all driveways are to be paved.
- Mr. Thibeault stated that the streets do meet Section 10 of the Criteria of the Subdivision Regulations and Public Improvements Specifications.
  - They are proposing sidewalks as they are within 1,500 feet of a school.
  - Regarding storm drainage design criteria within the Public Improvements Specifications, he said that the storm drainage system and computations have been extensively reviewed by Syl Pauley (Town Engineer). Mr. Thibeault said that it was also reviewed for the previous application by Steve Trinkas who had been hired as a third-party consultant.
    Mr. Thibeault explained that the stormwater layout, the stormwater detention system and the stormwater treatment were all designed with input from both Mr. Pauley and Mr. Trinkas. Mr. Pauley's latest comments (Dated January 25, 2023), received yesterday by Mr. Thibeault, states that he has no further comments on the drainage system.
    Mr. Thibeault stated that the system is built in conformance with the State of CT DEEP for quality guidelines and they will exceed it. He explained that, to alleviate the single-point discharge, they incorporated a second stormwater basin into the design so that they can split the discharge. He also explained about an 8-foot-wide wet swale to alleviate excessive velocities in run-off.
- They have received approval from IWWC (late 2022). Mr. Thibeault explained that they had an existing approval from the previous application (good for five years), but with the changes incorporated, they went back to the IWWC and received approval.

- Regarding parking spaces, 100 spaces would be required, but they are proposing two spaces per unit for the 48 non-accessible units and three spaces per accessible unit. They are also providing 36 additional parking spaces spread out in clusters along the roadway and along some of the side driveways. Total of 140 parking spaces (conservatively).
- Mr. Thibeault explained that the units located on the northern side of the proposed roadway have a very deep garage unit, but it they do not have quite 40 feet (with the width of the foundation and garage doors) as required. He said that people with smaller cars could utilize those for additional parking. He said that if we are a little more lenient with our counts, we could get some more additional parking within the buildings.
- Recreation Area – They are showing a 40' x 60' playscape area as well. A Total recreation area of 28,000 square feet. Mr. Thibeault stated that they will provide more detail as requested by Ms. Roberson.
- Building Heights – Mr. Thibeault explained that, depending on how we look at these, either way we choose to measure it, we do meet the maximum height criteria as defined by the Regulations.
- Landscaping – Mr. Thibeault indicated the units on the north side of the road and stated that they are proposing to plant evergreen buffers between the roadway and the backs of the buildings to screen the deck/patio areas.
  Mr. Thibeault explained that, prior to the Applicant purchasing the property, it had been logged extensively and a lot of the un-usable portion of what was cut, was left in place making it difficult to maneuver through the property at this point. There is also a lot of invasive vegetation.
  This has been discussed with Joseph Theroux, a Certified Soil Scientist and Certified Forest Practitioner, who provided a letter for the Record (dated May 10, 2022) in which he suggests cleaning up the ground and planting 250 18–24-inch tall, white pine seedlings per acre. Within 8-10 years this would a provide a nice vegetated buffer on the southern side of the property.
  They will also be planting additional buffer landscaping along the northern side of the property where the school is located.
  They also will be planting some buffer landscaping to the east where the accessible units are located.
- Regarding concerns about traffic, Mr. Thibeault explained that in addition to traffic counts that had been taken for the previous application, Scott Hesketh, P.E., did some additional counts last week.

Scott Hesketh, P.E., F.A. Hesketh & Associates, explained that his office had, originally, prepared a Traffic Impact Report dated July 13, 2021. This Report had been reviewed by Kermit Hua who provided comments to the Commission. Mr. Hesketh stated that his office was in the process of preparing a response to Mr. Hua's comments, but the application was withdrawn and a new Application was subsequently submitted.

Mr. Hesketh explained that the current November 30, 2022 Report is, basically, the same as the July 13, 2021 Report, but has been updated to reflect some new count information in an attempt to answer review comments from Mr. Hua.
Ms. Roberson clarified, for the Record, that the information in the Commission Members' packets does not reflect data recently collected since the November 30, 2022 Report was submitted.

Mr. Hesketh reviewed and explained his Report (dated November 30, 2022):

- His office visited the site to review the current roadway conditions including both the Elementary School and the Middle School. In response to Mr. Hua's comment that the counts be updated, they collected data on September 21, 2021, which is the analysis that the November 30, 2022 Report is based on. They used Land Use Code 2020 which is multi-family housing, low-rise type, as was recommended by Mr. Hua.

- Mr. Hesketh referred to Table 3R-1 of his Supplemental Report (dated January 26, 2023). The results indicate the following:
  - Gorman Road approach operates at Level of Service A during all peak hours for both background and combined traffic conditions.
  - Louise Berry Drive approach operates at Level of Service C during peak hours for both background and combined traffic conditions with the exception of the afternoon commuter peak hour which operates at Level of Service D with average delays of 25.4 seconds per vehicle. He noted, for the Record, the trip line between Level of Service C and D is 25 seconds.
  - Per their observation, a significant amount of the traffic occurs during the 15-minute peak period when students are dropped off in the morning and picked up in the afternoon. Mr. Hesketh explained about the Peak Hour Factor.
  - For the intersection of Louise Berry and the proposed site driveway, all approaches were operating at Level of Service A or B during peak hours under the combined traffic conditions.
  - In terms of the proposed site driveway, they are recommending that a stop sign and stop bar be placed at the approach to Louise Berry Drive and probably should have 50 linear feet of double yellow line to separate entering and exiting flows.
  - Regarding intersection sight distances, Mr. Hesketh stated that some clearing of vegetation will be needed to maintain the sight distances.
  - Based on projected traffic volumes, the parking spaces located opposite to the proposed site driveway, used by School Faculty, Mr. Hesketh stated that there should be minimal conflict between the site-generated traffic and the traffic into and out of those spaces.
  - Mr. Hesketh explained that during their initial count, they had made observations of drop-off and pick-up procedures, but was informed that the procedure has recently changed. He stated that the recommendations currently posted on the School's website are the same as they were in September 2021. He said that the traffic volume counts indicated that people are operating in that particular fashion. However, Mr. Hesketh explained that, to verify, they did additional counts (for intersection of Louise Berry Drive and Gorman Road) over the last week and the counts are very similar during the morning and afternoon School peak hours. He said that the volumes observed were significantly less during the p.m. peak-hour commuter times than they had projected in their previous Report. Mr. Hesketh provided copies of Diagrams, Analysis, and Level of Service Calculations to the Commission Members for review.
    Mr. Hesketh stated that during School peak times, the traffic volumes observed last week are nearly identical to the traffic volumes they observed in September 2021, which the Report is based upon. So, they are confident that the analysis in the Report, at least during the School peak hours, is consistent and, during the afternoon peak hours, they present even better Levels of Service than what is presented in the Report.

    Mr. Hesketh summarized his Report: Based on their review, background traffic volumes, projected site-generated traffic volumes, and the calculated Levels of Service at the intersections reviewed, it is his professional opinion that the local roadway network can accommodate the increase in traffic associated with this proposed development without significant impact on traffic operations, that the site access driveway is properly located with respect to available intersection sight distances, and is designed to accommodate the anticipated peak-hour volumes.

    Mr. Hesketh provided copies of his Supplemental Report (dated January 23, 2023) to Commission Members.

Mr. Thibeault reviewed Architectural items:

- In response to comments received yesterday regarding stories of a building, he read aloud from the Regulations and he explained that if more than half of a level is below grade, it is not considered a story. He explained, and provided copies of, calculations that he did for Units 8-12 as a sample to show compliance with Section 6.E.3.9 of the Regulations and he offered to do the same for each building to be sure that they meet the criteria, which he stated that he believes they do.
- Regarding the question of an experienced professional for preparing the plans, Mr. Thibeault referred to the Regulations and said that they say "experienced professional" not "licensed professional architect." He explained that it is their interpretation that it is not a licensed, but an experienced professional and the person that has been preparing the plans has over 30 years of experience in doing design work and preparing plans and they feel that he has the experience to, at least, provide plans at this juncture of the permitting process. He said that the Building Official will determine or require the need for stamped, architectural plans when it is time to obtain building permits. Mr. Thibeault requested that the Commission take this into consideration and give guidance on this issue.

Mr. Thibeault reviewed criteria:

- Consistent with the purpose of the Regulations because it is an allowed use by special permit. They are only at 42 percent of the maximum density allowed and are showing good judgement in designing the site.
- Environmental Protection/Conservation – There are no historic or scenic features on this site. It has been heavily logged and vegetation is scattered. There are a lot of invasives which will be eliminated as part of this project and they will replant with a new over-story of vegetation. Ultimately, the planting plan will improve the wooded canopy.
  The stormwater design that this into account as it has been designed in accordance with the Connecticut Stormwater Quality Guidelines and has been reviewed extensively by two other licensed professionals. He feels that they have a good design that addresses water quality and reduces the maximum rate of discharge from the site for every storm.
- Overall Compatibility – He believes it serves a need of the Community for market-rate housing where property maintenance is not required (first-time homebuyers/young workforce/empty nesters).
- He feels that it is a suitable location for this use as there is access from a Town road. The roadway is sufficient to meet the access and egress needs. The on-site circulation allows for the movement of traffic quite easily. They do not feel that the development will have a detrimental impact on the School. He stated that, for the previous application, there was testimony from a School Department Representative that did not have a huge issue with this. They wanted a crosswalk from the roadway that led to the School. Mr. Thibeault stated that they added a small section of sidewalk and a crosswalk in that area which is shown on the plans.
- Regarding appropriate improvements, they do not believe that the buildings would be obtrusive to the area. Because of the terrain, much of the development is not going to be visible from the roadway.
- Not proposing any excessive lighting.
- There will be no excessive noise associated with these residential areas.
- They are improving the vegetative screening by re-establishing some forested land.
- Regarding traffic and transportation, Mr. Thibeault stated that Mr. Hesketh's presentation addressed the ability of the roads to accommodate any traffic that may be generated as a result of this development.

- Regarding adequate public utilities, they have approval from the Brooklyn WPCA and from Connecticut Water. He said that there is capacity in both systems and plenty of water pressure, so public utilities are sufficient.
- Regarding long-term viability, Mr. Thibeault stated that the road and drainage system would be owned and maintained by the Homeowners' Association, so it doesn't present any kind of a burden on the Town when this development goes in.
- Regarding nuisance avoidance, Mr. Thibeault stated that there would be no excessive light, odors, erosion or stormwater run-off generated as a result of this development. He explained that during construction is when we have to be most conscious of stormwater run-off. The five-phase development plan shows locations of erosion and sedimentation controls during each phase of the project. There are temporary sedimentation basins and they have incorporated mechanisms into the drainage design to keep excessive sediment from flowing off the site.
- Regarding the POCD, Mr. Thibeault explained that this is shown as an area of moderate critical resource value and he feels that, with the higher density housing clustered, with the water and sewer, it provides a tight footprint for a lot of housing rather than 50 individual two-acre lots, which would result in a lot more land being disturbed. He spoke about property owners creeping to the perimeter of the property by installing sheds/pools/extend garage and the footprint gets bigger and bigger.

  Mr. Thibeault explained that a criteria of the Housing Section of the POCD requires an adequate, sustainable mix of housing for all income levels and encourages new development with a small environmental footprint. He feels that this development gives an option that really isn't available in Brooklyn, or very limited, and it provides a much smaller footprint than building fifty homes.

  It is recommended in the POCD, that the Town review zoning densities for areas served by public utilities. He said that this is what we have here: we have public utilities; and we meet the zoning densities as allowed by the Regulations. Mr. Thibeault stated that he has addressed promoting incentives for developing housing for young professionals, first-time home buyers, critical sectors of the workforce and empty nesters.

Mr. Thibeault offered to answer questions.

COMMENTS FROM STAFF:

J. Roberson stated that she had prepared a 3-page Zoning Review Report containing her comments (dated 1/31/2023) which was provided to Commission Members and had been made available to the Applicant. She stated that her comments largely agree with what Mr. Thibeault has presented. Items that she has concern about:

- It would be nice to have a tabulation of the square footage of all units, particularly noting living areas.
- She referenced Section 6.E.3.8 of the Multi-Family Development Zoning Regulations which prohibits livings quarters below the finished grade of the ground surrounding the structures nor above the second story. She thanked Mr. Thibeault for his demonstration tonight, but she said that this information regarding the average finished grade surrounding the buildings, based on the actual plans, has not been officially provided.
- First floor elevations have not been provided. She explained that spot elevations on the ground in front of the units is not first floor elevations. She asked for the level of the floor so that it can be verified.
- She referenced Section 6.E.3.9 regarding a maximum of 35 feet and a maximum of two stories. She displayed plans which she said look like three stories. She clarified, for the Commission, that there is a 4-foot retaining wall that is flush with the front of the façade that is affecting the average finished grade.
- She is not certain that the criteria has been met as information has not been provided to definitively answer that question.

- Dumpster locations are in the setback. She said that they are subject to the setback. More detail on the dumpster fencing is needed.
  Mr. Thibeault explained that he had received Ms. Roberson's comments yesterday and has not had the opportunity to address all of them. He said that it won't be a problem to move them.
- She asked that it be verified that Units 44 and 32 are 40 feet apart.
- No information on colors or specific materials has been received (Section 9.D of the Special Permit requirements).
- No specifications have been provided regarding how building clusters will be externally identified. Signage may be lit and there is a requirement that there be signage at every driveway intersection.
- Regarding Parking – one interior space and one exterior space for every unit. ADA units have one interior and two exterior spaces. She noted that the exterior spaces are in front of the garage door, which blocks it. She used Unit 12 as an example and suggested that, for safe vehicular movement, some spaces identified as parking spaces might actually be turn-around spots. She said that they have tried to provide parking for guests and extra vehicles. She explained that she feels that the parking requirements have been met and exceeded, although, she is not sure that all parking spaces should be designated as parking spaces as they look like turn-arounds.

At this time, Stanley Rhodes, Franklin Drive, who was seated in the audience and was waiting to speak regarding this Application, indicated that he had to leave.

COMMENTS FROM STAFF RESUMED:

- Regarding the Recreational Area, Ms. Roberson stated that it would be 7,500 sq. ft. based on the number of units. She indicated the 2,400 sq. ft. box on the plan entitled "Proposed Mulched Playscape Area."
  Mr. Thibeault indicated an area to the north of the playscape area designated as recreational area (which has access to the walking trail) for a total 28,000 sq. ft.
  Ms. Roberson stated that it is hard to envision and said that it would be nice to have more details. She asked Mr. Thibeault if he is suggesting that providing access to the trail qualifies the area as recreational open space.
  Mr. Thibeault stated that he is and he offered that if they need to look at other areas as potential recreation alternatives, they could do that.
  Ms. Roberson made reference to a deed that documents the public access to the trail which she had sent to Mr. Thibeault as part of the previous application. She stated that the plans have not been updated to reflect that there is a deed and a map for the public access, which she said is correctly depicted. She said that the deed is referenced on Map Reference #6.
- Regarding Road Frontage – It was presented as 243 linear feet with four street trees. The requirement is one street tree for every 50 feet and Ms. Roberson feels that there should be another tree.
  Ms. Roberson explained that she has concerns regarding buffering, most notably on the northern property line where the clearing comes within ten feet of the property line. She explained that there should be at least fifteen feet of buffer and she suggested that it could be addressed with more white pines. The plan was not labeled for the area north of Units 38 and 25.
  Mr. Thibeault stated that they could buffer it a little better. He suggested they could look at providing a bigger, heartier, emerald green arborvitae to start with in that area to provide immediate buffering between those buildings and the School.
- Regarding the issue with the Regulations specifying "Qualified Professional," Ms. Roberson explained that she believes that the intention is Professional Architect and she said that the State has licensing guidelines.
  Mr. Thibeault explained that these are not construction drawings, at this point, and the intent of the drawings, at this point, is to give the Commission a flavor

of what these buildings are going to look like. He acknowledged that he still needs to provide more information regarding finishes, colors, etc.
Ms. Roberson referred to, and read aloud from, Section 20-288 of the Connecticut General Statutes. She said that this does seem to be an aesthetic design and a preliminary study of a plan and she still feels that this is the practice of architecture which should be engaged in by an architect.

- Ms. Roberson explained that a proposal, based on the modified Scope of Work, to hire supplemental consulting services to review the Traffic Report prepared by F.A. Hesketh & Associates, as allowed by Ordinance and Zoning Regulations, had been included in packets to the Commission Members. Ms. Roberson read aloud the items included in the Scope of Work and explained that the Commission would need to take action to accept the Consultant's proposal in order to proceed with hiring that third-party Consultant because the Applicant would have to pay the Consultant's fee. She explained that, for the previous application, in addition to a Traffic Consultant, the Commission had also hired third-party Consultants regarding stormwater and landscaping. The proposal is $155/hour, not to exceed $6,000. She feels this would be more than enough for Mr. Hua to review the Application.

QUESTIONS/COMMENTS FROM THE COMMISSION:

- **A.Fitzgerald** asked when the final draft of the Traffic Report would be received.
  Mr. Hesketh explained that it is not his intent to do an additional report as he had already provided updated information and the comparison indicates that the volumes are the same. He offered that he would do it again, if the Commission wants him to.

Nicholas Mancuso, Attorney for the Applicant, commented on the following:

- The Traffic Report originally submitted is, for all intensive purposes, the same Report in front of the Commission now. He said that the only differences are that Mr. Hua's comments and the responses from Mr. Hesketh are incorporated into the Report. Attorney Mancuso said that the traffic counts are the same or lower than they were initially. He said that the Applicant does not believe that it is reasonable to have a Traffic Review Engineer at this point.
- Regarding the issue of "Qualified Professional," Attorney Mancuso said that it is unreasonable and not in-line with precedent, to require an Architectural Stamp for conceptual plans. He spoke of Mr. Skene's experience designing numerous plans in Windham County. He said that if an Architect were required, it would be in the Regulations, but it is not. He feels that Mr. Skene is a Qualified Professional and they have satisfied that requirement. Attorney Mancuso explained that there is a process in place and, if approved, the Building Official would review the plans and either approve, disapprove or ask for modifications. He said that it is not within the Commission's purview to require an Architect at this point. He said that if the Commission wants to revise the Regulations to require it, they can, but, as it stands right now it is a Qualified Professional and we satisfy that standard. He said that Ms. Sigfridson, at the last public hearing, acknowledged, to some extent, that we are not required to have an Architect, it was a Qualified Professional.
  Ms. Roberson referred to, and read aloud from, Section 9.D.3.3 (Submission Requirements) and explained about "Qualified Professional" as appropriate. There are a list of things and they don't all relate to architecture. She explained that it is not unusual or unprecedented in this Town to get plans from actual Architects or to hire Architects to review them. She said that questions about the design would have probably been addressed by an Architect. She said that the

building plans that have been submitted have not been signed by an Architect, they don't specify that they conform to the Building Code, and, right now, we don't know if they do or not.

QUESTIONS/COMMENTS FROM THE COMMISSION RESUMED:

- **J. Haefele** stated that it is specifically included in the Regulations and there is also precedent. He said that this is our requirement and we have required other people to comply with it. To change the requirement for this Applicant would be the exception, rather than following precedent.
- **L. Herring** asked for clarification regarding traffic counts.
  Mr. Hesketh referred to Figure 2R-2, which was included as part of the information he provided this evening. He explained that this sheet contains the traffic volumes taken in September 2021 and January 2023. He said that the counts conducted in January 2023 confirm that the counts conducted in September 2021 are accurate counts. He explained that although they had not done turning counts during afternoon peak hours in September 2021, based on the Institute of Transportation Engineers, they projected a total of 52 left turns (recently counted 11) and they projected 28 right turns (recently counted 13). So, those volumes were significantly lower during the commuter peak hour than their Report is based upon. Therefore, he explained that he does not see a need to update the Report. He said that the Capacity Analysis, based upon those numbers, is also included in the information he provided this evening. He said they have done the analysis and the analysis indicates that the Levels of Service at that intersection are substantially similar to the one he presented in his previous Report: Level of Service "A" at Gorman Road; Level of Service "C" at Louise Berry Drive coming out.
  Ms. Herring stated that, due to concern for the children, she would like to have it reviewed by a Consultant to be sure that all safety concerns have been addressed.
  Mr. Hesketh explained that if there were Levels of Service of "E" or "F" and delays of 70 or 80 or 90 seconds it might be appropriate, but he does not feel that it is that big of a deal with "B" or "C."
  Ms. Roberson asked Mr. Hesketh to explain Level of Service.
  He explained that it is based on the average vehicular delay at an intersection.
- **S. Pember** noted that on Figure 2R-2 the p.m. peak hour for the School was changed from 3:15 to 2:30 and he asked if the window covered was from 2:30 to 3:30, instead of 3:15 to 4:15 as was done 2 years ago.
  Mr. Hesketh explained that, for the recent counts, they counted from 7 to 9 a.m., from 2 to 3:15 p.m. peak hour during school time, and from 4:45 to 5:45 p.m. during the evening peak. He said that in September 2021, the peak hour observed was from 3:15 to 4:15 p.m. He did not know why the peak hour was changed to 2:30 to 3:30 p.m.
  Mr. Pember stated that since the Elementary School discharges at 3:15 p.m., he is not sure how we could come up with a peak between 2:30 and 3:30 p.m. He explained that the traffic flow/pattern has changed since September 2021.
  Mr. Hesketh stated that the same traffic pattern was followed in September 2021, as indicated on the School website.
  Mr. Pember disagreed and explained that there were not two lanes of traffic coming out of the back in September 2021, there was only one. Where the proposed driveway would be (off of Louise Berry Drive) is exactly where those two lanes of traffic emerge.
  Mr. Hesketh agreed that the traffic from the Schools does exit at this location and he explained that his understanding is that it was operating that way in September 2021 and that he does not know what was

happing on the other side of the School and that could not count two locations simultaneously.
Mr. Pember asked about the location of the proposed crosswalk going over to the School.
Mr. Thibeault explained.

Patricia Buell, Brooklyn Schools Superintendent, made the following comments:

- She requested a crosswalk to narrow the walking area with the goal to be able to monitor the students coming across as opposed to just randomly coming across the road. She assumes that there will be some children walking from that area. The intent for the crosswalk was that it would cross to right behind the School where there is an existing sidewalk.
- Regarding the Traffic Study, from the Schools' standpoint, Ms. Buell stated that she had reviewed the document that was posted to the website (November 30, 2022) and there are still some inaccuracies. She explained that the initial Study was done during COVID and the drop-off time was later, so there was a schedule change. The initial Study was not accurate because half of the students were coming to School.
  Regarding the September 2021 Study, she said that there was still some decrease in enrollment at that point.
  Regarding the November 30, 2022 Study, she explained that there were still some inaccurate start and end times. However, she said that on page 5, the start time had been corrected to 8:15 a.m., but on page 6 it was stated incorrectly again as 9:30 a.m.
  Ms. Buell stated that it is up to the Commission whether they require another Study, but this document is inaccurate. She said that they may have updated counts:
  - 7 to 9 a.m. would cover the drop-off time since parents start lining up about 8 a.m. and are usually gone by 8:45 a.m. So, that that would be accurate.
  - However, counting from 2 to 3:15 p.m. and from 4 to 5 p.m. would not be accurate times to count because School is not dismissed until 3:15 p.m.
  - There are easily 100 students (60 cars) that are picked up everyday in the back of the Elementary School.
  - She stated that the traffic pattern has changed. She said that, as she had stated previously, if Mr. Hesketh had reached out to her, she would have reviewed it with him and would have been able to clarify it before this evening.
  - She confirmed that there are two lanes of traffic that leave the School property onto Louise Berry Drive which is near the proposed entrance to the development. She noted that there are employees that will be leaving at the same time (some at 3:15, some at 3:30 and some at 3:45), so she said that there is a need to count straight through. There are 175 employees. She stated that she doesn't think that there is going to be a problem, but if you want accurate information, you should probably get another count.
  - She said that she would be happy to work with them and to assist in any way that she can.

QUESTIONS/COMMENTS FROM THE COMMISSION RESUMED:

- **Ms. Sigfridson** asked Mr. Hesketh to confirm that the afternoon hours observed were between 2:30 and 3:30 p.m. and again between 4 and 5 p.m.
  Mr. Hesketh stated from 2 to 3:30 p.m. and from 4 to 6 p.m. for the commuter peak times.
  Ms. Sigfridson asked how those times were selected.
  Mr. Hesketh explained that he had gone to the website and got the start and stop times. Middle School pick-up times were stated as 2:20 to 2:45 p.m. and the Elementary School let out at 3:15 p.m., so they thought 2 to 3:30 would be appropriate.

- **Ms. Herring** asked School Superintendent, Patricia Buell for her opinion regarding the additional traffic.
  Ms. Buell explained that once the pattern flows get organized, it will become a normal flow. She feels that the biggest traffic pattern at the start of every School year is the Gorman Road side. They now have the parents enter by the Middle School and what happens, at that time of year, is that Gorman Road backs up in both directions, so there are definitely traffic pattern issues at that time. She explained that part of it is parents figuring out which line they need to be in. This lasts for about two weeks.
  Ms. Herring asked if the children are far enough away from that driveway where it is not a safety issue.
  Ms. Buell stated that if there were no students that had to cross Louise Berry Drive and it were only cars, she feels that it would be a natural flow. She explained that when the traffic pattern was different, they used to have significant issues on Louise Berry Drive. She said that she will look for the incorrect information on the website regarding the School end time and will correct it. She said that the new traffic pattern seems to reduce the Gorman Road and Louise Berry Drive traffic. There are no traffic issues, at this point, on Louise Berry Drive. Regarding students crossing at the crosswalk, the issue then becomes how to get those students safely across without adding Staff to cross them. She said there will be an impact in that sense, it's just a matter of making them safe.
  Ms. Herring asked if Mr. Buell foresees ever having to change back to the previous traffic pattern.
  Ms. Buell explained that this has been working for about three years now, although there was a slight change at the Middle School which reduced the amount of traffic coming out onto Louise Berry Drive.
- **Ms. Sigfridson** asked about the two lanes of traffic.
  Ms. Buell and Mr. Pember explained for both drop-off and pick-up for parents who have students in one or both schools and also when there are events such as sports.
  Attorney Mancuso asked if the public road, Louise Berry Drive, was being used to stop and park.
  Ms. Sigfridson explained that it is not.
  Mr. Thibeault explained that, if approved, the build-out would be over a number of years. He explained that construction traffic wouldn't be as frequent as 50 units going in and out.
  Mr. Fitzgerald voiced disagreement.

A.Tanner expressed disappointment with the Traffic Study as the Superintendent of Schools had previously offered her assistance and they had not made an attempt to coordinate with her.
Attorney Mancuso commented that Mr. Hua had reviewed the Report and signed off on it.
There was discussion as there was disagreement expressed among between Attorney Mancuso, Mr. Tanner, Mr. Haefele, Ms. Roberson and Ms. Sigfridson. Mr. Haefele stated that the new data collected last week was not included in the November 30, 2022 Report and the data was collected at a time that was not appropriate. Mr. Hesketh stated that he checked the website for the School let-out times and that information he used was incorrect. He acknowledged that he misinterpreted it and stated that he will rectify it with new information.
There was discussion regarding the information being based off of feedback received from the previous application, although Ms. Sigfridson explained that it will not be determinative.
Mr. Thibeault stated, for the Record, that both the Landscaping and the Stormwater Designs presented as part of this Application are certainly part-and-parcel the result of

the reviewing parties for the previous application. He feels that it would be foolish not to take that into consideration while presenting a new application.

ADDITIONAL QUESTIONS/COMMENTS FROM STAFF:

- **J. Roberson** asked Mr. Thibeault to provide examples of responses to the Landscape Architect's comments from the previous application.
  Mr. Thibeault stated that they have incorporated turning radii for vehicles on the plan, they are showing emerald green arborvitae screening between units, information on the restoration in the report received from Joseph Theroux, they have added screening between the ADA units and the adjacent property to the plans.
- **Ms. Roberson** made the following comments:
  - Part of the discussion before the public hearing opened was that the data collected for the Traffic Report was from 2021.
  - There was a strong feeling among several Commissioners that the traffic had changed both in volume and pattern.
  - She and the Commission had specifically requested more contemporary data/traffic counts which was done on January 26, 2023 and the information has just now been received at the public hearing.
  - Ms. Roberson said that she has received conflicting information from different members representing the Applicant. Mr. Hesketh stated that it is a new Report and Attorney Mancuso has repeatedly said that it is the same Report. The information received tonight may have some issues as pointed out by Ms. Buell.
  - Ms. Roberson feels that the Commission deserves to get accurate, complete information.
    Mr. Thibeault stated that he agrees.
  - Ms. Roberson suggested that the official Hesketh Report be revised to include the latest information with any recommended changes regarding the start and release times of the School. She requested that the School Superintendent be contacted, by phone, to discuss the issue.
  - Ms. Roberson strongly encouraged the Commission to proceed with the third-party Consultant/Traffic Engineer.

  Ms. Sigfridson stated agreement with proceeding with the third-party Consultant/Traffic Engineer. She stated that she doesn't know if an additional phone call with the Ms. Buell is warranted, since she spoke at this public hearing.
  Ms. Sigfridson commented about a half-hour gap between 3:30 and 4 p.m. She suggested counting from 2 to 6 p.m.
  Mr. Hesketh stated that they will be doing a count tomorrow from 2 to 4:30 p.m. He explained that it is difficult for someone to sit in a vehicle for four hours and count continuously without the need to take some kind of a break.
  Ms. Sigfridson explained that the concern is more for the School peak rather than the commuter peak.

ADDITIONAL QUESTIONS/COMMENTS FROM THE COMMISSION:

- **L. Herring** stated concern regarding School and construction traffic taking left turns.
  Mr. Thibeault suggested that, to alleviate potential conflicts, it could be defined on the plans a construction schedule when construction vehicles could be prohibited from egressing or accessing the site.
- **M. Sigfridson** stated that it is a good suggestion, but we would need to give careful consideration to these restriction as to when it would be because the traffic lining up may not interfere as much as right upon dismissal.
- **J. Haefele** asked about Syl Pauley's comments and if there are still some unresolved issues.

Mr. Thibeault explained that most of them are just drafting corrections. He would like some things clarified in the phasing. They will address those items.
Mr. Haefele asked about the Site Plan Titles and the Architectural Building Plans.
Mr. Thibeault stated that they have no objection to changing the title of a drawing if it clarifies things. He said that the Architectural Building Plans issue had already been discussed.

A.Tanner asked about drainage. Since the development is on the north side, he asked how the water is going to get to the catch basins on the south side of the driveway.
Mr. Thibeault explained that they have roof leaders going to the catch basins for the buildings. It is going over land to the private roadway. Everything flows toward the roadway and they have a catch basin system in the private roadway.
Mr. Thibeault stated that they widened the roadway to 26 feet at the hydrants for access. It is 24 feet elsewhere.
Ms. Roberson stated that she had reviewed the plans with the Town Fire Marshal and he was satisfied with the hydrants and the turning radius of the turn-around.

PUBLIC COMMENTS:

- **Mark Haynes**, 71 Gorman Road, commented that his first priority is the protection of the School children.
  - He also spoke about Louise Berry Drive being a public road, but he explained that it not just an easy thoroughfare back and forth. It has one way in and one way out.
  - He does not believe that restricting times for construction vehicles will work.
  - He also spoke about his concern regarding construction vehicles causing a lot more traffic on Gorman Road.
  - He doesn't feel that needing a break is a good excuse for not counting the traffic for four hours.
  - He said that Gorman Road and all of the roads that tie-into it are residential. He asked that this be kept in mind. It is difficult to get in and out of his driveway.
  - He likes the speed signs and would like them to stay, but would like it placed further up.
  - He said that he is not in favor of the Application.
- **Cindy Scalzi**, 36 Franklin Drive, said that she had spoken with a friend of hers that is an Architect. Ms. Scalzi voiced concern regarding the following:
  - Parking, cars, protection of the aquifer from run-off and pollutants.
  - She read a prepared statement in which she states concerns which include: That the development will be at the taxpayers' expense; it will be an eyesore; wildlife; agriculture; wetlands; climate change; flood plain; the ravine is perched above her home; noise is like an echo chamber/amphitheater coming into her home (She asked if there would be provisions for sound barriers); light pollution; she has sensitivity to noise as she has fibromyalgia; concerns for children trying to study in school during construction and how they will be affected; traffic; speeding; aggressive drivers; emergency services and situations.
  - She said that the whole plan is a disaster. It doesn't fit this area.
  - She moved to Brooklyn to be in a quiet place. Her home will be a completely different place to live.
  - She also voiced concern regarding aggressive driving/road rage.
- **William Purcell,** 179 Gorman Road, commented on the following:
  - He walks his son to school everyday through his neighbor's woods because they have gotten run off the Gorman Road before.
  - He likes the speed signs. There is a lot of traffic on the road and people speed.
  - He is concerned about construction traffic.

- He noted a correction to the abutters list as David Dumont no longer lives on Gorman Road. Mr. Purcell feels that Mr. Dumont may not have gotten notified properly by certified mail.
- Mr. Purcell stated that the Landscape Plan does not match with what Mr. Theroux put on there. He does not feel that it complies with Section 7.C.6 of the Regulations regarding buffering. He does not see 6-foot-tall evergreen trees on the plan. He suggested, through his personal experience, that giant green arborvitaes be planted because the emerald green ones are just deer candy.
  Ms. Sigfridson explained that Section 7.C.6 applies to non-residential purposes.
  Ms. Roberson stated that the wrong Section was referenced. There are buffering requirements along property line (minimum of 15 feet).
  Mr. Thibeault explained that Mr. Purcell's question regarding the size of the evergreen trees, Mr. Theroux's Report is a restoration plan for the areas that had been logged. They are proposing the larger evergreens for actual buffering purposes. This will be incorporated into the plans.
- Mr. Purcell asked how much of the thirteen acres is actually buildable.
  Mr. Thibeault explained that they have to show the zoning calculations, for the general area, on the plans to show that they are compliant. He stated that they could have put 117 units in the dry spots, but they didn't.
- Mr. Purcell asked Ms. Buell about afterschool activities and the traffic pattern for those.
  Ms. Buell explained that most of those pick-ups are after 5 p.m., but it varies. She was not sure about the traffic pattern for all of these activities, but some at the Middle School get picked-up near the gymnasium. For the Elementary School, picks-up are typically at the Main Entrance.

Ms. Buell asked about the driveway as she is not clear where the driveway for the development as opposed to the driveway for the School. Mr. Thibeault showed her the locations on the plans. Mr. Thibeault will prepare something for her to give a better perspective.

COMMENTS FROM THE ZOOM ON-LINE CHAT:

- **Aoife Heaslip** asked if right-of-way signs would be added on Louise Berry Drive and who would have the right-of-way. Ms. Heaslip stated that the issues of right-of way need to be addressed so that it is clear to the drivers. She is concerned about accidents and also about school shootings.
  Mr. Thibeault explained that they are proposing a site sign for the development.
  Ms. Roberson stated that signs on the Louise Berry Drive would be the Town's responsibility.
  Mr. Thibeault suggested a sign at the end of the public right-of-way defining that you are now on School property.
- **Stephanie Hynes** commented that afterschool recreations goes until 6 p.m. and follows the traffic pattern behind the School, exiting Louise Berry Drive.

ADDITIONAL QUESTIONS/COMMENTS FROM THE COMMISSION:

- **M. Sigfridson** stated that more information is needed and that the public hearing would need to be continued.
- **L. Herring** commented about recent legislation requiring that charging station be installed for residential developments with 30 or more parking spaces. Ms. Roberson requested that the Applicant consider adding this to the design. Mr. Thibeault agreed.

- **S. Pember** suggested that Mr. Hesketh be given a chance to revise his January 26, 2023 Report, and then, the Commission could consider the proposal for our own Traffic Study. Ms. Sigfridson stated agreement.

Mr. Thibeault stated the following:

- He has no objections to addressing the written comments that Ms. Roberson had forwarded to him.
- Mr. Hesketh will get additional traffic counts and will revise the Report accordingly.
- Regarding charging stations, they have no objections.
- He asked that the public hearing be continued to the March 1st meeting to allow time to address these items.
  There was discussion regarding location and it was decided to try to reserve the School Auditorium for the March 1st meeting.

ADDITIONAL PUBLIC COMMENTS/QUESTIONS:

There was discussion with Mr. Purcell regarding noticing requirements.
There was discussion between Ms. Scalzi and Mr. Thibeault regarding drainage/run-off.
Ms. Sigfridson commented that a Drainage Report was submitted with the Application.

ADDITIONAL QUESTIONS/COMMENTS FROM THE COMMISSION:

A.Fitzgerald commented that the Architect issue is not resolved.
There was discussion regarding Section 9.D.3.3 which has three subsections and "Qualified Professional" applies to all three subsections. Ms. Sigfridson explained that the Commission needs to determine who is a qualified professional for each of the subsections. Ms. Sigfridson stated agreement with the Applicant's position and also with some statements by Commission Members as sometimes the Commission has required an Architect and sometimes has not.
Discussion continued.
Ms. Roberson made the following comments:

- We don't know what kind of fire suppression would be between units (Building Code issue).
- Questions about stories and living quarters and first-floor elevations would be answered by an Architect, but they haven't taken the drawings to a level of detail to answer those questions.
- If the Application were approved, and there was a change to any Zoning Criteria, it would have to come back before the Commission.
- She feels that it is an issue, but defers to the Commission to make the decision.

Discussion continued. Ms. Sigfridson stated that it is incumbent upon the Applicant to provide the Commission with the information needed to make a decision.
C. Kelleher stated that she feels that we could get that information without requiring an Architect.
Mr. Haefele stated that Mr. Thibeault has stated that he is going to provide the information. Mr. Thibeault stated agreement.

Motion was made by A. Fitzgerald to continue the public hearing for **SP 22-008:** Special Permit Application for Multi-Family Development (50 Condominium units) on south side of Louise Berry Drive (Assessor's Map 33, Lot 19), 13.5 acres, R-30 Zone, Applicant: Shane Pollack and Erin Mancuso, to the regular meeting of the Planning and Zoning Commission to be held on **March 1, 2023** at 6:30 p.m. at the Brooklyn Middle School Auditorium, 119 Gorman Road, Brooklyn, CT and via Zoom.
Second by S. Deshaies. No discussion.
Motion carried unanimously by voice vote (8-0-0).

d. **Other Unfinished Business**:

1. **SP 22-008:** Special Permit Application for Multi-Family Development (50 Condominium units) on south side of Louise Berry Drive (Assessor's Map 33, Lot 19), 13.5 acres, R-30 Zone, Applicant: Shane Pollack and Erin Mancuso. **Continued – see above.**

2. **SD 22-004:** One lot Resubdivision including 2 acres on Allen Hill Road/Wauregan Road (Map 31, Lot 97C), Applicant: Wayne Jolley/Lori Pike. ***Public Hearing 2/21/2023***

3. **SP 22-007:** Special Permit for an Events Facility at 459 Wolf Den Road, Applicants: Nicole and Greg Fisher. ***Public Hearing 2/21/2023***

4. **ZRC 22-009:** Multiple revisions to Section 4.F Mill Mixed Use Development Zone, Applicant: DMP Palmer Associates. ***Public Hearing 3/21/2023***

VII. New Business:

a. **Applications:**

1. **SPR 23-001:** Site Plan Review for a Home Business (Woodstock Rebuilding) at 249 Windham Road, RA Zone, Applicant: Kencyn Corporation/John Serrell.

John Serrell was present and represented himself. He gave an overview:

- He has owned Woodstock Rebuilding since November 2020. He has operated a home business for 25 years, originating in Woodstock, CT. He would like to officially set up his business at 249 Windham Road.
- He rebuilds starters and alternators. Most of his customers are loggers and farmers. He also does work for the Town of Brooklyn and the DOT and DEEP. There are not many people left in the State who do what he does.
- It is a one-man shop and will probably continue to be.
- On a busy day, four people may show up. Other times, he may not have a customer for a few days.
- He does not work on vehicles on-site and has no intention to. People drop off the part, he fixes it and they come back to get it.
- There is no impact. They are a very green company. No hazardous chemicals.

COMMENTS FROM STAFF:

J. Roberson stated the following:

- It doesn't seem to be a high-traffic use.
- He has purchased the shipping container and it is currently in the rear yard behind the house, well within setbacks. She had explained to Mr. Serrell that we do not allow shipping containers. He plans to make it look like a building to make it more compatible with the neighborhood.
- The plan is an as-built plan of the home (in packets to Commission Members).
- Photos were provided (in packets to Commission Members).
  Mr. Serrell explained that if he purchased sheds, they wouldn't support the weight of the things that he would need to store. Eventually, he would like to build a permanent structure in that location. He said that it is not visible to anyone unless you start coming up the driveway.
  Mr. Serrell explained that he needs a safe and secure place to store his inventory and this is the most cost-effective option.

COMMENTS/QUESTIONS FROM THE COMMISSION:

- **S. Pember** asked how there is no mess/oil. He asked if he does any sandblasting. He asked if the shipping container is just for storage or if he would be working out of it.
  Mr. Serrell explained that he uses Simple Green to clean the parts. He said that there is no change for any run-off or spills. It is a pretty contained system. He doesn't do restoration work.
  Mr. Serrell explained that he does not have sandblasters setup. He has a 1962 lathe, a wire buffer, a drill press, and a grinding wheel. He had an abrasive machine but does not currently have a compressor wired up.
  Mr. Serrell stated that he would not be working out of the shipping container and that it is just for storage for his car and it will be lined with steel shelves. He explained that the business would be in his attached, two-car garage.

- **A. Fitzgerald** asked about the timeline for getting the container cladded and he asked about dimensions and setbacks.
  Mr. Serrell explained that he is working on getting quotes for grading, gravel for underneath, wood for attaching. He feels that he could have it done in a weekend.
  Ms. Roberson stated that setbacks are depicted and it is definitely not within a setback.
  Mr. Serrell stated that it is 40 feet from the corner of the house and it is all to scale on the drawing. He offered to put additional buffering if needed. He said that there is quite a bit of an elevation change from the neighbor across the street.
  Ms. Roberson stated that it is probably more visible from the neighbor's than from the street. She displayed a photo.
  Mr. Fitzgerald stated that he doesn't see a problem as long as it gets cladded in a reasonable amount of time.

Motion was made by C. Kelleher to approve the Site Plan Review Application **SPR 23-001**: Site Plan Review for a Home Business (Woodstock Rebuilding) at 249 Windham Road, RA Zone, Applicant: Kencyn Corporation/John Serrell. in accordance with all final documents and testimony submitted with the application with the finding that the proposal complies with Sec. 9.C Site Plan Objectives and Sec. 6.A.3. Home Business Standards of the Brooklyn Zoning Regulations, with the following condition:

- That it be cladded within 60 days.

Second by A. Fitzgerald. No discussion.
Motion carried unanimously by voice vote (8-0-0).

2. **ZRC 23-001:** Multiple revisions concerning exceptions to the setbacks including Secs. 2.B, 3.A.5.2., 3.B.5.2., 3.C.5.2., 4.B.4.2., 4.C.4.2., and 8.A.4.

Motion was made by C. Kelleher to schedule a public hearing for **ZRC 23-001: Multiple revisions concerning exceptions to the setbacks including Secs. 2.B, 3.A.5.2., 3.B.5.2., 3.C.5.2., 4.B.4.2., 4.C.4.2., and 8.A.4.,** for the regular meeting of the Planning and Zoning Commission to be held on **March 1, 2023** at 6:30 p.m. at the Brooklyn Middle School Auditorium, 119 Gorman Road, Brooklyn, CT and via Zoom. Second by J. Haefele. No discussion.
Motion carried unanimously by voice vote (8-0-0).

b. **Other New Business:** None.

VIII. Reports of Officers and Committees:

a. Staff Reports
   Margaret Washburn's Report (dated 1/30/2023) was included in packets to Commission Members.
b. Budget Update
   Draft proposed Budget for FY 23-24 was reviewed (included in packets to Commission Members).
   There was discussion regarding a possible raise in pay for the Recording Secretary. Mr. Tanner will look at it.
c. Correspondence – None.
d. Chairman's Report – None.

IX. Public Commentary – None.

X. Adjourn

M. Sigfridson adjourned the meeting at 10:14 p.m.

Respectfully submitted,

J.S. Perreault
Recording Secretary

TOWN OF BROOKLYN
PLANNING AND ZONING COMMISSION
NOTICE OF PUBLIC HEARING

The Planning and Zoning Commission will hold a public hearing on February 1, 2023, at 6:30 p.m. via Zoom and in-person at the Brooklyn Middle School Auditorium, 119 Gorman Road Brooklyn, CT on the following:

SP 22-008: Special Permit Application for Multi-Family Development (50 Condominium units) on south side of Louise Berry Drive (Assessor's Map 33, Lot 19), 13.5 acres, R-30 Zone, Applicant: Shane Pollack and Erin Mancuso.

Please publish January 18th and 25th

RECEIVED
DEC 06 2022
Received Date _____
By _____

PLANNING AND ZONING COMMISSION
TOWN OF BROOKLYN
CONECTICUT

Application #SP 22-008
Check # _____

APPLICATION FOR SPECIAL PERMIT

Name of Applicant Shane Pollock & Erin Mancuso Phone 860-868-3129
Mailing Address 101 Mack A Drive, Griswold, CT 06351 Phone _____

Name of Engineer/Surveyor Kellogg Engineering Associates
Address 114 Westcott Road PO Box 423 Killingly CT 06241
Contact Person Vincent Thomas Phone 860-779-7299 Fax —

Name of Attorney NICHOLAS MANCUSO
Address _____
Phone _____ Fax _____

Property location/address Louise Berry Drive
Map# 19 Lot# 14 Zone R-30 Total Acres 13.447 Ac
Sewage Disposal: Private _____ Public ✓ Existing _____ Proposed ✓
Water: Private _____ Public ✓ Existing _____ Proposed ✓

Proposed Activity Multi Family Development (50 single family condominium units)

Compliance with Article 4, Site Plan Requirements

Is parcel located within 500 feet of an adjoining Town? No

The following shall accompany the application when required:

Fee $ _____ **State Fee ($60.00)** _____ 3 copies of plans ✓ Sanitary Report ✓
4.5.5 Application/ Report of Decision from the Inland Wetlands Commission
4.5.5 Applications filed with other Agencies
12.1 Erosion and Sediment Control Plans

The owner and applicant hereby grant the Brooklyn Planning and Zoning Commission, the Board of Selectman, Authorized Agents of the Planning and Zoning Commission or Board of Selectman, permission to enter the property to which the application is requested for the purpose of inspection and enforcement of the Zoning regulations and the Subdivision regulations of the Town of Brooklyn

Applicant: Shane J Pollock Erin F Mancuso Date 11/1/2022

Owner: Shane J Pollock Erin F. Mancuso Date 11/1/2022

*Note: All consulting fees shall be paid by the applicant

PLANNING AND ZONING COMMISSION

TOWN OF BROOKLYN

CONECTICUT

Received Date ____________ Application #SPR ____________

Action Date __________ Check# ____________

APPLICATION FOR SITE PLAN REVIEW

Name of Applicant Shane Pollock & Erin Mancuso Phone 860-456-3129

Mailing Address 61 Marion Drive Griswold, CT 06351 Phone ____________

Name of Owner Same Phone ____________

Mailing Address ____________ Phone ____________

Name of Engineer/Surveyor Killingly Engineering Associates

Address PO Box 421 Killingly, CT 06241

Contact Person Norman Thibeault Phone 860-774-7494 Fax ____________

Property location/address Lower Bassey Drive

Map # 14 Lot # 14 Zone R-30 Total Acres 13.491 Ac.

Proposed Activity Multi Family Development (50 single family condominium units)

Change of Use: Yes ___ No ✓ If Yes, Previous Use ____________

Area of Proposed Structure(s) or Expansion ____________

Utilities - Septic: On Site ______ Municipal ✓ Existing ______ Proposed ✓

Water: Private ______ Public ✓ Existing ______ Proposed ✓

Compliance with Article 4, Site Plan Requirements

The following shall accompany the application when required:

Fee$ ____________ **State Fee ($60.00)** ______ 3 copies of plans ✓ Sanitary Report ✓

4.5.5 Application/ Report of Decision from the Inland Wetlands Commission

4.5.5 Applications filed with other Agencies

12.1 Erosion and Sediment Control Plans

See also Site Plan Review Worksheet

Variances obtained N/A Date ____________

The owner and applicant hereby grant the Brooklyn Planning and Zoning Commission, the Board of Selectman, Authorized Agents of the Planning and Zoning Commission or Board of Selectman, permission to enter the property to which the application is requested for the purpose of inspection and enforcement of the Zoning regulations and the Subdivision regulations of the Town of Brooklyn

Applicant: Shane J Pollock, Erin F. Mancuso Date 11/7/2022

Owner: Shane J Pollock, Erin F. Mancuso Date 11/7/2022

* Note: Any consulting fees will be paid by the applicant

LIST OF AJACENT LAND OWNERS - INCLUDING ACROSS THE STREET as of 10/21/2022 NECCOG

Shane J. Pollock & Erin F. Mancuso
Louise Berry Drive
Brooklyn, CT

MAP/LOT	NAME
33/21	Town of Brooklyn PO Box 356 Brooklyn, CT 06234
24/148	Connecticut Baptist Homes Inc. 292 Thorpe Ave Meriden, CT 06450
24/158	Brooklyn Property Management LLC 211 Wauregan Road Brooklyn, CT 06234
33/10A	Sally A. Wood 68 Franklin Drive Brooklyn, CT 06234
33/13	Cindy Scalzi & Greg Benoit 36 Franklin Drive Brooklyn, CT 06234
33/14	Mark S Benard 273 Main Street Hampton, CT 06247
33/15	Linda Atsales 24 Franklin Drive Brooklyn, CT 06234
33/16	Stephanie A. Hynes & Brennan D. Hynes 20 Franklin Drive Brooklyn, CT 06234
33/17	Richard E Bein 12 Franklin Drive Brooklyn, CT 06234
33/20.3	William J Purcell Jr 179 Gorman Road Brooklyn, CT 06234
33/20	David R Dumont 173 Gorman Road Brooklyn, CT 06234
33/20.1	Curt R Hostman PO Box 351 Brooklyn, CT 06234

JOSEPH R. THEROUX
~ CERTIFIED FORESTER/ SOIL SCIENTIST ~
PHONE 860-428-7992~ FAX 860-376-6842
P.O. BOX 32, VOLUNTOWN, CT. 06384
FORESTRY SERVICES ~ ENVIRONMENTAL IMPACT ASSESSMENTS
WETLAND DELINEATIONS AND PERMITTING ~ E&S/SITE MONITORING
WETLAND FUNCTION AND VALUE ASSESSMENTS

5/10/2022

KILLINGLY ENGINEERING ASSOCIATES
P.O. BOX 421
DAYVILLE, CT. 06241

RE: TREE PLANTING RECOMMENDATIONS, POLLOCK PROPERTY, LOUISE BERRY DRIVE, BROOKLYN, CT.

DEAR MR. THIBEAULT,

AT YOUR REQUEST I HAVE INSPECTED THE ABOVE REFERENCED PROPERTY AND THE SITE PLAN DEPICTING THE PROPOSED DEVELOPMENT FOR THE PURPOSES OF MAKING RECOMMENDATIONS ON TREE SPECIES SUITABLE FOR THE SITE.

IN THE SOUTHERN PORTION OF THE PROPERTY WHERE IT WAS HEAVILY LOGGED AND THE OVERSTORY WAS REMOVED, IN AND ADJACENT TO THE WETLANDS, I WOULD RECOMMEND PLANTING WHITE PINE SEEDLINGS, (PINUS STROBUS). THESE SEEDLINGS SHOULD BE 3-YEAR-OLD STOCK, APPROX. 15 TO 18 INCHES IN HEIGHT.
FOR THIS REMAINING AREA THAT WAS HEAVILY LOGGED AND IS NOT BEING DEVELOPED, (+/- 1 ACRE), I WOULD RECOMMEND 250 TREES, AS THIS IS TYPICAL STOCKING PER ACRE FOR HEALTHY WHITE PINE STANDS.

REGARDING TREE SPECIES FOR SCREENING BETWEEN THE UNITS, I WOULD RECOMMEND GREEN GIANT ARBORVITAE, (THUJA PLICATA). THESE TREES ARE EVERGREEN, DEER RESISTANT, AND ARE ONE OF THE FASTEST GROWING PRIVACY TREES. THEY WILL GROW APPROX. 3 TO 5 FEET PER YEAR AND WILL REACH HEIGHTS OF 60 FEET. THEY THRIVE IN A WIDE RANGE OF SOILS AND LIKE FULL SUN.
THEY SHOULD BE PLANTED IN STAGGERED ROWS APPROX. 4 TO 6 FEET SPACING.

AS WITH ANY PLANTINGS, THE PINES AND ARBORVITAES SHOULD BE PLANTED IN SPRING OR FALL TO MINIMIZE MORTALITY AND SHOULD BE MONITORED FOR SURVIVAL THE FIRST YEAR.

IN CONCLUSION, IF YOU HAVE ANY QUESTIONS CONCERNING MY RECOMMENDATIONS, PLEASE FEEL FREE TO CONTACT ME.

THANK YOU,

Joseph R. Theroux

JOSEPH R. THEROUX
CERTIFIED SOIL SCIENTIST
MEMBER SSSSNE, NSCSS.

Killingly Engineering Associates
Civil Engineering & Surveying
P.O. Box 421 Dayville, CT 06241
Phone: 860-779-7299
Fax: 860-774-3703

Proposed 50-Unit Condominium Development
for Shane Pollock
Louise Berry Drive
Brooklyn, CT

Statement of Use

The referenced project will result in the construction of a 1,000' cul-de-sac road with access from Louise Berry Drive, installation of public water and sanitary sewer and the construction of 51 single-family condominiums that will be "for sale" units. The sanitary sewer design has been reviewed and approved by the Brooklyn WPCA and the waterline extension and installation is approved by CT Water. The plans have been submitted to the Brooklyn Fire Marshal for review and comment.

The total area of the property is 13.497 acres and approximately half of the property will require clearing to facilitate construction. The condominiums will be constructed in groups of 2-7 units and have been positioned a minimum of 40' apart in a manner that will alleviate the necessity for excessive cuts and fills for the project.
The Brooklyn Inland Wetlands Commission approved the application at their April 2021 meeting; no clearing is proposed in the wetlands and there will be slightly over 2 acres of disturbance within the regulated upland review area.

During construction, the transport of sediment will be controlled by means of silt fencing backed with double staked haybales between the disturbed areas and the wetlands. A proposed stormwater swale that is proposed for the final stabilized site will be utilized as a temporary sedimentation swale during construction and drainage will be conveyed to a temporary sediment trap which will ultimately be the stormwater basin for the project. Fill slopes have been designed to a controllable 3H:1V grade and will be stabilized with a biodegradable erosion control fabric over seeding.

The stormwater system has been designed in accordance with the Town of Brooklyn requirements for stormwater quality and infiltration, defined per the 2004 State of CT stormwater Quality Guidelines. The design encourages overland flow where possible to preserve the integrity of the wetlands on the site. For paved areas, stormwater will be collected in a series of catch basins and pipe and conveyed to a proposed stormwater basin which has been designed to limit peak flows for up to a 100-year design storm. The basin will be constructed with an underdrain to ensure that it empties completely within 24 hours of any storm event to maintain full design capacity. In addition, by emptying completely after storm events, the design will alleviate any potential habitat for mosquitos and other vector insects.

The roadway and stormwater system will be privately owned and maintained by the homeowner's association and will not be the responsibility of the Town of Brooklyn. It is anticipated that construction of the roadway and installation of utilities will commence in 2022 and will take 3-4 months to complete. Construction of residences will commence upon the completion of the road up to the binder course and will occur in a phased manner, likely beginning with the units at the roadway terminus and working back toward Louise Berry Drive to limit activity in the vicinity of residences where families may be residing.

Killingly Engineering Associates
Civil Engineering & Surveying
P.O. Box 421 Dayville, CT 06241
Phone: 860-779-7299
Fax: 860-774-3703

Proposed 50-Unit Condominium Development
for Shane Pollock
Louise Berry Drive
Brooklyn, CT

Sanitary Report

As required by the Town of Brooklyn Zoning Regulations, this project will be served by public sanitary sewer. Each unit will be individually served and conveyed to a collection system prior to discharge to an existing Town owned sanitary manhole. The plans have been reviewed and approved by the Town of Brooklyn Water Pollution Control Authority, Alan Carpenter, P.E., the WPCA's reviewing Engineer, and Syl Pauley, P.E. from the Northeast Connecticut Council of Governments.

Hesketh

Civil & Traffic Engineers • Surveyors • Planners • Landscape Architects

F. A. Hesketh
& Associates, Inc.

February 23, 2023

Mr. Shane Pollock
101 Mackin Drive
Griswold, CT 06351

RE: Proposed Residential Development
Louise Berry Drive
Brooklyn, Connecticut
Our File # 21154

Dear Mr. Pollock:

Pursuant to your request our office has prepared this report to document our findings related to the potential traffic impact of a proposed 50-unit residential development located on Louise Berry Drive in the Town of Brooklyn, Connecticut. The site location is presented in Figure 1 with respect to the surrounding roadway network. This report presents our findings.

Site Plan

The site plan, prepared by Killingly Engineering Associates and dated April 23, 2020 and revised through August 29, 2022, shows 50 residential units with a total of 136 parking spaces. Access to the site is proposed from Louise Berry Drive at a point approximately 550 feet west of Gorman Road. The site access drive extends south into the site and then turns to the west extending a distance of approximately 900 feet, terminating in a cul-de-sac.

Description of Area

The site proposed for development is located on Louise Berry Drive. Louise Berry Drive is a local roadway that originates at an unsignalized intersection with Gorman Road and extends in a westerly direction approximately 600 feet, where it terminates in a parking lot for the Louise Berry elementary School. The roadway provides 22 feet of pavement with a single travel lane in each direction. The Louise Berry Drive approach to Gorman Road operates under stop-sign control.

Gorman Road is a local roadway that originates at a T-intersection with Prince Hill Road and extends in a southerly direction past Louise Berry Drive and then continuing to its terminus at an unsignalized intersection with Route 205 and Baily Woods Road. The west approach of Prince Hill Road operates under stop-sign control. Gorman Road typically provides approximately 24 feet of pavement with a single travel lane in each direction separated by a double yellow centerline. The posted speed limit is 25 miles per hour. Land use in the area is primarily residential. The Town of Brooklyn Elementary and Middle Schools are located on the roadway.

Current Traffic Volumes

The Connecticut DOT maintains a traffic volume count program on all state highways and some local roadways. Included within the DOT database is a count conducted on Gorman Road located south of Prince Hill Road. The count was conducted during September 2019 and indicates Gorman Road carries an average daily traffic volume (ADT) of 2,000 vehicles with peak hour volumes of 346 vehicles during the a.m. peak hour (8:00 a.m.) and 309 vehicles during the p.m. peak hour (3:00 p.m.). The ConnDOT counts are presented in Table 1.

Manual turning movement counts were conducted during the morning and afternoon school peak hours as well as the afternoon commuter peak hours. The counts were conducted on January 26, 2023 and February 2, 2023. The ConnDOT Counts and turning movement counts are presented in Figure 2R-3 for the morning and afternoon school peak hours as well as for the afternoon commuter peak hour.

In addition to the ConnDOT counts described above, our office has reviewed the files of OSTA and the Town of Brooklyn to determine if there have been any recent approvals or submissions that may have an impact on traffic volumes in the vicinity. It is our understanding that there are no such developments. A review of the historic ConnDOT counts indicates that traffic volumes remained steady between 2010 and 2016 and declined between 2016 and 2019. Therefore, no growth rate has been applied to the background traffic volumes. Figure 2A-R3 presents the background traffic volumes for the morning and afternoon school peak hours as well as the afternoon commuter peak hour.

Site Generated Traffic

The proposal is to consist of a total of 50 residential units. To determine the trip generation for the proposed site, the Institute of Transportation Engineers (ITE) *Trip Generation* Report was consulted. *Trip Generation* presents trip generation estimates for many land uses based on counts conducted at existing facilities throughout the country. Included within the ITE database are several land uses that could be applicable to the proposed development. There are several land uses that could be applicable to the proposed development. Among them are: Land Use Code (LUC): 210 – Single Family Detached Housing; LUC 215 – Single Family Attached Housing; and LUC 220 – Multifamily Housing (Low rise). The report presents data based on the number of units. Trip generation was run for 50 units. Single Family Attached Housing seems most appropriate for the proposed development. Single Family Detached Housing returns the highest trip generation. However, based on comments received from KHW Engineering related to the previous application, we have presented the trip generation for Multifamily Housing (Low Rise). Based on this methodology, the proposed 50-unit development has a trip generation potential of 396 trips daily with a morning peak hour volume of 38 trips, an afternoon school peak hour volume of 21 trips, and an afternoon commuter peak hour volume of 42 trips. The results are presented in Table 2R-1.

Table 2R-1 also presents the observed traffic volumes on Louis Berry Drive during the recent manual turning movement counts. The counts are the total volume of traffic on that roadway. This volume is the volume of school traffic utilizing that roadway. During the manual counts we observed a total of 161, 153 and 25 trips during the morning and afternoon school peak hours and the afternoon commuter peak hours, respectively.

The site generated traffic was then applied to the existing roadway network with a directional distribution of 70% oriented to and from the north along Gorman Road and 30% oriented to and from the south along Gorman Road. 100% of the site generated traffic will enter the site via a left-hand turn from Louise Berry Drive, and 100% will exit the site drive via right-hand turn. The directional distribution is presented in Figure 3. Based on the directional distribution, the site generated traffic volumes for the morning peak hour are presented in Figure 4-R3. By adding these volumes to the background traffic volumes from Figure 2A, the combined traffic volumes,

upon completion of the development, can be represented. The volumes present the combined traffic volumes as presented in Figure 5R-1.

Intersection Capacity

To determine the impact of the site generated traffic on the existing roadway network, capacity analyses were conducted for the background and combined traffic volume conditions for the morning, afternoon school and afternoon commuter peak hours. The computer program *SYNCHRO,* which is based on the methodology in the Highway Capacity Manual, was utilized for this purpose. The general method determines how much of the capacity available for each movement is being utilized. This is converted into a delay for each movement, and the delay is rated on a level of service (LOS) scale from A to F, with A being the best level of service with low delays and F being the poorest level of service with high delays. An analysis was completed for the unsignalized intersections of Gorman Road at Louise Berry Drive and for the proposed site driveway at Louise Berry Drive. The level of service results are summarized in Table 3R-1.

Gorman Road at Louise Berry Drive/Private - This is an existing un-signalized intersection with Gorman Road oriented in the north/south direction, Louise Berry Drive approaches from the west, and a private drive approaches from the east. Each approach provides a single lane. Louise Berry Drive and the private drive operate under stop-sign control. The analysis indicates that under the background traffic volume conditions the northbound and southbound Gorman Road approaches operate at a LOS A during all peak hours. The Louise Berry Drive approach operates at a LOS C, during the morning peak hour, at a LOS B during the afternoon school peak hour and at a LOS A during the afternoon commuter peak hour. The westbound approach operates at a LOS C, a LOS A and a LOS B, respectively.

With the introduction of the site generated traffic, the northbound and southbound Gorman Road approaches will continue to operate at a LOS A. The Louis Berry Drive approach will operate at a LOS D during the morning peak hour, at a LOS C during the afternoon school peak hour, and at a LOS B during the afternoon commuter peak hour. The westbound approach will operate at a LOS C, a LOS A and a LOS B, respectively.

In the analysis we utilized the observed intersection peak hour factors of 0.52, 0.58 and 0.94 for the peak hours, respectively. During the afternoon commuter peak hour, we used the observed peak hour factor of 0.86 for the Louis Bery Drive approach.

Louise Berry Drive at Site Driveway - This is a proposed un-signalized "T" intersection with Louise Berry Drive oriented in the east/west direction. The proposed site driveway approaches from the south. All approaches provide a single lane approach. The proposed site driveway will operate under stop sign control. An analysis indicates that all approaches will operate at a LOS A during peak hours under the combined traffic volumes. The same peak hour factors were used for this intersection as described above.

Site Driveway Location and Design

The proposed site driveway is located on Louise Berry Drive, approximately 550 feet west of Gorman Road. The proposed driveway will provide 26 feet of pavement with a single 13 foot lane for both entering and exiting traffic. The driveway approach will operate under stop sign control. We recommend a 12" white stop bar and stop sign be installed on the site driveway. The available intersection sight distance, with some clearing of vegetation across the subject parcel, extends to the intersection of Gorman Road looking to the right and to the end of the roadway looking to the left. The available sight distance meets the current ConnDOT criteria for an approach speed more than 45 miles per hour. Loise Berry Drive is assumed to posted at 25 mph.

The site driveway is located opposite from an existing 12 space parking area for the Louse Berry Elementary School. The spaces are used by staff during school hours.

School Operations

According to the Brookly School Superintendent, both the middle school and elementary school days run from 8:30 a.m to 3:15 p.m. The observations of the school traffic patterns were made during the manual turning movement counts. Our observations were limited to the school use of Louis Berry Drive.

Louise Berry Drive is used by staff and some parents for both entering and exiting traffic, however a significant proportion of parents use the roadway as an exit only. Most parents enter the school complex from the driveway on the north side of the complex. Most staff that arrives utilizing Louise Berry Drive arrive before 8:45. A significant proportion of parents enter the school complex grounds from the north driveway from Gorman Road. Those with middle school children, drop off their child then proceed behind the buildings and exit via Louise Berry Drive. Parents with children in the elementary school, enter via the north driveway, proceed behind the schools and queue along the east side of the parking lot, behind the school. Parents begin to line up starting at about 8:15. Students are not allowed to exit their vehicles until 8:30 A.M. and the drop off period is typically completed by 8:45 A.M. Once a student has been dropped off, the parent exits the parking lot to Louise Berry Drive and then to Gorman Road.

School buses do not use Louise Berry Drive. School buses utilize the circular drive to Gorman Road, located in the front of the school complex. The Brooklyn School Website, contains a set of pick-up and drop-off directions for parents. A copy of those directions is included in the appendix.

Accident Experience

The University of Connecticut gathers and compiles traffic accident data for all state highways and some major local roadways. A list of accidents occurring in the area from October 1, 2019 through October 1, 2022 includes the most recent 3 years of available data. In the appendix are the UConn tables relating the accidents to various conditions including date, time, roadway and weather conditions, collision types, and other variables as well as a short description of each accident.

Accident records were obtained for the entirety of Gorman Road. In total four (4) accidents involving a total of eight (8) vehicles, occurred in the defined area over the past 3 years. Of those accidents, there were three rear end accidents and one fixed object accident. All accidents were listed as property damage only. There were no reported fatalities.

Conclusion

Based on the available traffic volume data, the projected site generated traffic volumes and the analysis as outlined in this report, it is our professional opinion that the traffic volumes associated with the proposed 50-unit residential development can readily be accommodated by the existing roadway network. The proposed site driveway is properly located with respect to adjacent intersections and with respect to available sight distances and are properly designed to accommodate the anticipated driveway volumes. It is our opinion that the proposed development will not result in a detrimental impact to the health, safety and welfare of the general public.

We appreciate the opportunity to provide this analysis to you. We will be available to offer testimony in support of your application before local planning agencies upon your request. If you require additional information regarding this application, please do not hesitate to contact our office.

Very truly yours,
F. A. Hesketh & Associates, Inc.

Scott F. Hesketh, P.E.
Manager of Transportation Engineering

cc: Mr. Norm Thibault, Killingly Engineering

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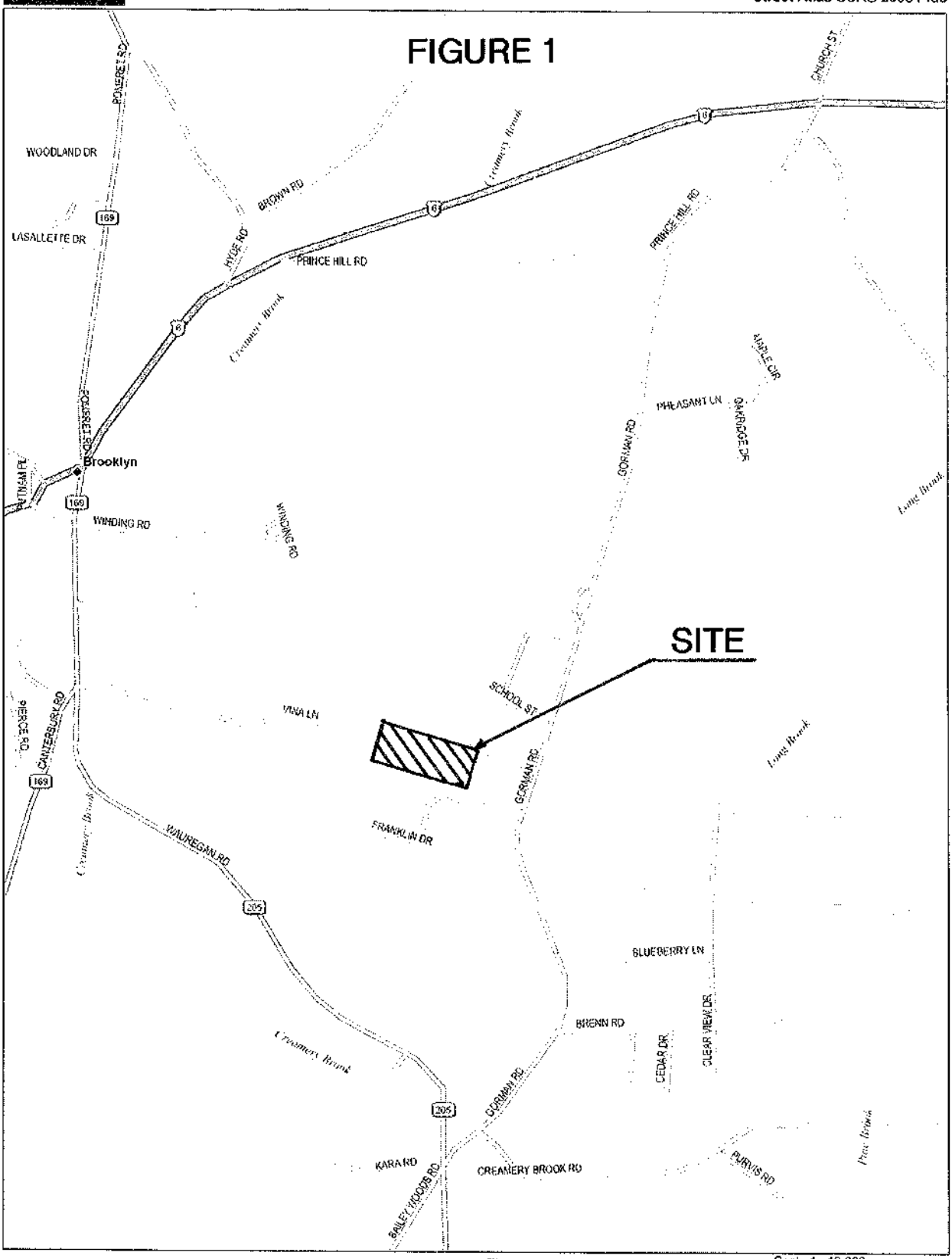
DeLORME

Street Atlas USA® 2006 Plus

FIGURE 1



Data use subject to license.

www.delorme.com

TN

MN (13.8°W)

Scale 1 : 12,800

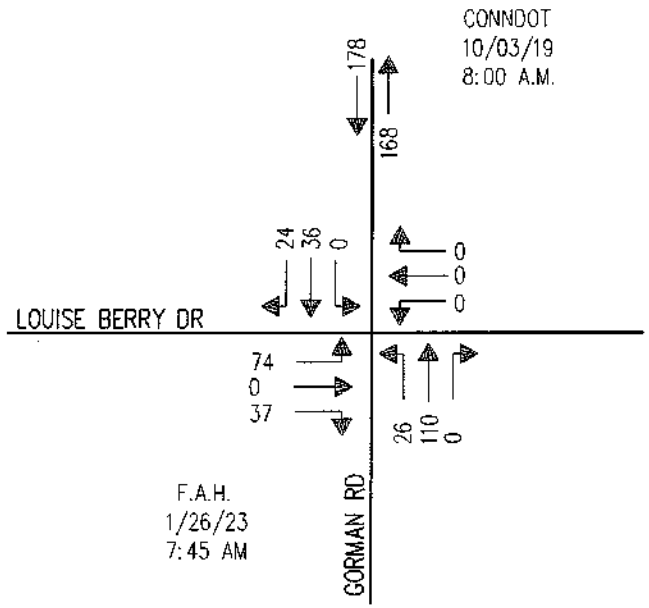
1" = 1,066.7 ft

Data Zoom 14-0

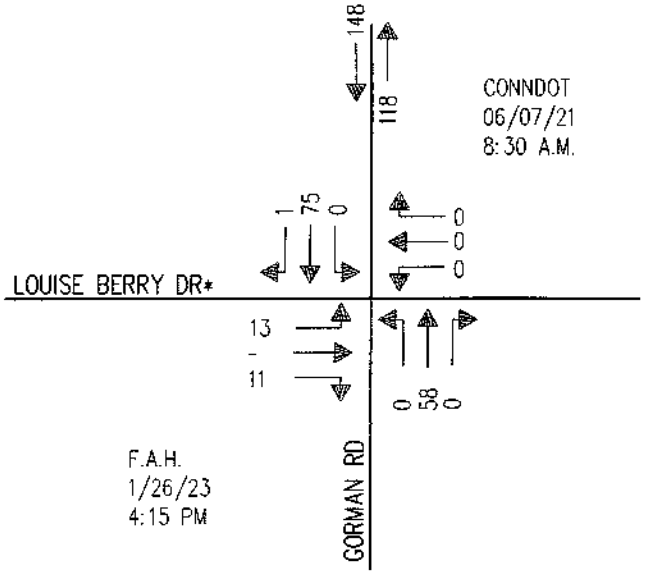
TABLE 1
ConnDOT TRAFFIC VOLUMES
Gorman Road south of Prince Hill Road
STATION NO. 058

	27-Sep-19 Friday			28-Sep-19 Saturday			29-Sep-19 Sunday			30-Sep-19 Monday			1-Oct-19 Tuesday			2-Oct-19 Wednesday			3-Oct-19 Thursday		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00				7	10	17	4	10	14	3	4	7	4	4	8	3	4	7	6	4	10
1:00				2	5	7	1	5	6	0	0	0	0	1	1	1	0	1	0	2	2
2:00				0	2	2	2	3	5	0	0	0	0	0	0	0	0	0	0	1	1
3:00				1	2	3	2	2	4	2	0	2	3	0	3	2	1	3	2	0	2
4:00				0	0	0	1	1	2	6	1	7	5	2	7	4	1	5	6	1	7
5:00				4	3	7	5	3	8	25	8	33	19	8	27	18	5	23	19	4	23
6:00				13	7	20	18	5	23	52	23	75	45	20	65	49	21	70	52	23	75
7:00				40	17	57	27	14	41	83	75	158	81	84	165	78	87	165	67	75	142
8:00				56	35	91	44	26	70	155	168	323	168	170	338	167	161	328	168	178	346
9:00				92	41	133	56	38	94	44	31	75	43	44	87	42	45	87	45	41	86
10:00	x	x	x	80	46	126	74	35	109	37	38	75	33	42	75	39	32	71	x	x	x
11:00	50	61	111	75	91	166	59	61	120	40	57	97	81	59	120	50	49	99			
12:00	86	69	155	81	64	145	62	78	140	56	50	106	67	52	119	63	50	113			
1:00	47	53	100	71	73	144	55	62	117	40	45	85	46	58	104	34	38	72			
2:00	67	110	177	71	82	153	61	58	119	55	98	153	61	106	167	48	84	132			
3:00	183	126	309	57	69	126	47	71	118	186	109	295	173	136	309	143	125	268			
4:00	112	97	209	48	65	113	57	57	114	118	148	266	136	124	260	115	125	240			
5:00	76	93	169	45	56	101	49	52	101	117	99	216	109	113	222	90	94	184			
6:00	68	82	150	39	53	92	46	53	99	59	72	131	47	73	120	68	65	133			
7:00	32	53	85	28	37	65	23	40	63	34	44	78	28	55	83	31	48	79			
8:00	27	33	60	25	40	65	23	34	57	19	26	45	8	31	39	15	29	44			
9:00	14	37	51	10	25	35	16	16	32	9	27	36	11	28	39	10	21	31			
10:00	18	16	34	12	12	24	4	10	14	5	8	13	6	10	16	9	12	21			
11:00	8	12	20	6	9	15	4	8	12	6	6	12	3	14	17	2	5	7			
	788	842	1630	863	844	1707	740	742	1482	1151	1137	2288	1159	1234	2393	1081	1102	2183	365	329	694

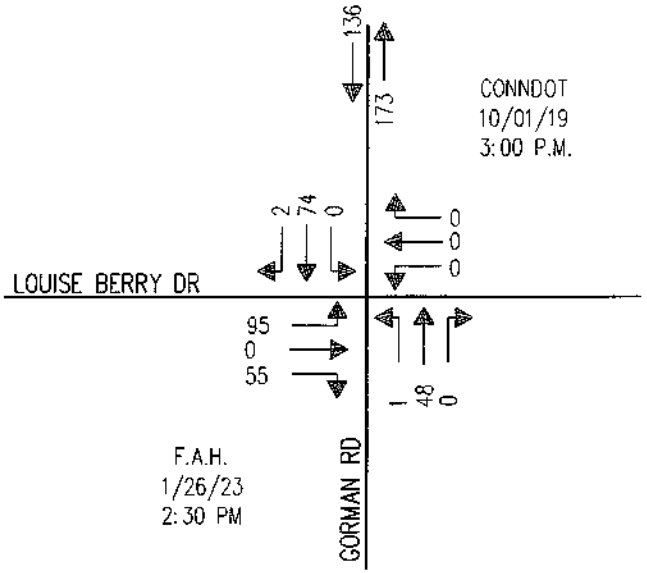
2019 ADT = 2,000 for station 058 in Brooklyn



A.M. PEAK HOUR



P.M. PEAK HOUR



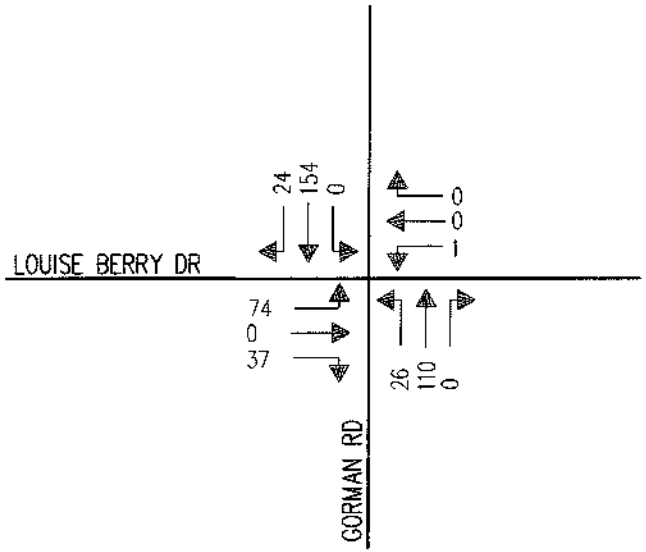
SCHOOL PM PEAK HOUR

FIGURE 2R-3 2/08/2023

OBSERVED TRAFFIC VOLUMES
AM, SCHOOL & PM PEAK HOURS
PROPOSED RESIDENTIAL DEVELOPMENT
LOUISE BERRY DRIVE
BROOKLYN, CT

F. A. Hesketh & Associates, Inc.
6 CREAMERY BROOK, EAST GRANBY, CT 06026
FAH
TRAFFIC PLANNING ENGINEERING DESIGN

NOT TO SCALE



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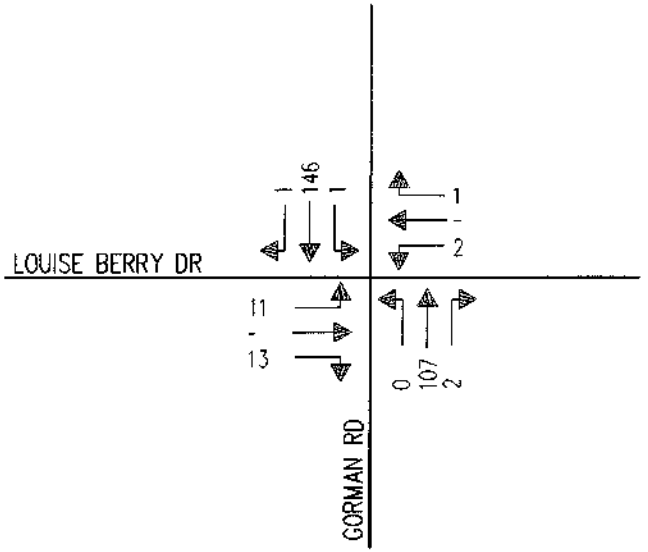
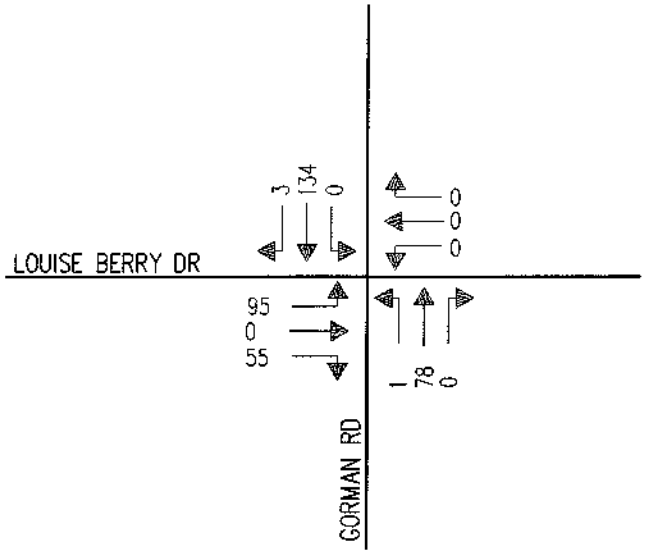


P.M. PEAK HOUR



SCHOOL PM PEAK HOUR

FIGURE 2A-R3 2/08/2023

BACKGROUND TRAFFIC VOLUMES
AM, SCHOOL & PM PEAK HOURS
PROPOSED RESIDENTIAL DEVELOPMENT
LOUISE BERRY DRIVE
BROOKLYN, CT

F. A. Hesketh & Associates, Inc.
6 CREAMERY BROOK, EAST GRANBY, CT 06026
FAH
TRAFFIC PLANNING ENGINEERING DESIGN

NOT TO SCALE

Table 2R-3
Trip Generation
Proposed Residential Development
Louise Berry Drive - Brooklyn, CT

Land Use	Size	ADT	A.M. Peak Hour			School PM Peak Hour			P.M. Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Single Family Detached	50 units*	533	10	30	40	13	13	26	33	19	52
Single Family Attached	50 units*	360	7	17	24	7	7	14	16	12	28
Multi Family Housing Low Rise	50 units*	396	9	29	38	10	11	21	26	16	42
School Complex	Observed#		50	111	161	3	150	153	1	24	25

* - School PM Peak hour volumes assumed to be 50% of the PM Peak hour volume with a 50/50 split

- Observed volumes are those observed on Louis Berry Drive during the AM andPM school peak hours

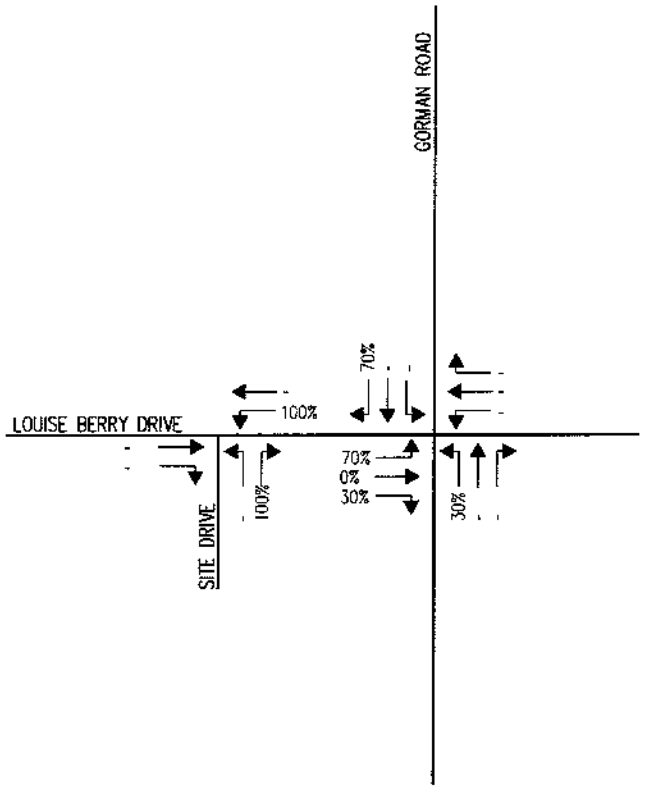


FIGURE 3 06-11-21

DIRECTIONAL DISTRIBUTION
OF SITE GENERATED TRAFFIC
PROPOSED RESIDENTIAL
DEVELOPMENT
LOUISE BERRY DRIVE
BROOKLYN, CT

F. A. Hesketh & Associates, Inc.
6 CREAMERY BROOK, EAST GRANBY, CT 06026
FAH
TRAFFIC
PLANNING
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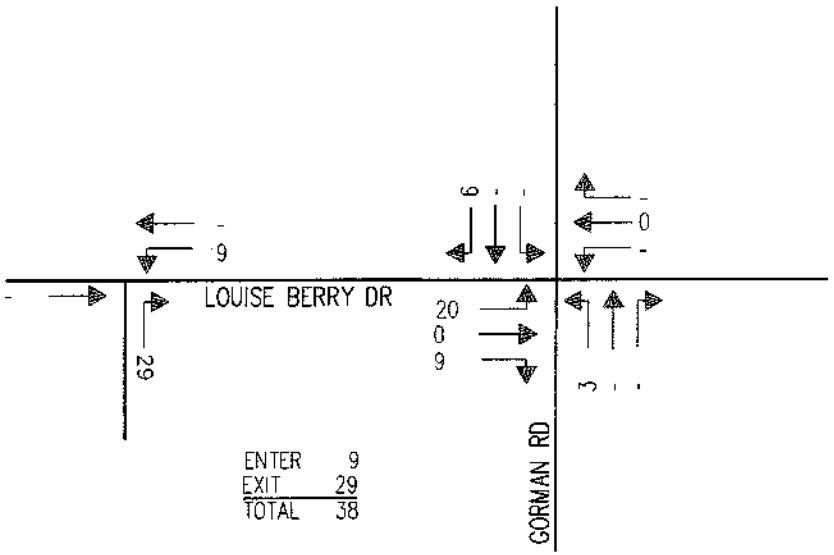
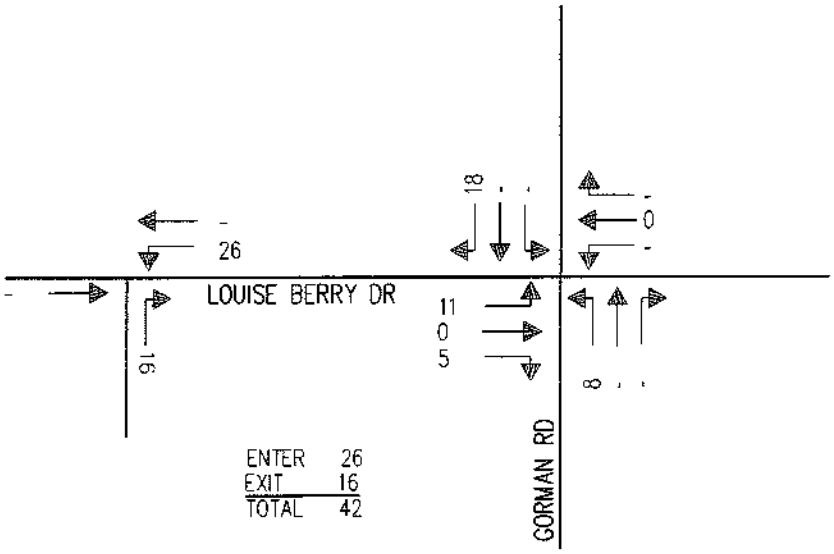
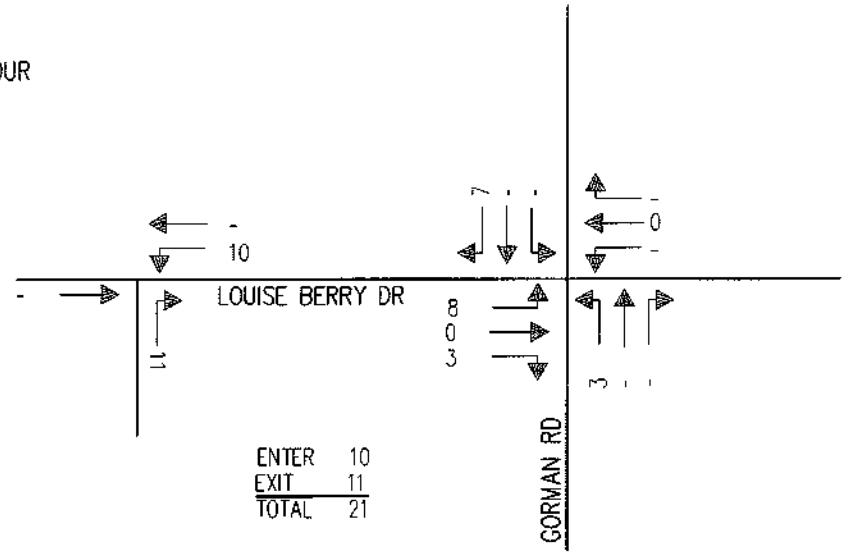


A.M. PEAK HOUR



P.M. PEAK HOUR



SCHOOL PM PEAK HOUR

FIGURE 4R-3 2/08/2023

SITE GENERATED TRAFFIC
AM, SCHOOL & PM PEAK HOURS
PROPOSED RESIDENTIAL DEVELOPMENT
LOUISE BERRY DRIVE
BROOKLYN, CT

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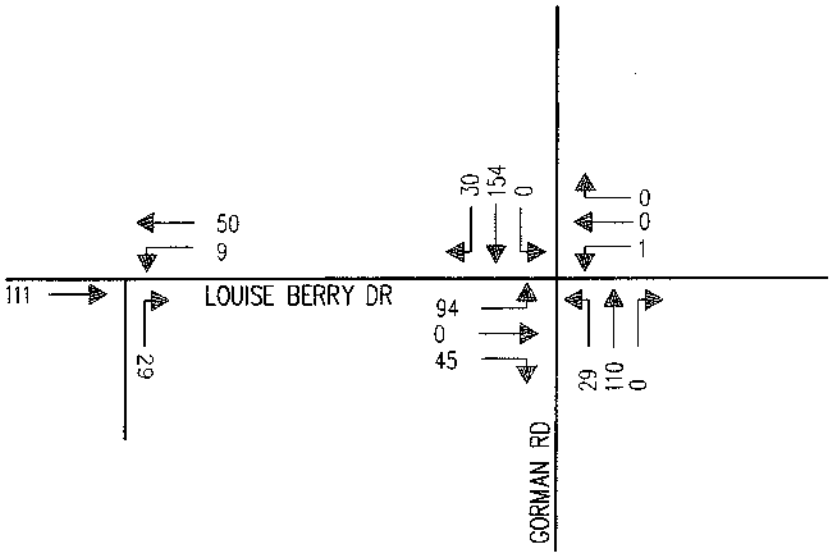
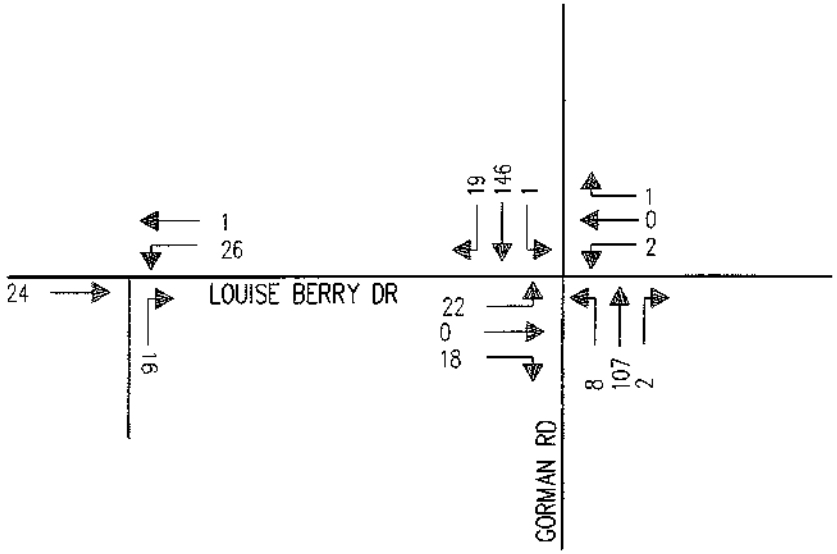
6 CREAMERY BROOK, EAST GRANBY, CT 06026
FAH TRAFFIC PLANNING ENGINEERING DESIGN

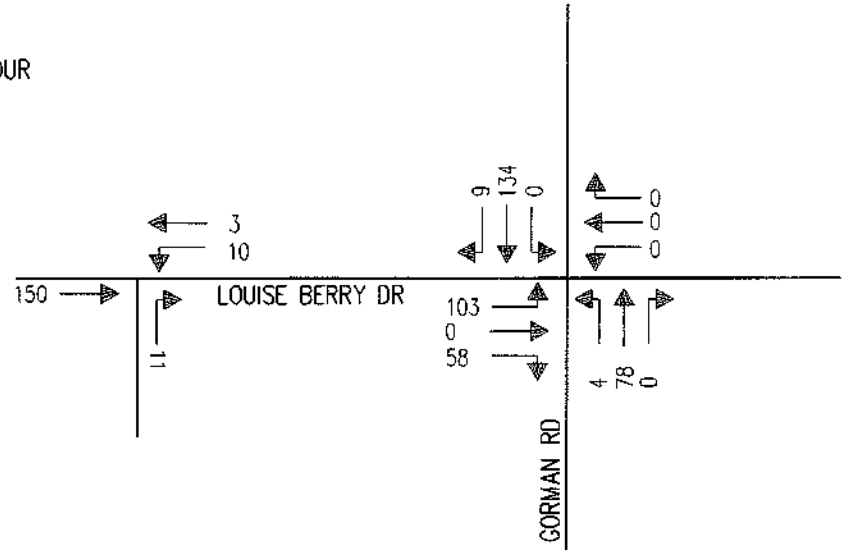
NOT TO SCALE



A.M. PEAK HOUR



P.M. PEAK HOUR



SCHOOL PM PEAK HOUR

FIGURE 5R-3 2/08/2023

COMBINED TRAFFIC VOLUMES
AM, SCHOOL & PM PEAK HOURS
PROPOSED RESIDENTIAL DEVELOPMENT
LOUISE BERRY DRIVE
BROOKLYN, CT

F. A. Hesketh & Associates, Inc.
6 CREAMERY BROOK, EAST GRANBY, CT 06026
FAH *TRAFFIC PLANNING ENGINEERING DESIGN*

NOT TO SCALE

Table 3R-3

Level of Service Summary

Proposed Residential Development
Louise Berry Drive - Brooklyn, CT

	A.M. Peak Hour								Mid-Day School Peak Hour								P.M. Peak Hour							
	Background Traffic				Combined Traffic				Background Traffic				Combined Traffic				Background Traffic				Combined Traffic			
Time Period	LOS	delay	v/c	Queue	LOS	delay	v/c	Queue	LOS	delay	v/c	Queue	LOS	delay	v/c	Queue	LOS	delay	v/c	Queue	LOS	delay	v/c	Queue
Gorman Road at Louise Berry Drive/ Private Drive																								
EB	C	19.8	0.47	62	D	25.3	0.61	100	B	14.2	0.40	48	C	15.0	0.44	56	A	9.8	0.04	3	B	10.2	0.06	5
WB	C	16.8	0.01	0	C	17.8	0.01	1	A	0.0	0.00	0	A	0.0	0.00	0	A	10.0	0.00	0	B	10.2	0.00	0
NB	A	1.8	0.04	3	A	2.0	0.05	4	A	0.1	0.00	0	A	0.4	0.01	0	A	0.0	0.00	0	A	0.6	0.01	0
SB	A	0.0	0.00	0	A	0.0	0.00	0	A	0.0	0.00	0	A	0.0	0.00	0	A	0.1	0.00	0	A	0.0	0.00	0
Louise Berry Drive at Site Drive																								
EB	-	-	-	-	A	0.0	0.13	0					A	0.0	0.15	0					A	0.0	0.20	0
WB	-	-	-	-	A	1.2	0.01	1					A	6.0	0.01	1					A	7.1	0.20	1
NB	-	-	-	-	A	9.7	0.07	5					A	9.7	0.02	2					A	8.5	0.02	1

Level of Service for Unsignalized Intersections

LOS	A	0.0	-	10.0
LOS	B	10.0	-	15.0
LOS	C	15.0	-	25.0
LOS	D	25.0	-	35.0
LOS	E	35.0	-	50.0
LOS	F		>	50.0

APPENDIX

ConnDOT Traffic Counts

Status: OK North Combined South Class Speed

BROL-058 - Combined - n/s

[37]-Gorman Road - 1.46 mi South of Prince Hill Road

Town.....Brooklyn
Station.....58
Location..... 41.79275,-71.931906
Posted Speed Limit.....30 MPH
2015-Major Collector 5.....2015-Urban
Start Report.....27-Sep-2019 11:00AM
End Report.....03-Oct-2019 10:00AM

24-Hour Count.... 2093 * G4(0.88) = 1841.8
Day 1.....+ 1707 * G4(1.03) = 3600.1
Day 2.....+ 1482 * G4(1.20) = 5378.4
Day 3.....+ 2288 * G4(0.96) = 7574.9
Day 4.....+ 2393 * G4(0.95) = 9848.3
Day 5.....+ 2183 * G4(0.95) = 11922.1
UnRounded AADT.....11922.1 / 6 = 1987.0
OK 2019 Fri 27-Sep -this report-...2000
OK 2016 Wed 25-May 2300
REV 2010 Wed 05-May 2300

	27-Sep Fri	28-Sep Sat	29-Sep Sun	30-Sep Mon	01-Oct Tue	02-Oct Wed	03-Oct Thu
12:00am		17	14	7	8	7	10
01:00am		7	6	0	1	1	2
02:00am		2	5	0	0	0	1
03:00am		3	4	2	3	3	2
04:00am		0	2	7	7	5	7
05:00am		7	8	33	27	23	23
06:00am		20	23	75	65	70	75
07:00am		57	41	158	165	165	142
08:00am		91	70	323	338	328	346
09:00am		133	94	75	87	87	86
10:00am	x	126	109	75	75	71	x
11:00am	111	166	120	97	120	99	
12:00pm	155	145	140	106	119	113	
01:00pm	100	144	117	85	104	72	
02:00pm	177	153	119	153	167	132	
03:00pm	309	126	118	295	309	268	
04:00pm	209	113	114	266	260	240	
05:00pm	169	101	101	216	222	184	
06:00pm	150	92	99	131	120	133	
07:00pm	85	65	63	78	83	79	
08:00pm	60	65	57	45	39	44	
09:00pm	51	35	32	36	39	31	
10:00pm	34	24	14	13	18	21	
11:00pm	20	15	12	12	17	7	
Totals	1630	1707	1482	2288	2393	2183	694

Status: OK [North] [Combined] [South] [Class] [Speed]

BROL-058 - North

[37]-Gorman Road - 1.46 mi South of Prince Hill Road

Town.....Brooklyn
Station.....58
Location..... 41.79275,-71.931906
Posted Speed Limit.....30 MPH
2015-Major Collector 5.....2015-Urban
Start Report.....27-Sep-2019 11:00AM
End Report.....03-Oct-2019 10:00AM

24-Hour Count.... 1083 * G4(0.88) = 953.0
Day 1.....÷ 863 * G4(1.03) = 1841.9
Day 2.....÷ 740 * G4(1.20) = 2729.9
Day 3.....+ 1151 * G4(0.96) = 3834.9
Day 4.....+ 1159 * G4(0.95) = 4935.9
Day 5.....+ 1081 * G4(0.95) = 5962.9
UnRounded AADT.....5962.9 / 6 = 993.8
OK 2019 Fri 27-Sep -this report-...2000
OK 2016 Wed 25-May 2300
REV 2010 Wed 05-May 2300

	27-Sep Fri	28-Sep Sat	29-Sep Sun	30-Sep Mon	01-Oct Tue	02-Oct Wed	03-Oct Thu
12:00am		7	4	3	4	3	6
01:00am		2	1	0	0	1	0
02:00am		0	2	0	0	0	0
03:00am		1	2	2	3	2	2
04:00am		0	1	6	5	4	6
05:00am		4	5	25	19	18	19
06:00am		13	18	52	45	49	52
07:00am		40	27	83	81	78	67
08:00am		56	44	155	168	167	168
09:00am		92	56	44	43	42	45
10:00am	x	80	74	37	33	39	x
11:00am	50	75	59	40	61	50	
12:00pm	86	81	62	56	67	63	
01:00pm	47	71	55	40	46	34	
02:00pm	67	71	61	55	61	48	
03:00pm	183	57	47	186	173	143	
04:00pm	112	48	57	118	136	115	
05:00pm	76	45	49	117	109	90	
06:00pm	68	39	46	59	47	68	
07:00pm	32	28	23	34	28	31	
08:00pm	27	25	23	19	8	15	
09:00pm	14	10	16	9	11	10	
10:00pm	18	12	4	5	8	9	
11:00pm	8	6	4	6	3	2	
Totals	788	863	740	1151	1159	1081	365

Status: OK [North] [Combined] [South] [Class] [Speed]

BROL-058 - South

[37]-Gorman Road - 1.46 mi South of Prince Hill Road

Town.....Brooklyn
Station.....58
Location..... 41.79275,-71.931906
Posted Speed Limit.....30 MPH
2015-Major Collector 5.....2015-Urban
Start Report.....27-Sep-2019 11:00AM
End Report.....03-Oct-2019 10:00AM

24-Hour Count.... 1010 * G4(0.88) = 888.8
Day 1.....+ 844 * G4(1.03) = 1758.1
Day 2.....+ 742 * G4(1.20) = 2648.5
Day 3.....+ 1137 * G4(0.96) = 3740.0
Day 4.....+ 1234 * G4(0.95) = 4912.3
Day 5.....+ 1102 * G4(0.95) = 5959.2
UnRounded AADT.....5959.2 / 6 = 993.2
OK 2019 Fri 27-Sep -this report-...2000
OK 2016 Wed 25-May 2300
REV 2010 Wed 05-May 2300

	27-Sep Fri	28-Sep Sat	29-Sep Sun	30-Sep Mon	01-Oct Tue	02-Oct Wed	03-Oct Thu
12:00am		10	10	4	4	4	4
01:00am		5	5	0	1	0	2
02:00am		2	3	0	0	0	1
03:00am		2	2	0	0	1	0
04:00am		0	1	1	2	1	1
05:00am		3	3	8	8	5	4
06:00am		7	5	23	20	21	23
07:00am		17	14	75	84	87	75
08:00am		35	26	168	170	161	178
09:00am		41	38	31	44	45	41
10:00am	x	46	35	38	42	32	x
11:00am	61	91	61	57	59	49	
12:00pm	69	64	78	50	52	50	
01:00pm	53	73	62	45	58	38	
02:00pm	110	82	58	98	106	84	
03:00pm	126	69	71	109	136	125	
04:00pm	97	65	57	148	124	125	
05:00pm	93	56	52	99	113	94	
06:00pm	82	53	53	72	73	65	
07:00pm	53	37	40	44	55	48	
08:00pm	33	40	34	26	31	29	
09:00pm	37	25	16	27	28	21	
10:00pm	16	12	10	8	10	12	
11:00pm	12	9	8	6	14	5	
Totals	842	844	742	1137	1234	1102	329

Manual Turning Movement Counts

F.A. Hesketh & Assoc., Inc.
3 Creamery Brook
East Granby, CT 06026
PH (860) 653-8000

Gorman Road at
Louise Berry Drive
Broklyn, CT
Job No. 21154

File Name : AM COUNT
Site Code : 11111111
Start Date : 1/26/2023
Page No : 1

Groups Printed- Unshifted

	Gorman Road From North				Driveway From East				Gorman Road From South				Louise Berry Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	8	0	8	0	0	0	0	0	9	1	10	0	0	0	0	18
07:15 AM	2	6	0	8	0	0	1	1	0	11	0	11	2	0	4	6	26
07:30 AM	2	4	0	6	0	0	0	0	0	11	1	12	3	0	2	5	23
07:45 AM	6	1	0	7	0	0	0	0	0	18	10	28	3	0	5	8	43
Total	10	19	0	29	0	0	1	1	0	49	12	61	8	0	11	19	110
08:00 AM	6	5	0	11	0	0	0	0	0	13	3	16	1	0	3	4	31
08:15 AM	10	8	0	18	0	0	0	0	0	36	12	48	3	0	17	20	86
08:30 AM	2	22	0	24	0	0	0	0	0	43	1	44	30	0	49	79	147
08:45 AM	0	6	0	6	0	0	0	0	0	9	1	10	4	0	9	13	29
Total	18	41	0	59	0	0	0	0	0	101	17	118	38	0	78	116	293
*** BREAK ***																	
Grand Total	28	60	0	88	0	0	1	1	0	150	29	179	46	0	89	135	403
Apprch %	31.8	68.2	0.0		0.0	0.0	100.0		0.0	83.8	16.2		34.1	0.0	65.9		
Total %	6.9	14.9	0.0	21.8	0.0	0.0	0.2	0.2	0.0	37.2	7.2	44.4	11.4	0.0	22.1	33.5	

	Gorman Road From North				Driveway From East				Gorman Road From South				Louise Berry Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	24	36	0	60	0	0	0	0	0	110	26	136	37	0	74	111	307
Percent	40.0	60.0	0.0		0.0	0.0	0.0		0.0	80.9	19.1		33.3	0.0	66.7		
08:30 Volume	2	22	0	24	0	0	0	0	0	43	1	44	30	0	49	79	147
Peak Factor																	0.522
High Int.	08:30 AM				6:45:00 AM				08:15 AM				08:30 AM				
Volume	2	22	0	24	0	0	0	0	0	36	12	48	30	0	49	79	
Peak Factor				0.625								0.708				0.351	

Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																	
By Approach	07:45 AM				07:00 AM				07:45 AM				08:00 AM				
Volume	24	36	0	60	0	0	1	1	0	110	26	136	38	0	78	116	
Percent	40.0	60.0	0.0		0.0	0.0	100.0		0.0	80.9	19.1		32.8	0.0	67.2		
High Int.	08:30 AM				07:15 AM				08:15 AM				08:30 AM				
Volume	2	22	0	24	0	0	1	1	0	36	12	48	30	0	49	79	
Peak Factor				0.625				0.250				0.708				0.367	

F.A. Hesketh & Associates, Inc.
3 Creamery Brook
East Granby, CT 06026
Phone: (860) 653-8000

Louise Berry Dr & Residential Dr
at Gorman Road
Brooklyn, CT 06234
Job No. 21154

File Name : PM Count 02.02.23
Site Code : 55555555
Start Date : 2/2/2023
Page No : 1

Groups Printed- Unshifted

	Gorman Road From North					Residential Drive From East					Gorman Road From South					Louise Berry Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
02:00 PM	0	8	0	0	8	1	0	0	0	1	0	8	0	0	8	1	0	1	0	2	19
02:15 PM	2	3	0	0	5	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	22
02:30 PM	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	18
02:45 PM	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	25
Total	2	27	0	0	29	1	0	0	0	1	0	49	0	0	49	1	0	4	0	5	84
03:00 PM	0	8	0	0	8	0	0	0	0	0	0	21	0	0	21	6	0	11	0	17	46
03:15 PM	0	29	0	0	29	0	0	0	0	0	0	11	0	0	11	26	0	53	0	79	119
03:30 PM	2	26	0	0	28	0	0	0	0	0	0	5	1	0	6	20	0	27	0	47	81
03:45 PM	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	3	0	4	0	7	29
Total	2	74	0	0	76	0	0	0	0	0	0	48	1	0	49	55	0	95	0	150	275
04:00 PM	0	15	0	0	15	0	0	0	0	0	0	18	0	0	18	3	0	6	0	9	42
04:15 PM	0	27	0	0	27	0	0	0	0	0	0	14	0	0	14	2	0	4	0	6	47
Grand Total	4	143	0	0	147	1	0	0	0	1	0	129	1	0	130	61	0	109	0	170	448
Apprch %	2.7	97.3	0.0	0.0		100.0	0.0	0.0	0.0		0.0	99.2	0.8	0.0		35.9	0.0	64.1	0.0		
Total %	0.9	31.9	0.0	0.0	32.8	0.2	0.0	0.0	0.0	0.2	0.0	28.8	0.2	0.0	29.0	13.6	0.0	24.3	0.0	37.9	

	Gorman Road From North					Residential Drive From East					Gorman Road From South					Louise Berry Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 02:00 PM to 04:15 PM - Peak 1 of 1																					
Intersection	03:00 PM																				
Volume	2	74	0	0	76	0	0	0	0	0	0	48	1	0	49	55	0	95	0	150	275
Percent	2.6	97.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.0	2.0	0.0		36.7	0.0	63.3	0.0		
03:15 Volume	0	29	0	0	29	0	0	0	0	0	0	11	0	0	11	26	0	53	0	79	119
Peak Factor																					0.578
High Int.	03:15 PM					1:45:00 PM					03:00 PM					03:15 PM					
Volume	0	29	0	0	29	0	0	0	0	0	0	21	0	0	21	26	0	53	0	79	
Peak Factor					0.655										0.583					0.475	
Peak Hour From 02:00 PM to 04:15 PM - Peak 1 of 1																					
By Approach	03:15 PM					02:00 PM					02:15 PM					03:00 PM					
Volume	2	81	0	0	83	1	0	0	0	1	0	62	0	0	62	55	0	95	0	150	
Percent	2.4	97.6	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		36.7	0.0	63.3	0.0		
High Int.	03:15 PM					02:00 PM					03:00 PM					03:15 PM					
Volume	0	29	0	0	29	1	0	0	0	1	0	21	0	0	21	26	0	53	0	79	
Peak Factor					0.716					0.250					0.738					0.475	

F.A. Hesketh & Assoc., Inc.
3 Creamery Brook
East Granby, CT 06026
PH (860) 653-8000

Gorman Road at
Louise Berry Drive
Brooklyn, CT
Job No. 21154

File Name : PM COUNT
Site Code : 33333333
Start Date : 1/26/2023
Page No : 1

Groups Printed- Unshifted

	Gorman Road From North				Driveway From East				Gorman Road From South				Louise Berry Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	20	0	20	0	0	0	0	0	9	0	9	1	0	6	7	36
04:15 PM	0	18	0	18	0	0	0	0	0	17	0	17	2	0	5	7	42
04:30 PM	0	17	0	17	0	0	0	0	0	17	0	17	3	0	2	5	39
04:45 PM	1	17	0	18	0	0	0	0	0	15	0	15	5	0	1	6	39
Total	1	72	0	73	0	0	0	0	0	58	0	58	11	0	14	25	156
05:00 PM	0	23	0	23	0	0	0	0	0	9	0	9	3	0	3	6	38
05:15 PM	0	12	0	12	0	0	0	0	0	13	0	13	2	0	4	6	31
05:30 PM	0	17	0	17	0	0	0	0	0	17	0	17	2	0	6	8	42
05:45 PM	0	9	1	10	1	0	0	1	0	18	0	18	2	0	0	2	31
Total	0	61	1	62	1	0	0	1	0	57	0	57	9	0	13	22	142
Grand Total	1	133	1	135	1	0	0	1	0	115	0	115	20	0	27	47	298
Apprch %	0.7	98.5	0.7		100.0	0.0	0.0		0.0	100.0	0.0		42.6	0.0	57.4		
Total %	0.3	44.6	0.3	45.3	0.3	0.0	0.0	0.3	0.0	38.6	0.0	38.6	6.7	0.0	9.1	15.8	

	Gorman Road From North				Driveway From East				Gorman Road From South				Louise Berry Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	1	75	0	76	0	0	0	0	0	58	0	58	13	0	11	24	158
Percent	1.3	98.7	0.0		0.0	0.0	0.0		0.0	100.0	0.0		54.2	0.0	45.8		
04:15 Volume	0	18	0	18	0	0	0	0	0	17	0	17	2	0	5	7	42
Peak Factor																	0.940
High Int.	05:00 PM				3:45:00 PM				04:15 PM				04:15 PM				
Volume	0	23	0	23	0	0	0	0	0	17	0	17	2	0	5	7	
Peak Factor				0.826								0.853				0.857	

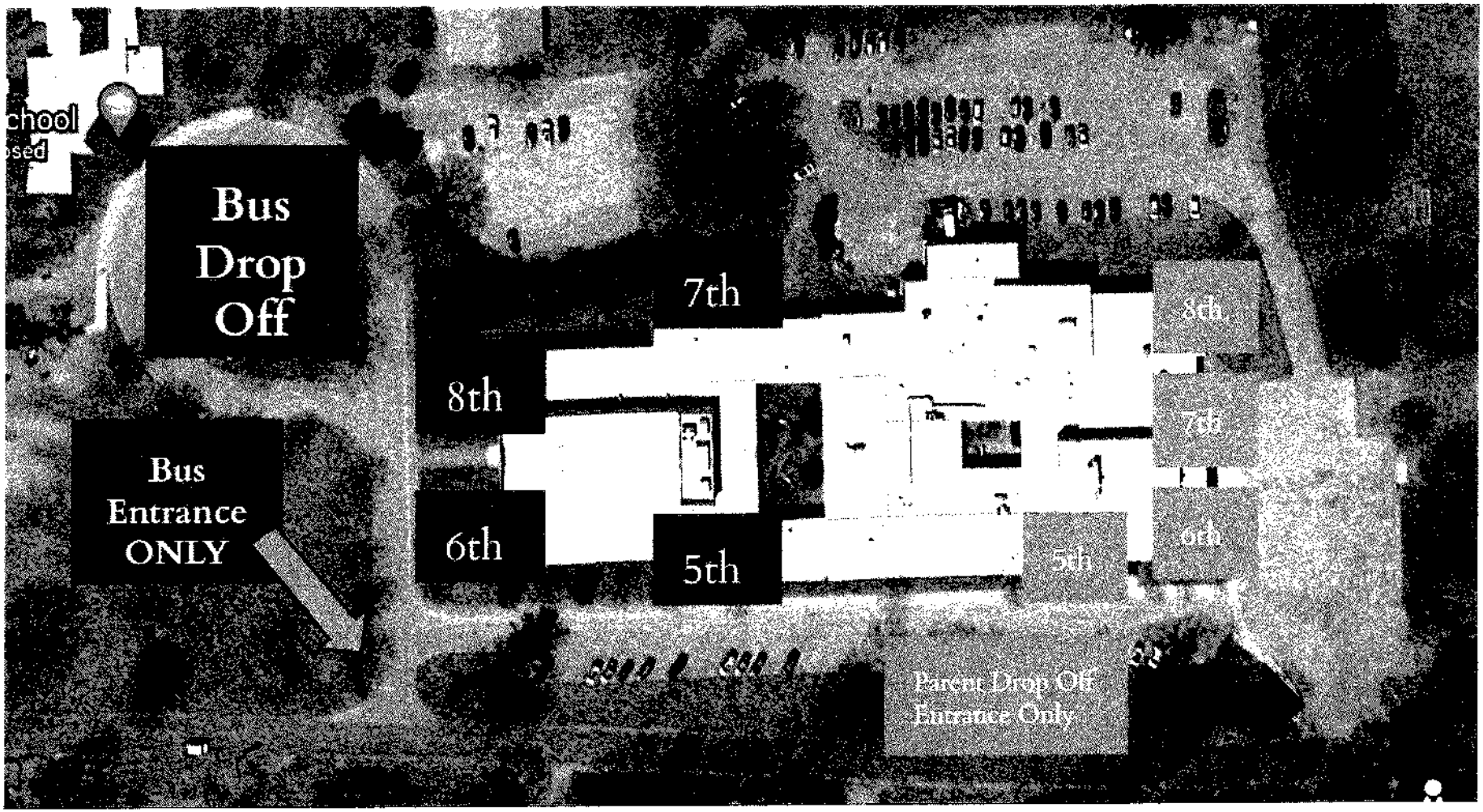
	Gorman Road From North				Driveway From East				Gorman Road From South				Louise Berry Drive From West				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				05:00 PM				04:00 PM				04:45 PM				
Volume	1	75	0	76	1	0	0	1	0	58	0	58	12	0	14	26	
Percent	1.3	98.7	0.0		100.0	0.0	0.0		0.0	100.0	0.0		46.2	0.0	53.8		
High Int.	05:00 PM				05:45 PM				04:15 PM				05:30 PM				
Volume	0	23	0	23	1	0	0	1	0	17	0	17	2	0	6	8	
Peak Factor				0.826				0.250				0.853				0.813	

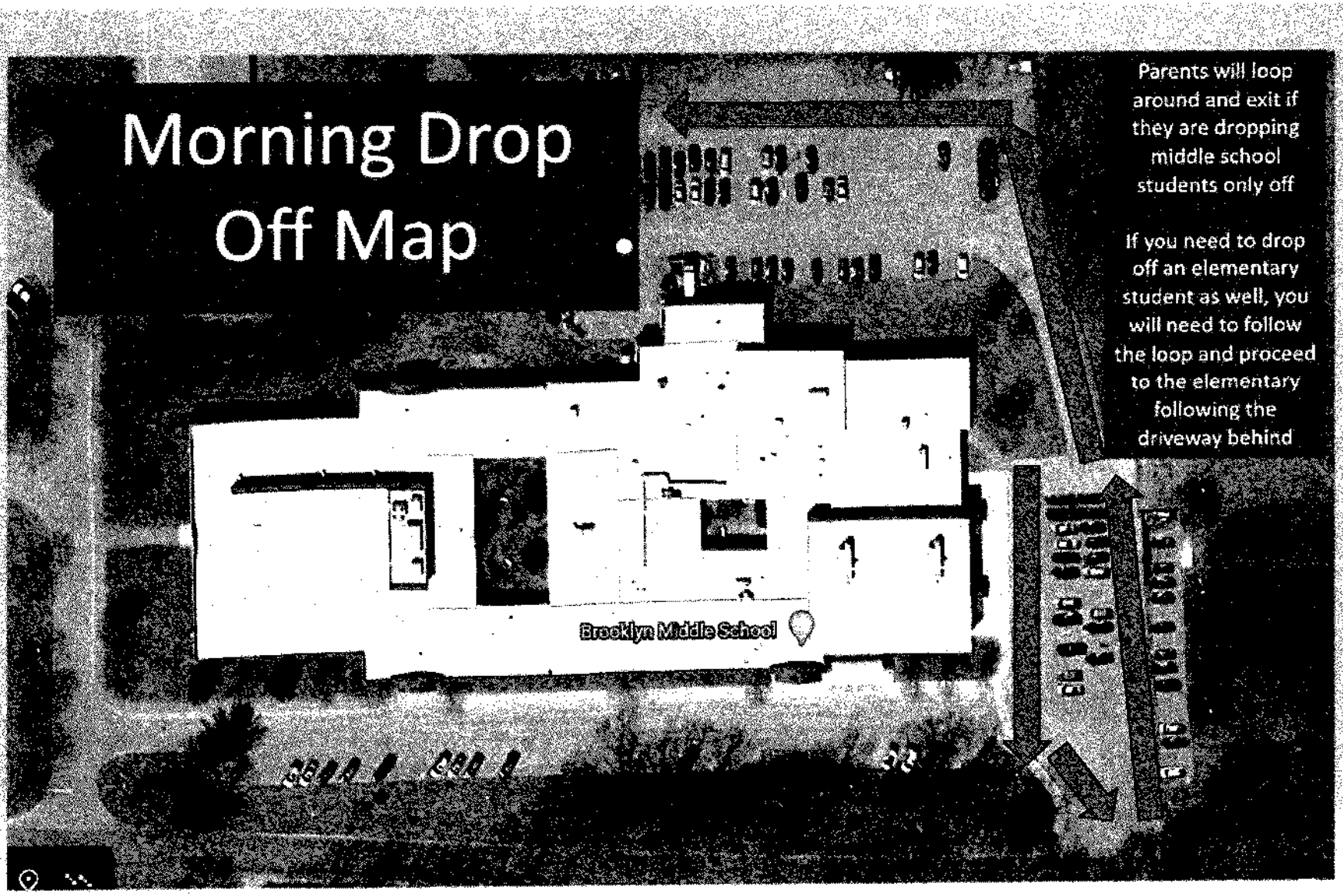
Brooklyn School Drop Off / Pick Up

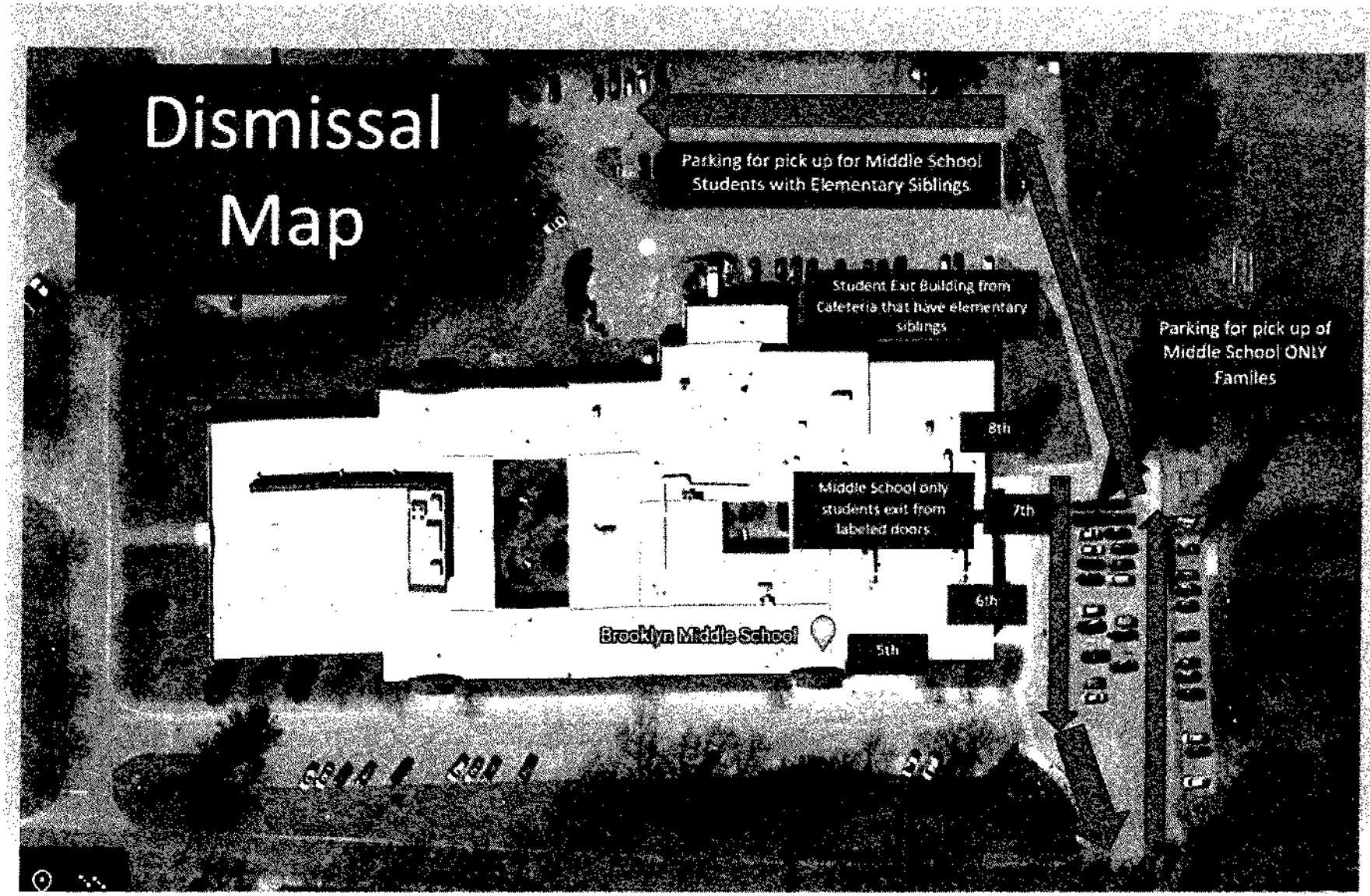
Procedures

Brooklyn Middle School Drop Off and Pick Up

BMS Drop Off/Pick Up Map Key	
Buses	Buses will drop off and pick up students at the elementary entrance loop. Middle school students will follow the sidewalk to the Maroon entrances listed on the map for their grade level. This is where they will enter the building in the morning and exit the building in the afternoon.
Morning Drop Off	
Middle School ONLY Drop Off	Cars will enter on the right hand side of the middle school entrance and follow traffic pattern (see map) When dropping off only a middle school student, you will drop off at the side of the gymnasium and exit out the main entrance to the middle school
Elementary and Middle Drop Off	Follow the same traffic flow as listed for Middle School only, go around the loop a second time to follow the driveway to the elementary school
Afternoon Pick Up	
[redacted]	[redacted]
Middle School ONLY Pick Up	Following the same traffic pattern. Park in designated spots in the gymnasium parking lot and along the field.
Elementary and Middle Pick Up	Proceed to the back parking lot following the traffic pattern pull into the center parking area.

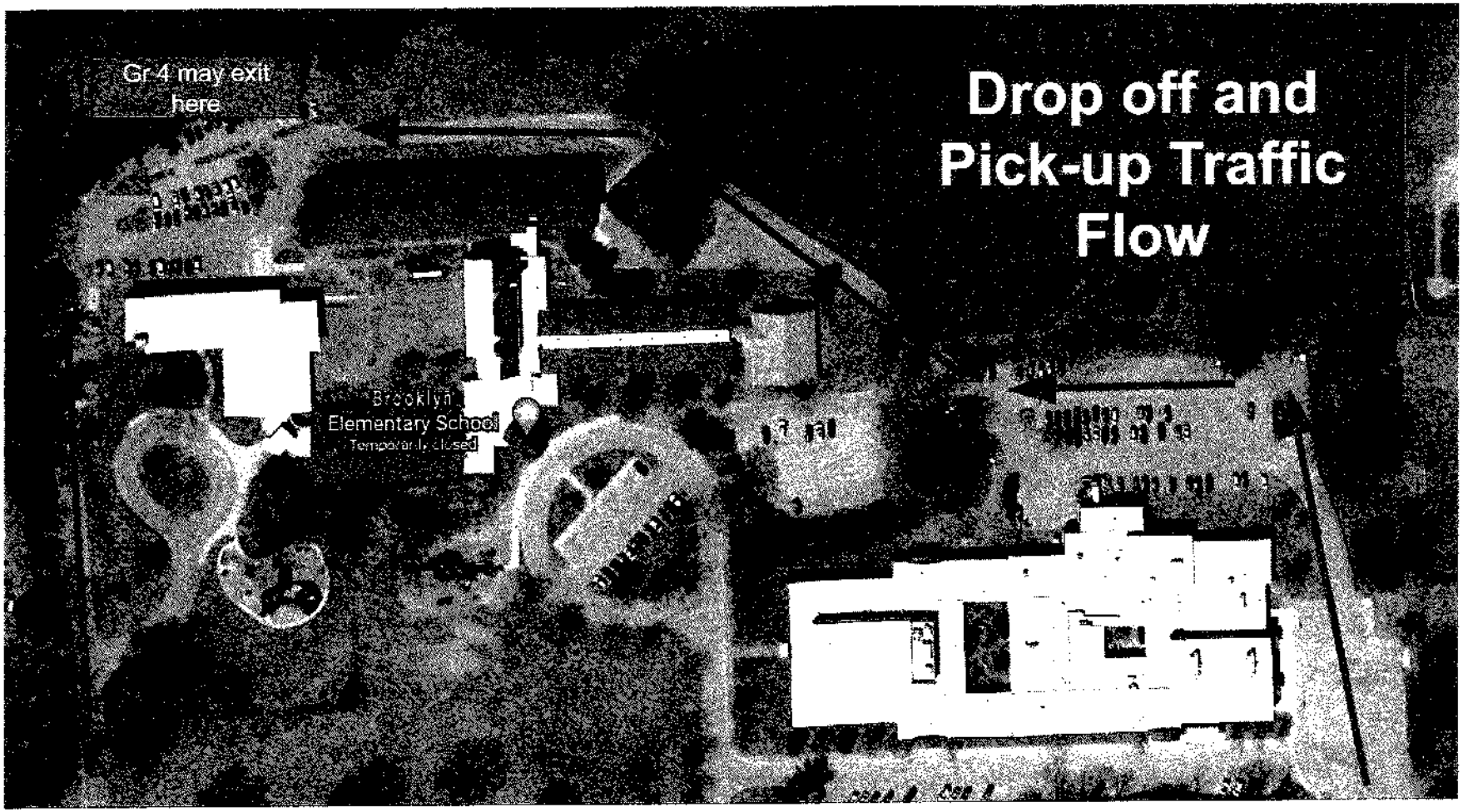

Bus
Drop
Off
Bus
Entrance
ONLY
7th
8th
6th
5th
8th
7th
6th
5th
Parent Drop Off
Entrance Only

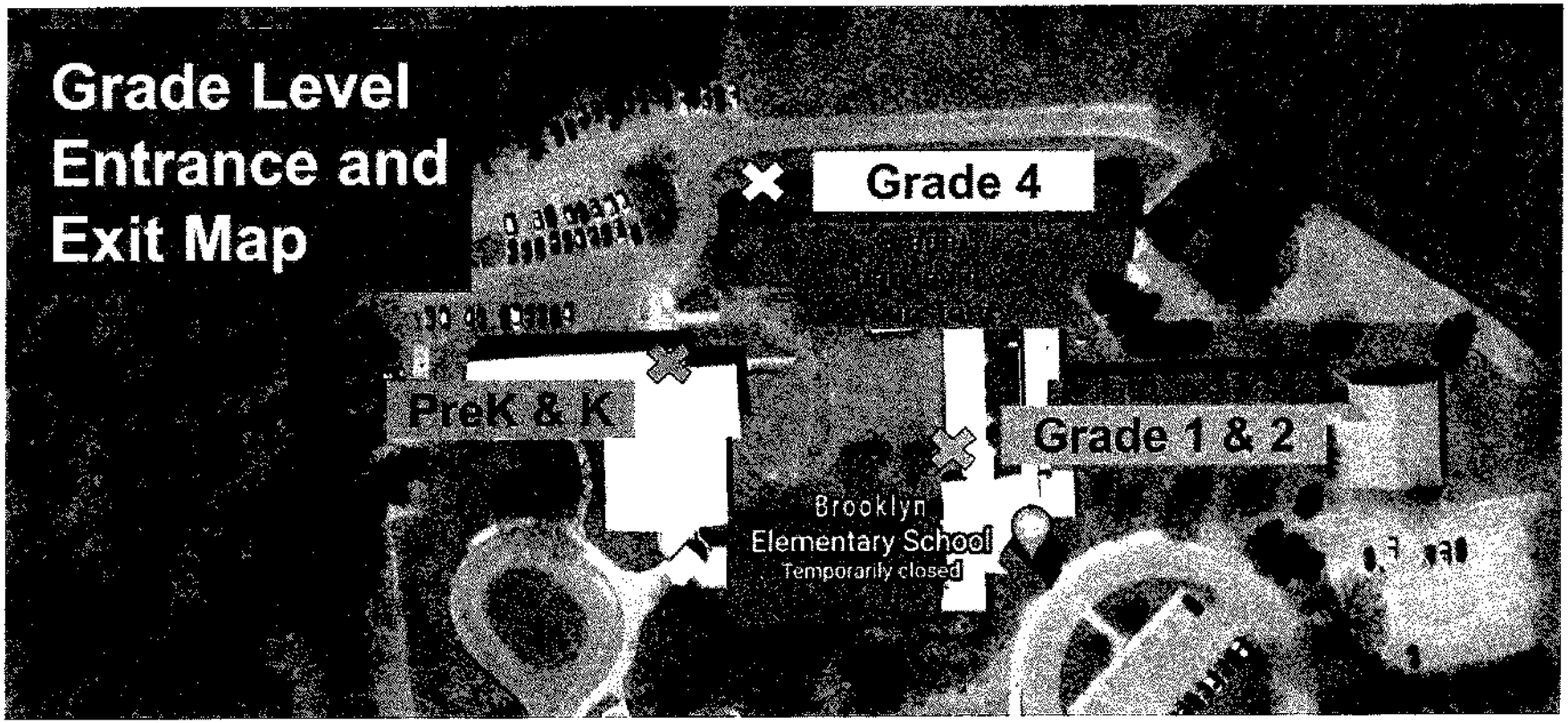

Morning Drop Off Map
Parents will loop around and exit if they are dropping middle school students only off
If you need to drop off an elementary student as well, you will need to follow the loop and proceed to the elementary following the driveway behind
Brooklyn Middle School


Dismissal Map
Parking for pick up for Middle School Students with Elementary Siblings
Student Exit Building from Cafeteria that have elementary siblings
Parking for pick up of Middle School ONLY Familes
8th
Middle School only students exit from labeled doors
7th
6th
Brooklyn Middle School
5th

Brooklyn Elementary School Drop Off and Pick Up Procedures

BES Drop Off/Pick Up Map Key	
Buses	Buses will drop off and pick up students at the elementary entrance loop. Students will be escorted into and out of the building when their busses arrive. Students will have assigned seating that will be determined by the bus run. Siblings will be placed in seats together.
Morning Drop Off	
Drop Off	Cars will enter on the right hand side of the middle school entrance and follow traffic pattern (see map) around to the back of the elementary school. Once around the back of the building, please stay to the left of the road.
Grade PreK, K, 1, 2 & 3	Similar to last year, continue to stay to the left of the road and follow the traffic pattern to the left of the back parking lot, alongside the building. Once you are directed, please have children exit the vehicle on the driver side of the vehicle. Remain in the line until the vehicle in front of you exits. **This area is a no passing zone.**
Grade 4 ONLY Drop off	Grade 4 students may be dropped off at the back of the elementary school where they will walk to the back entrance of the building. Please have children exit the vehicle on the driver side of the vehicle. Once a child has safely left the vehicle, grade 4 families may merge right and exit the parent drop off line.
Afternoon Pick Up	
[redacted]	
Pick Up	Cars will enter on the right hand side of the middle school entrance and follow traffic pattern (see map) around to the back of the elementary school. Once around the back of the building, please stay to the left of the road.
Grade PreK, K, 1, 2, & 3	Similar to last year, continue to stay to the left of the road and follow the traffic pattern to the back parking lot, alongside the building. Children will enter the vehicle on the driver side of the vehicle. Remain in the line until the vehicle in front of you exits. **This area is a no passing zone.**
Grade 4 ONLY Drop off	Grade 4 students may be picked up at the back of the elementary school where they will walk to the vehicles. Once a child has safely entered the vehicle, grade 4 families may merge right and exit the parent drop off line.


Gr 4 may exit here
Drop off and Pick-up Traffic Flow
Brooklyn
Elementary School
Temporarily closed


Grade Level
Entrance and
Exit Map
Grade 4
PreK & K
Grade 1 & 2
Brooklyn
Elementary School
Temporarily closed

ITE Trip Generation

Residential Uses

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

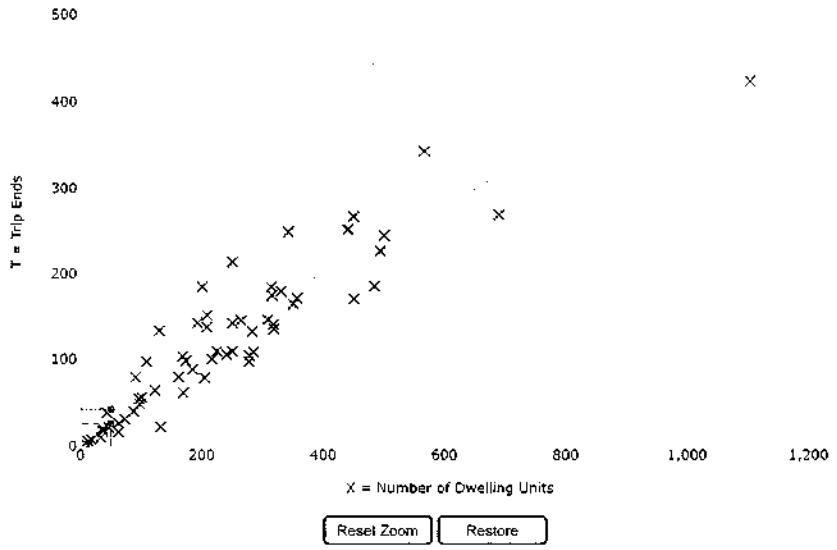
INDEPENDENT VARIABLE (IV)
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffi

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.06 - 1.04

Standard Deviation:
0.15

Fitted Curve Equation:
T = 0.43(X) + 20.55

R^2:
0.84

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 26 (Total), 16 (Entry), 10 (Exit)
Fitted Curve: 42 (Total), 26 (Entry), 16 (Exit)

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

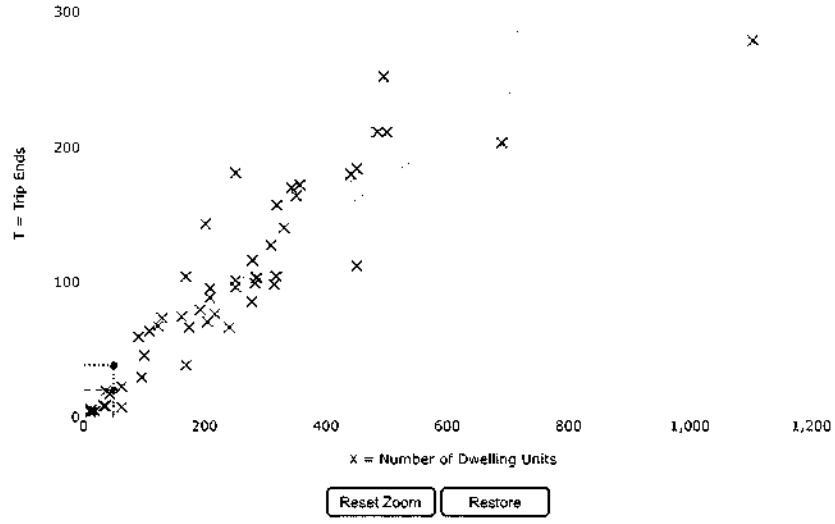
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffi

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units:
249

Average Rate:
0.40

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.12

Fitted Curve Equation:
T = 0.31(X) + 22.85

R^2:
0.79

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 20 (Total), 5 (Entry), 15 (Exit)
Fitted Curve: 38 (Total), 9 (Entry), 29 (Exit)

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

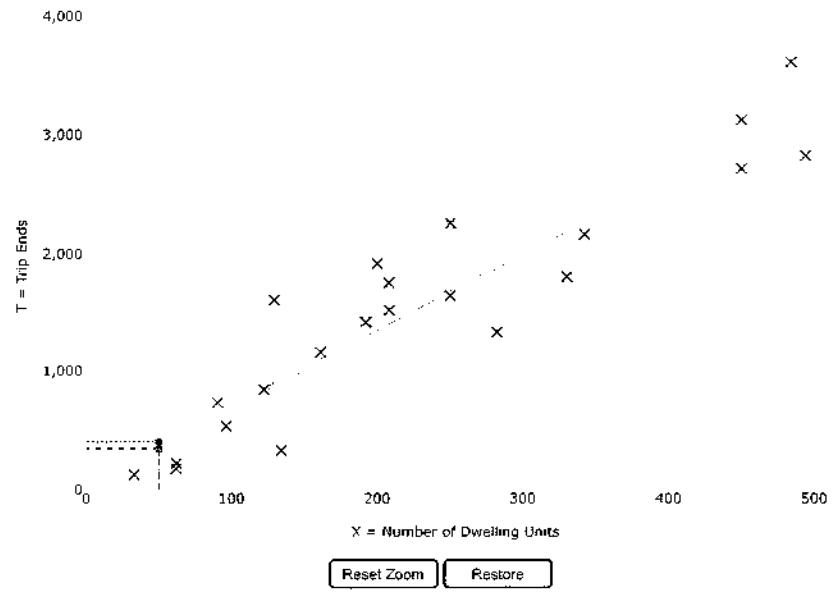
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
225

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.78

Fitted Curve Equation:
T = 6.41(X) + 75.31

R^2:
0.86

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 337 (Total), 168 (Entry), 169 (Exit)
Fitted Curve: 396 (Total), 198 (Entry), 198 (Exit)

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

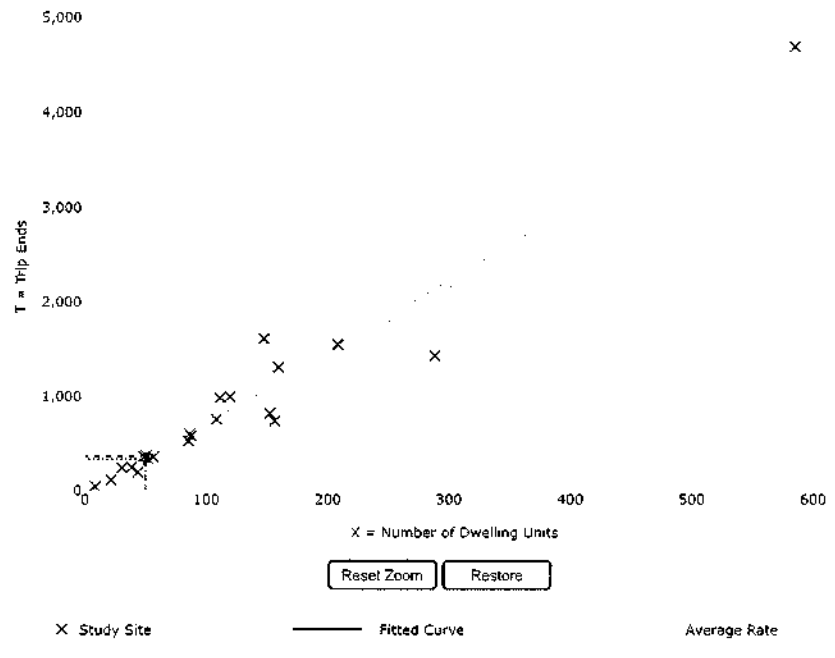
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
120

Average Rate:
7.20

Range of Rates:
4.70 - 10.97

Standard Deviation:
1.61

Fitted Curve Equation:
T = 7.62(X) - 50.48

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 360 (Total), 180 (Entry), 180 (Exit)
Fitted Curve: 331 (Total), 165 (Entry), 166 (Exit)

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

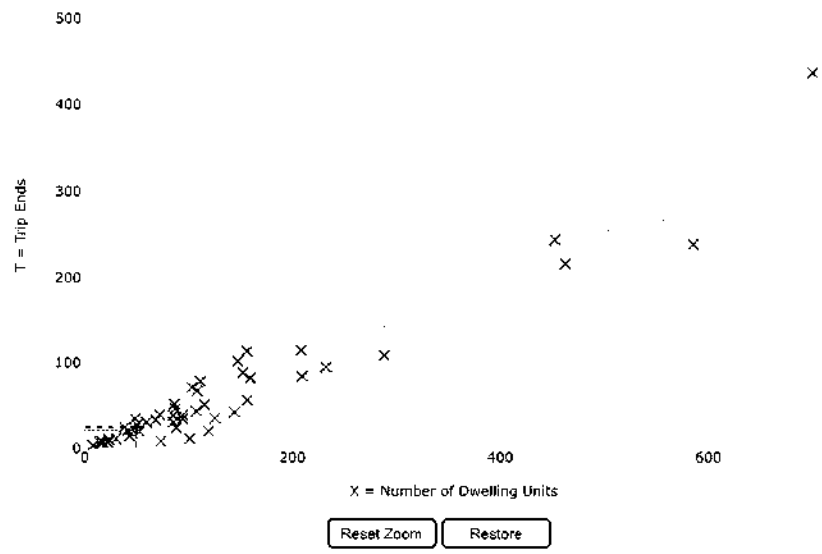
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffi

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
46

Avg. Num. of Dwelling Units:
135

Average Rate:
0.48

Range of Rates:
0.12 - 0.74

Standard Deviation:
0.14

Fitted Curve Equation:
T = 0.52(X) + 5.70

R^2:
0.92

Directional Distribution:
31% entering, 69% exiting

Calculated Trip Ends:
Average Rate: 24 (Total), 7 (Entry), 17 (Exit)
Fitted Curve: 20 (Total), 6 (Entry), 14 (Exit)

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

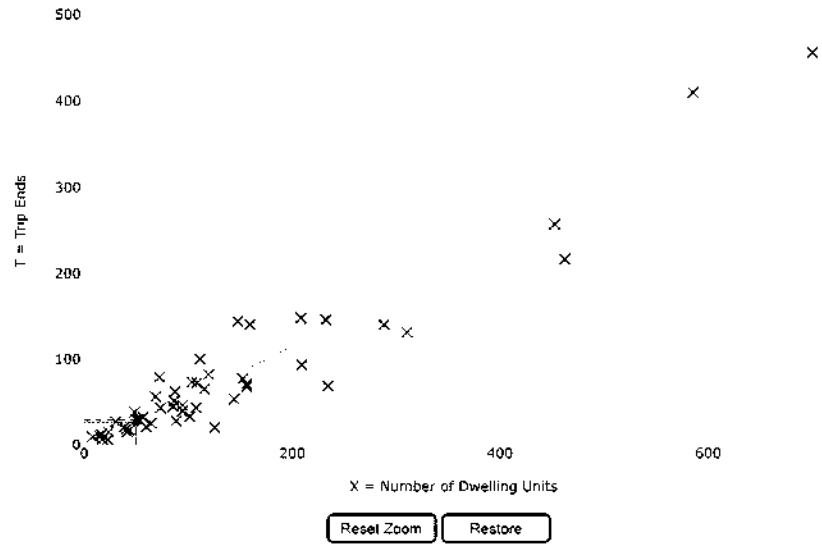
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffi

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
136

Average Rate:
0.57

Range of Rates:
0.17 - 1.25

Standard Deviation:
0.18

Fitted Curve Equation:
T = 0.60(X) + 3.93

R^2:
0.91

Directional Distribution:
57% entering, 43% exiting

Calculated Trip Ends:
Average Rate: 28 (Total), 16 (Entry), 12 (Exit)
Fitted Curve: 26 (Total), 15 (Entry), 11 (Exit)

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

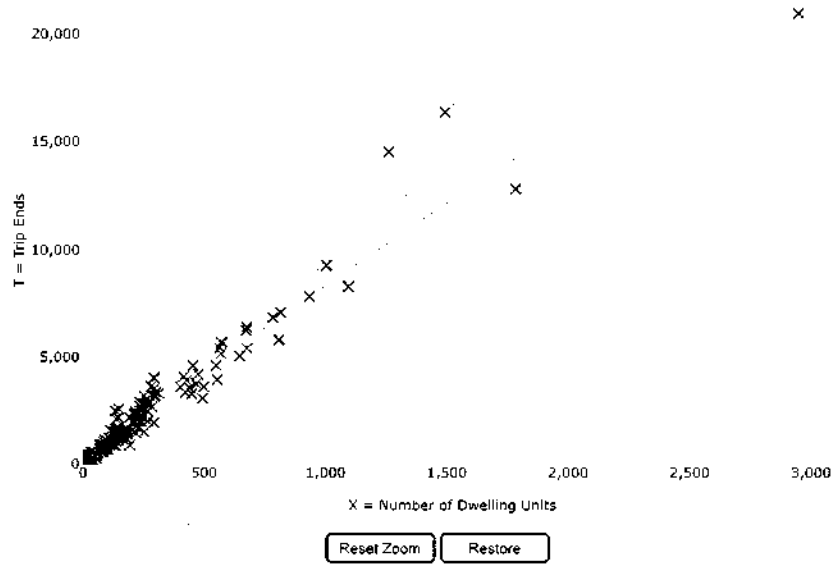
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
174

Avg. Num. of Dwelling Units:
248

Average Rate:
9.43

Range of Rates:
4.45 - 22.61

Standard Deviation:
2.13

Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68

R^2:
0.95

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 472 (Total) 236 (Entry), 236 (Exit)
Fitted Curve: 533 (Total), 266 (Entry), 267 (Exit)

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

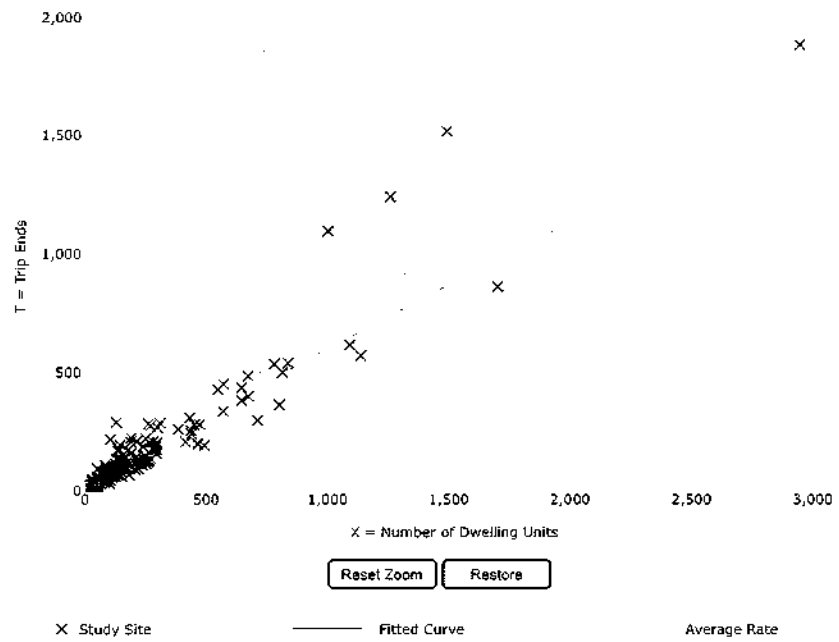
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffi

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
192

Avg. Num. of Dwelling Units:
226

Average Rate:
0.70

Range of Rates:
0.27 - 2.27

Standard Deviation:
0.24

Fitted Curve Equation:
Ln(T) = 0.91 Ln(X) + 0.12

R^2:
0.90

Directional Distribution:
26% entering, 74% exiting

Calculated Trip Ends:
Average Rate: 35 (Total), 9 (Enter), 26 (Exit)
Fitted Curve: 40 (Total), 10 (Enter), 30 (Exit)

Graph Look Up

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

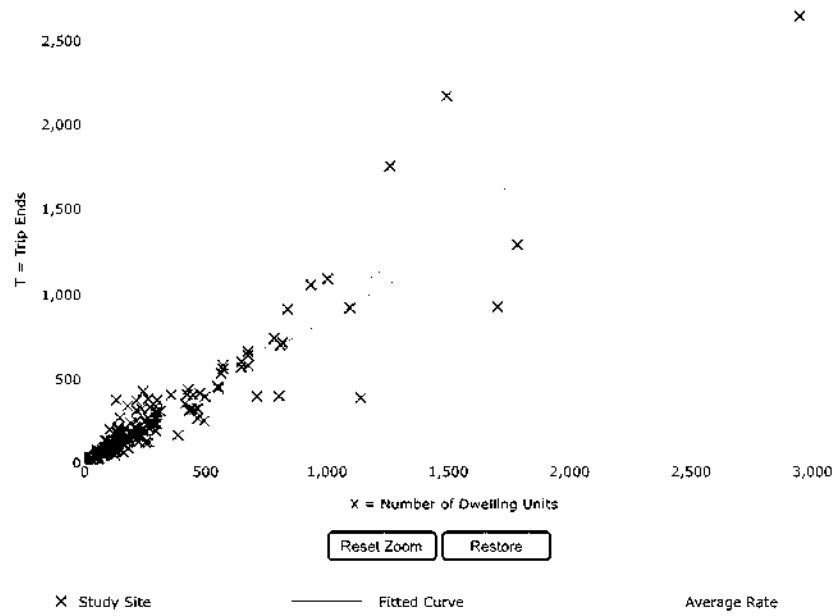
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffi

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
50 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
208

Avg. Num. of Dwelling Units:
248

Average Rate:
0.94

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.31

Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27

R^2:
0.92

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 47 (Total), 30 (Entry), 17 (Exit)
Fitted Curve: 52 (Total), 33 (Entry), 19 (Exit)

SYNCHRO Capacity Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	74	0	37	1	0	0	26	110	0	0	154	24
Future Volume (Veh/h)	74	0	37	1	0	0	26	110	0	0	154	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
Hourly flow rate (vph)	142	0	71	2	0	0	50	212	0	0	296	46
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	631	631	319	702	654	212	342			212		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	631	631	319	702	654	212	342			212		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	63	100	90	99	100	100	96			100		
cM capacity (veh/h)	381	382	722	308	370	828	1217			1358		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	213	2	262	342
Volume Left	142	2	50	0
Volume Right	71	0	0	46
cSH	452	308	1217	1358
Volume to Capacity	0.47	0.01	0.04	0.00
Queue Length 95th (ft)	62	0	3	0
Control Delay (s)	19.8	16.8	1.8	0.0
Lane LOS	C	C	A	
Approach Delay (s)	19.8	16.8	1.8	0.0
Approach LOS	C	C		

Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	94	0	45	1	0	0	29	110	0	0	154	30
Future Volume (Veh/h)	94	0	45	1	0	0	29	110	0	0	154	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
Hourly flow rate (vph)	181	0	87	2	0	0	56	212	0	0	296	58
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	649	649	325	736	678	212	354			212		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	649	649	325	736	678	212	354			212		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	51	100	88	99	100	100	95			100		
cM capacity (veh/h)	369	371	716	284	357	828	1205			1358		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	268	2	268	354
Volume Left	181	2	56	0
Volume Right	87	0	0	58
cSH	438	284	1205	1358
Volume to Capacity	0.61	0.01	0.05	0.00
Queue Length 95th (ft)	100	1	4	0
Control Delay (s)	25.3	17.8	2.0	0.0
Lane LOS	D	C	A	
Approach Delay (s)	25.3	17.8	2.0	0.0
Approach LOS	D	C		

Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	111	0	9	50	0	29
Future Volume (Veh/h)	111	0	9	50	0	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.52	0.52	0.52	0.52	0.52	0.52
Hourly flow rate (vph)	213	0	17	96	0	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			213		343	213
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			213		343	213
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	93
cM capacity (veh/h)			1357		645	827

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	213	113	56
Volume Left	0	17	0
Volume Right	0	0	56
cSH	1700	1357	827
Volume to Capacity	0.13	0.01	0.07
Queue Length 95th (ft)	0	1	5
Control Delay (s)	0.0	1.2	9.7
Lane LOS		A	A
Approach Delay (s)	0.0	1.2	9.7
Approach LOS			A

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	95	0	55	0	0	0	1	78	0	0	134	3
Future Volume (Veh/h)	95	0	55	0	0	0	1	78	0	0	134	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Hourly flow rate (vph)	164	0	95	0	0	0	2	134	0	0	231	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	372	372	234	466	374	134	236			134		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	372	372	234	466	374	134	236			134		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	100	88	100	100	100	100			100		
cM capacity (veh/h)	585	558	806	446	556	915	1331			1451		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	259	0	136	236
Volume Left	164	0	2	0
Volume Right	95	0	0	5
cSH	650	1700	1331	1451
Volume to Capacity	0.40	0.00	0.00	0.00
Queue Length 95th (ft)	48	0	0	0
Control Delay (s)	14.2	0.0	0.1	0.0
Lane LOS	B	A	A	
Approach Delay (s)	14.2	0.0	0.1	0.0
Approach LOS	B	A		

Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	103	0	58	0	0	0	4	78	0	0	134	9
Future Volume (Veh/h)	103	0	58	0	0	0	4	78	0	0	134	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Hourly flow rate (vph)	178	0	100	0	0	0	7	134	0	0	231	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	387	387	239	487	395	134	247			134		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	387	387	239	487	395	134	247			134		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	69	100	87	100	100	100	99			100		
cM capacity (veh/h)	569	545	800	428	539	915	1319			1451		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	278	0	141	247
Volume Left	178	0	7	0
Volume Right	100	0	0	16
cSH	635	1700	1319	1451
Volume to Capacity	0.44	0.00	0.01	0.00
Queue Length 95th (ft)	56	0	0	0
Control Delay (s)	15.0	0.0	0.4	0.0
Lane LOS	C	A	A	
Approach Delay (s)	15.0	0.0	0.4	0.0
Approach LOS	C	A		

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	150	0	10	3	0	11
Future Volume (Veh/h)	150	0	10	3	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Hourly flow rate (vph)	259	0	17	5	0	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			259		298	259
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			259		298	259
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	98
cM capacity (veh/h)			1306		684	780

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	259	22	19
Volume Left	0	17	0
Volume Right	0	0	19
cSH	1700	1306	780
Volume to Capacity	0.15	0.01	0.02
Queue Length 95th (ft)	0	1	2
Control Delay (s)	0.0	6.0	9.7
Lane LOS		A	A
Approach Delay (s)	0.0	6.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	22	0	18	2	0	1	8	107	2	1	146	19
Future Volume (Veh/h)	22	0	18	2	0	1	8	107	2	1	146	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	26	0	21	2	0	1	9	114	2	1	155	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	301	301	165	321	310	115	175			116		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	301	301	165	321	310	115	175			116		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	98	100	100	100	99			100		
cM capacity (veh/h)	647	607	879	613	600	937	1401			1473		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	47	3	125	176
Volume Left	26	2	9	1
Volume Right	21	1	2	20
cSH	734	693	1401	1473
Volume to Capacity	0.06	0.00	0.01	0.00
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	10.2	10.2	0.6	0.0
Lane LOS	B	B	A	A
Approach Delay (s)	10.2	10.2	0.6	0.0
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	24	0	26	1	0	16
Future Volume (Veh/h)	24	0	26	1	0	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	28	0	30	1	0	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			28		89	28
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			28		89	28
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	98
cM capacity (veh/h)			1585		894	1047

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	28	31	19
Volume Left	0	30	0
Volume Right	0	0	19
cSH	1700	1585	1047
Volume to Capacity	0.02	0.02	0.02
Queue Length 95th (ft)	0	1	1
Control Delay (s)	0.0	7.1	8.5
Lane LOS		A	A
Approach Delay (s)	0.0	7.1	8.5
Approach LOS			A

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	11	0	13	2	0	1	0	107	2	1	146	1
Future Volume (Veh/h)	11	0	13	2	0	1	0	107	2	1	146	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	0	15	2	0	1	0	114	2	1	155	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	274	274	156	288	273	115	156			116		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	274	274	156	288	273	115	156			116		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	100	100	100	100			100		
cM capacity (veh/h)	678	633	890	653	634	937	1424			1473		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	28	3	116	157
Volume Left	13	2	0	1
Volume Right	15	1	2	1
cSH	777	727	1424	1473
Volume to Capacity	0.04	0.00	0.00	0.00
Queue Length 95th (ft)	3	0	0	0
Control Delay (s)	9.8	10.0	0.0	0.1
Lane LOS	A	A		A
Approach Delay (s)	9.8	10.0	0.0	0.1
Approach LOS	A	A		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

UCONN Crash Data

Town of Brooklyn
Gorman Road Accident data
October 1, 2019 through Octber 1, 2022

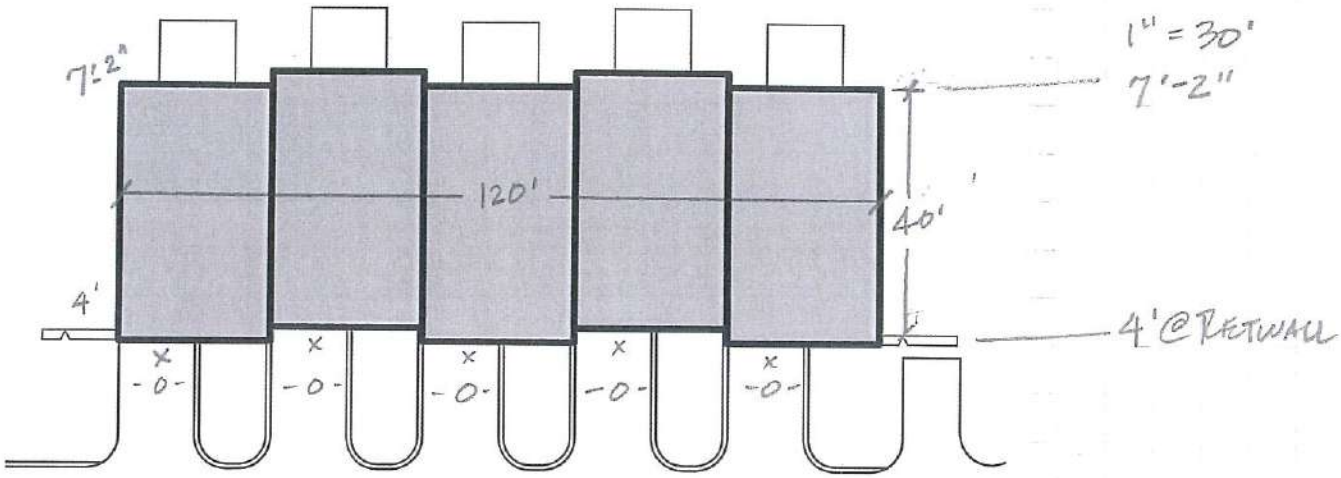
CrashId	Date	Day of Week	Time	Crash Severity	No of Veh	Milemarker	Landmark Description	Distance
633951	1/2/2020	Thursday	8:45 AM	Prop Damage Only	3	0.98	Brooklyn Elem School	50
752928	10/30/2020	Friday	5:00 PM	Prop Damage Only	1	1.48	Prince Hill Rd	115
854867	9/6/2021	Monday	3:53 PM	Prop Damage Only	2	0.73	SCHOOL ST	
941996	5/27/2022	Friday	6:27 PM	Prop Damage Only	2	0.95	School St	1

CrashId	Distance	Unit	Direction	First Harmful Event	Manner of Crash	Weather Cond	Light Condition	Road Surface
633951	50	Feet	N	Other Vehicle	Front to rear	Clear	Daylight	Dry
752928	115	Feet	S	Guardrail Face	Not Applicable	Snow	Daylight	Wet
854867				Other Vehicle	Front to rear	Clear	Daylight	Dry
941996	1	Tenths	N	Other Vehicle	Front to rear	Clear	Dusk	Dry

SUBMITTED 2-1-23

SHANE POLLOCK – LOUISE BERRY DRIVE

COMPLIANCE WITH SECTION 6E.3.9 EXAMPLE – UNITS 8-12



FLOOR TO CEILING HEIGHT = 7'-8"

50% OF HEIGHT FLOOR to CEILING = 46" (3'-10")

AVERAGE GRADE AROUND PERIMETER

FRONT = 0
REAR = 7'-2" (86")
SIDES = 5'-7" (67")

PERIMETER = 320'

$$\text{AVE} = \frac{(120)(0) + (120)(86) + (40)(67) + (40)(67)}{320}$$

$$= 49" = 4'-1" > 3'-10"$$

Jamund Pollock
2/1/2023

BUILDING FLOOR ELEVATIONS SUMMARY

Unit Number	Ground Elevation	Floor 1 Elevation	Floor 2 Elevation	Basement Elevation
1	321.3	321.5	N/A	N/A
2	320.5	320.7	N/A	N/A
3	302.5	302.7	311.78	294.28
4	300.5	300.7	309.78	292.28
5	298.5	298.7	307.78	290.28
6	296.5	296.7	305.78	288.28
7	294.5	294.7	303.78	286.28
8	292.5	300.92	310.00	N/A
9	293.5	301.92	311.00	N/A
10	294.5	302.92	312.00	N/A
11	296.5	304.92	314.00	N/A
12	297.0	305.42	314.50	N/A
13	291.0	300.08	N/A	282.58
14	289.0	298.08	N/A	280.58
15	287.0	296.08	N/A	278.58
16	285.0	294.08	N/A	276.58
17	283.0	292.08	N/A	274.58
18	281.0	289.42	298.50	N/A
19	282.5	290.92	300.00	N/A
20	283.0	291.42	300.50	N/A
21	283.5	291.92	301.00	N/A
22	285.5	293.92	303.00	N/A
23	287.0	295.42	304.50	N/A
24	288.5	296.92	306.00	N/A
25	289.5	297.92	307.00	N/A
26	276.5	276.7	285.78	268.24
27	274.5	274.7	283.78	266.24
28	272.5	272.5	281.58	264.04
29	270.5	270.5	279.58	262.04
30	268.5	268.5	277.58	260.04
31	266.5	266.5	275.58	258.04
32	265.0	265.2	274.28	256.74
33	272.5	272.7	281.16	N/A
34	273.5	273.7	282.16	N/A
35	274.5	274.7	283.16	N/A
36	275.5	275.7	284.16	N/A
37	276.5	276.7	285.16	N/A
38	278.5	278.7	287.16	N/A
39	263.5	263.7	272.16	N/A
40	264.5	264.7	273.16	N/A
41	266.5	266.7	275.16	N/A
42	267.5	267.7	276.16	N/A
43	268.5	268.7	277.16	N/A
44	257.5	257.7	266.78	249.24
45	255.5	255.7	264.78	247.24
46	263.5	263.7	272.16	N/A
47	264.5	264.7	273.16	N/A
48	266.5	266.7	275.16	N/A
49	267.5	267.7	276.16	N/A
50	268.5	268.7	277.16	N/A

Killingly Engineering Associates
Civil Engineering & Surveying

P.O. Box 421 Dayville, CT 06241
Phone: 860-779-7299
Fax: 860-774-3703

February 24, 2023

Ms. Jana Roberson, AICP
Director of Community Development
Town of Brooklyn
4 Wolf Den Road
Brooklyn, CT 06234

Re: Proposed Multi-family project on 13.5 Acres for Shane Pollack
Responses to NECCOG Review & Planning comments

Dear Ms. Roberson;

In response to review comments on the aforementioned project, we offer the following responses and clarifications:

16-sheet Plan Set

1. The Title of sheet 4 (ñSite Planò) is a designation we have used for nearly 20 years in every municipality we work in. We do not see the reason why this title should be modified.
2. We have updated the pipe schedule on sheet 7 of 16 to reflect the correct length.
3. The pipe connection between CB-6 & CB-8 has been eliminated from phasing plans 3-5.

Architectural Building Plans

1. The issue of the preliminary floor plans and elevations requiring the stamp of an architect was discussed at length at the February 1st meeting of the Planning & Zoning Commission and testimony was given by Mr. Mancuso regarding the definition of a ñqualified professionalò. We submit for the record that the regulations do not specifically call for a licensed architect and as evidence of that, further in Section 9.D.3 of the regulations, the requirement of a *licensed* traffic engineer is specifically stated.
2. The plans do not state that they meet the current building code because they are not construction documents. Complete code compliant plans will be developed in accordance with applicable residential building code prior to application for a building permit.

Sheets 8-12 (Phasing Plans)

1. Final course of paving will be installed upon the completion of each phase. This is noted in the Development Schedule/Sequence of Operations on sheet 13;
2. Sidewalks have been shaded on the phasing plans to clarify their locations;
3. Tree plantings have been added to the phasing plans;
4. Street lighting has been added to the phasing plans;
5. On-street parking is shown on the phasing plans;
6. The road centerline has been added to the phasing plans;

7. Stockpiles have been added to the phasing plans;
8. Proposed contour lines have been adjusted accordingly for each phase to match final grades shown on sheet 4;
9. The sequence of construction will be repeated accordingly for each individual phase.

Sheet 13 of 16

10. The note stating that the final course of pavement would not be installed until the completion of the project has been removed. Final course of pavement will be installed at the completion of each phase.
11. The call out for haybales at catch basins has been removed. The phasing plans note that 12ö silt socks will be utilized for E&S around catch basins.

Planner Comments – 6.E Multi-Family Development

6.E.2 Sheet 1: The zone designation has been modified to R-30

6.E.3.6: Minimum Unit sizes have been met. All 2-bedroom units exceed units exceed 800 s.f. and 3-bedroom units exceed 900 s.f.

6.E.3.8: No living space is proposed below grade. We have submitted a spreadsheet of floor elevations and previously provided a computation showing the ñtypicalò ground floor that demonstrates more that 50% of the average floor to ceiling height is below grade for ground level thereby meeting the definition of ñnot a storyò.

6.E.3.9: Buildings do not exceed 35ô in height. Please refer to the Architectural plans.

6.E.3.10: Dumpster locations have been modified accordingly to remove them from within the setback.

6.E.3.11: The distance between units 44 & 32 is 40.1ô.

6.E.3.13: The architectural plans have been edited to provide additional information on finishes and materials of construction. We will present samples to the commission.

6.E.3.14: The preliminary architectural plans depict locations of building numbers and the site plans shown locations of illuminated building ID signage.

6.E.3.15: We believe that Parking in front of a garage door can be counted as a space as it is with any other residential development.

6.E.3.16: We have specified all lighting shall be dark sky compliant.

6.E.3.20: We have shown a proposed playground area as well as the surrounding portion of the property to be designated as recreational. We have also provided access to the trail system and will clear vegetation and brush accordingly to provide passage on the portion of the trail system that goes through the subject property.

The note stating ñstatus unknownò with regard to the easement has been removed from the plan.

6.E.3.21: There are no wetlands within the proposed recreation area. The wetlands system along the southern property boundary has been delineated by Joseph Theroux and the area is approximately2.27 acres.

6.E.3.22: We will discuss the requirement of screening parking spaces. We feel that 24 street trees proposed meets the requirement of 1 per 50ô of road frontage. We have substituted Pin Oak for the Callery Pear trees that were previously called for.

6.E.3.23: dumpster locations have been modified to meet the zoning requirement of not being placed within the building setback.

6.E.3.2: We will provide additional screening as necessary along the northern property boundary.

Section 9.D. – Special Permit Applications

9.D.3.3.a ï the requirement of plan certification by a licensed architect was discussed at the public hearing for this application on February 1st. We contend that Mr. Schena is a ñqualified professionalò.

We look forward to continuing the discussion on this application at the March 1st meeting. Please do not hesitate to contact me if there are any questions.

Sincerely;

Normand Thibeault, Jr.

Normand Thibeault, Jr., P.E.
Partner

PROPOSED MULTI-FAMILY CONDOMINIUM DEVELOPMENT

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

PREPARED FOR:

SHANE POLLOCK

TABLE OF ZONING REQUIREMENTS		
ZONE = R–30*		
	REQUIRED	PROVIDED
Lot Area	30,000 s.f.	13.497 Acres
Front Yard Setback	50'	53.4'
Side Yard Setback	30'	48'
Rear Yard Setback	50'	257'
Building Height	35' Max.	<35'
Lot Frontage	110'	243.74'
Building Separation	40' min	40'–115'

DENSITY: 1 unit per every 5,000 s.f.
13.497 ac = 587,929 s/f – 117 units max
50 units proposed

PARKING: 2 spaces per unit required – 100 required
1 garage space + 1 driveway space per unit for 48 units = 96 spaces
1 garage space + 2 driveway spaces per accessible units = 6 spaces
+ 36 additional spaces – 140 spaces total

Multi–family development in accordance with Section 6.E. ZONE = RA

GENERAL NOTES:

1. Ownership of the stormwater basin and drainage system shall be the Homeowner's Association. The Town of Brooklyn will not assume responsibility as such.
2. There shall be no parking along the main access roadway or side drives. Appropriate signage shall be installed accordingly.
3. The only work allowed prior to installing the perimeter sediment controls shall be clearing vegetation. No grubbing shall be allowed until the perimeter sediment controls have been installed as per plan. Call (860) 779–3411. ext. 31, for an inspection of the perimeter sediment controls. The perimeter sediment controls must be approved in writing by the IWWC Agent or a Commission member prior to commencing any other work.
4. The temporary sediment basin and swale must be at least temporarily stabilized prior to discharging any stormwater into them. Call (860) 779–3411. ext. 31, for an inspection of the temporary sediment basin and swale. The temporary stabilization of the temporary sediment basin and swale must be approved in writing by the IWWC Agent or a Commission member prior to discharging any stormwater into them.
5. Detention basin side slopes and bottom shall be mowed annually by 6/30 and 10/1 for the life of the basin, in perpetuity.
6. The Homeowner's Association shall be responsible for maintenance of the stormwater basin and its outlets in perpetuity.
7. The construction of the temporary sediment basin and swale shall begin between April 14 and September 1 to allow for vegetation to become at east temporarily established in the basin prior to discharging stormwater into the temporary sediment basin and swale. The basin and swale should be substantially completed by September 1. Construction of the temporary sediment basin and swale shall not commence between September 2 and April 13 in accordance with the provisions od Section 11.1 of the Brooklyn IWWC Regulations.

LEGEND

●	IRON PIN TO BE SET
○	IRON PIN FOUND
O DH	DRILL HOLE FOUND
□ CB	CATCH BASIN
∅	UTILITY POLE
○ SMH	SANITARY SEWER MANHOLE
	HYDRANT
100	EXISTING CONTOURS
100	PROPOSED CONTOURS
WF	INLAND WETLANDS FLAG
BL	BUILDING SETBACK LINE
S	EXISTING SANITARY SEWER LINE
W	EXISTING WATER LINE
	STONE WALL
	STONE WALL REMAINS
	SILT FENCE
	175' WATERCOURSE SETBACK
	125' UPLAND REVIEW

LOCATION MAP
SCALE: 1" = 1000'

INDEX TO DRAWINGS

PREPARED BY:

REVISIONS	
DATE	DESCRIPTION
01/27/2021	PER BWPCA REVIEW
02/10/2021	EASE. ADDED/ZONE/CT WATER COMMENTS
03/30/2021	TOWN & ENGINEERING REVIEW
04/20/2021	IWWC APPROVAL CONDITIONS
09/15/2021	TOWN ROAD FRONTAGE
10/15/2021	CONSULTANT REVIEW & COMMISSION
10/26/2021	PHASING PLANS / E&S
08/29/2022	IWWC APPLICATION RESUBMISSION
02/24/2023	IWWC APPLICATION RESUBMISSION

Killingly Engineering Associates
Civil Engineering & Surveying
114 Westcott Road
P.O. Box 421
Killingly, Connecticut 06241
(860) 779-7299
www.killinglyengineering.com

April 23, 2020

APPROVED BY THE BROOKLYN
PLANNING AND ZONING COMMISSION

FINAL APPROVAL DATE _____

CHAIRMAN _____ DATE: _____

EXPIRATION DATE: _____

Per Sec. 8.26c of the Connecticut General Statutes, as amended, approval automatically expires _____ if all public improvements required by this plan are not completed by that date.

ENDORSED BY THE BROOKLYN INLAND
WETLANDS COMMISSION

_____
CHAIRMAN DATE

_____
NORMAND THIBEAULT, JR., P.E. No. 22834 DATE

K:\20014\Drawings\01_20014 COVER SHEET.dwg Feb 27, 2023 - 11:47 AM

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 11°34'49" W	8.68'
L2	S 09°28'18" W	25.48'
L3	N 89°46'21" W	25.92'
L4	N 00°34'43" W	23.50'
L5	S 08°18'28" W	23.74'
L6	N 44°34'04" E	99.75'
L7	N 61°24'42" E	94.87'
L8	N 31°12'36" E	33.18'
L9	S 31°12'36" W	50.87'
L10	S 61°24'42" W	98.52'
L11	S 44°34'04" W	111.92'
L12	N 77°29'37" W	10.83'

n/f
Connecticut Baptist Homes, Inc.
Map 24, Lot 148

30' WIDE ACCESS EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN AS SHOWN ON MAP REFERENCE #6

SEWER EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN VOL. 617, PG. 278

ACCESS RIGHT OF WAY OVER LANEWAY IN FAVOR OF THE TOWN OF BROOKLYN VOL. 31, PG. 130

n/f
Town of Brooklyn
Map 33, Lot 21

8' HIGH CHAIN LINK FENCE

LIMIT OF TOWN ROAD (SEE NOTE #9)

LOUISE BERRY DRIVE

DRAINAGE EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN VOL. 91, PG. 524

n/f
Curt R. Hostman
Map 33, Lot 20.1

n/f
David R. Dumont
Map 33, Lot 20

n/f
William J. Purcell, Jr.
Map 33, Lot 20.3

n/f
Richard E. Bein
Map 33, Lot 17

n/f
Brooklyn Property Management, LLC
Map 24, Lot 158

n/f
Sally A. Wood
Map 33, Lot 10A

n/f
Cindy Scalzi & Greg Benoit
Map 33, Lot 13

n/f
Mark S. Benard
Map 33, Lot 14

n/f
Linda Atsales
Map 33, Lot 15

n/f
Stephanie A. Hynes & Brennan D. Hynes
Map 33, Lot 16

AREA = 13.497 ACRES
(587,941 S.F.)

WETLANDS

WETLANDS

N 01°29'56" E 184.56'

N 01°36'01" E 30.55'

N 07°24'05" E 500.43'

S 76°32'07" E 332.00'

S 79°14'20" E 616.00'

243.74' (ROAD FRONTAGE)

S 11°36'51" W 132.15'

S 13°07'11" W 78.69'

S 09°28'18" W 58.34'

S 11°29'42" W 127.58'

S 11°57'36" W 74.68'

S 11°57'36" W 86.01'

N 89°46'09" W 106.33'

N 89°46'21" W 222.52'

N 89°56'57" W 262.34'

N 86°16'31" W 199.57'

S 86°16'31" E 20.11'

50 25 0 50
GRAPHIC SCALE IN FEET

NOTES:

1. This survey has been prepared pursuant to the Regulations of Connecticut State Agencies Sections 20–300b–1 through 20–300b–20 and the "Standards for Surveys and Maps in the State of Connecticut" as adopted by the Connecticut Association of Land Surveyors, Inc. on September 26, 1996;
   - This survey conforms to a Class "A–2" horizontal accuracy.
   - Topographic features conform to a Class "T–2", "V–2" vertical accuracy.
   - Survey Type: Property Survey
   - Boundary Determination Category: Resurvey.
2. Zone = R–30.
3. Owner of record: Shane J. Pollock & Erin F. Mancuso
   101 Mackin Drive
   Griswold, CT 06351
   See Volume 659, Page 151
4. Parcel is shown as Lot 19 on Assessors Map 33.
5. North orientation is based on North American Datum of 1982 (NAD 82) and is taken from GPS observations.
6. Elevations shown are based on an North American Vertical Datum of 1988 (NAVD 88). Contours taken from actual field survey. Contour interval = 2'.
7. Parcel lies within Flood Hazard Zone 'C' (areas of minimal flooding) as shown on FIRM Map # 090164 Panel 0005A Effective Date: Jan. 3, 1985.
8. Wetlands shown were delineated in the field by Joseph Theroux, Certified Soil Scientist, in 2019.
9. Town road limit was established by referencing the CDOT 2020 Town Roads Report, which designates the length of Louise Berry Drive to be .12 miles or 634' in length.

MAP REFERENCES:

1. "Plan of site for new school in the Town of Brooklyn, Conn. – Scale: 1" = 100' Date: June 9, 1952 – Prepared by: William W. Pike, Surveyor." On file in the Brooklyn land records.
2. "Layout of Franklin Drive in the Town of Brooklyn, Conn. – Scale: 1" = 100' – Date: Oct. 15, 1959 – Prepared by: William W. Pike, Surveyor." On File in the Brooklyn land records.
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4. "Property Survey and inland wetland field location – Pierce Memorial Baptist Home Inc. – Route 169 – Brooklyn, Connecticut – Date: Mar. 6, 1989 – Revised to: 7/25/1989 – Scale: 1" = 50' – Sheet 6 of 6 – Prepared by: Hallisey & Herbert, Civil Engineers & Surveyors." On File in the Brooklyn Land Records.
5. "Easement Plan prepared for Town of Brooklyn – Brooklyn Elementary School & Brooklyn Junior High School – Route 205 (Wauregan Road) – Brooklyn, Connecticut Date: 4/5/1999 – Scale: 1" = 40' – Sheet 2 of 2. Prepared by: KWP Associates." On File in the Brooklyn land records.
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7. "Property survey showing portion of land of pierce Memorial Baptist Home, Inc. 44 Canterbury Road and Vina Lane – Brooklyn, Connecticut – Date: November 26, 2007 – Scale: 1" = 100' – Sheet 1 of 2 – Prepared by Dicesare Bentley." On file in the Brooklyn land records.
8. "Perimeter Survey prepared for Eggs Inc. – Gorman Road / Franklin Drive / Wauregan Road – Brooklyn, Connecticut – Date: Oct. 2014 – Scale: 1" = 125' – Sheet 1 of 1 – Prepared by Archer Surveying, LLC." On file in the Brooklyn land records.
9. "Boundary Line Agreement prepared for Brooklyn Center Complex, BLB, LLC and Vina Land, LLC – Wauregan Road & Vina Lane – Brooklyn, Connecticut – Date: December 11, 2019 – Scale: 1" = 125' – Sheet 1 of 1 – Prepared by Archer Surveying, LLC." Not on file.

LEGEND

- IRON PIN TO BE SET
- IRON PIN FOUND
- DRILL HOLE FOUND (DH)
- UTILITY POLE
- CATCH BASIN (CB)
- SANITARY MANHOLE (SMH)
- EXISTING CONTOURS (260)
- INLAND WETLANDS FLAG (#1)
- STONE WALL
- STONE WALL REMAINS

I HAVE REVIEWED THE FLAGGED INLAND WETLANDS LOCATION SHOWN ON THIS PLAN AND THEY APPEAR TO BE SUBSTANTIALLY CORRECT.

Certified Soil Scientist Date

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON,

GREG A. GLAUDE, L.S. LIC. NO. 70191 DATE

NO CERTIFICATION IS EXPRESSED OR IMPLIED UNLESS THIS MAP BEARS THE ORIGINAL SEAL AND SIGNATURE OF THE LAND SURVEYOR.

DATE	DESCRIPTION
08/29/2022	IWWC APPLICATION RESUBMISSION
10/26/2021	PHASING / E&S
10/15/2021	CONSULTANT REVIEW & COMMISSION
09/15/2021	TOWN ROAD FRONTAGE
04/20/2021	IWWC APPROVAL CONDITIONS

REVISIONS

PROPERTY SURVEY

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE

BROOKLYN, CONNECTICUT

Killingly Engineering Associates
Civil Engineering & Surveying
114 Westcott Road
P.O. Box 421
Killingly, Connecticut 06241
(860) 779-7299
www.killinglyengineering.com

DATE: 4/23/2020	DRAWN: DNE
SCALE: 1" = 50'	DESIGN: NET
SHEET: 2 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

K:\20014\Drawings\02–20014 SURVEY.dwg Feb. 27, 2023 – 11:49 AM

CURVE TABLE	
C1 R = 227.50' D = 37°31'09" L = 148.97' CH = N 83°42'39" W 146.33'	C2 R = 172.50' D = 104°16'33" L = 313.94' CH = N 62°54'39" E 272.37'
C3 R = 227.50' D = 104°16'33" L = 414.04' CH = S 62°54'39" W 359.22'	C4 R = 172.50' D = 37°31'09" L = 112.96' CH = S 83°42'39" E 110.95'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 11°34'49" W	8.68'
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L5	S 08°18'28" W	23.74'
L6	S 77°29'37" E	38.81'
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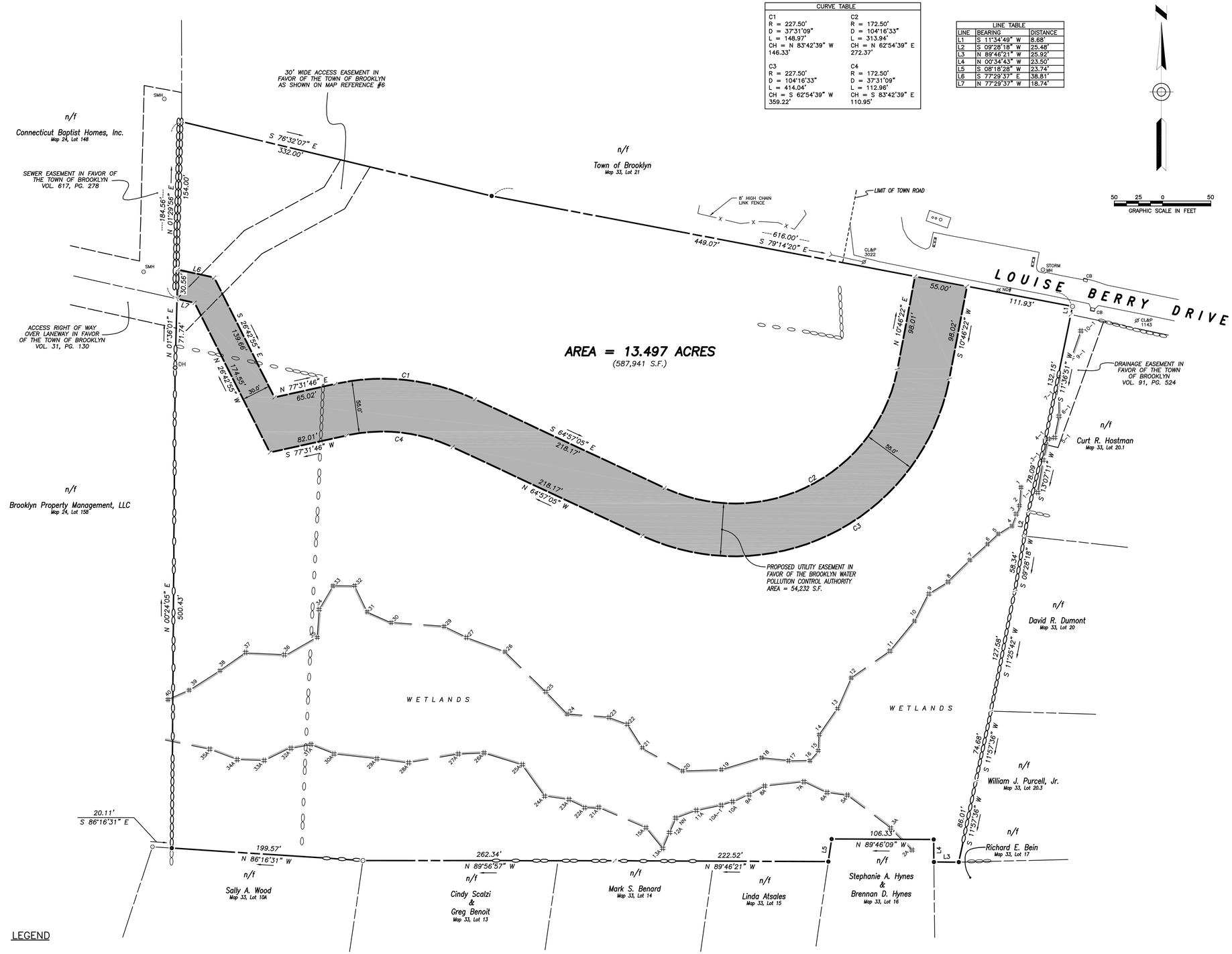

LEGEND

- IRON PIN TO BE SET
- IRON PIN FOUND
- DRILL HOLE FOUND
- UTILITY POLE
- CATCH BASIN
- SANITARY MANHOLE
- INLAND WETLANDS FLAG
- STONE WALL
- STONE WALL REMAINS

NOTES:

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   - Topographic features conform to a Class "T–2", "V–2" vertical accuracy
   - Survey Type: Easement Map.
   - Boundary Determination Category: Resurvey.
2. Zone = R–30.
3. Owner of record: Shane j. Pollock & Erin F. Mancuso
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DATE	DESCRIPTION
02/24/2023	PER TOWN & ENGINEERING REVIEW
08/29/2022	IWWC APPLICATION RESUBMISSION
10/26/2021	PHASING / E&S
10/15/2021	CONSULTANT REVIEW & COMMISSION
09/15/2021	TOWN ROAD FRONTAGE

REVISIONS

EASEMENT MAP

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE

BROOKLYN, CONNECTICUT

Killingly Engineering Associates
Civil Engineering & Surveying
114 Westcott Road
P.O. Box 421
Killingly, Connecticut 06241
(860) 779-7299
www.killinglyengineering.com

DATE: 4/23/2020	DRAWN: DNE
SCALE: 1" = 50'	DESIGN: NET
SHEET: 3 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON,

GREG A. GLAUDE, L.S. LIC. NO. 70191 DATE

NO CERTIFICATION IS EXPRESSED OR IMPLIED UNLESS THIS MAP BEARS THE ORIGINAL SEAL AND SIGNATURE OF THE LAND SURVEYOR.

K:\20014\Drawings\03–20014 EASEMENT.dwg Feb 27, 2023 – 11:51 AM

n/f
Connecticut Baptist Homes, Inc.
Map 24, Lot 148

n/f
Brooklyn Property Management, LLC
Map 24, Lot 158

n/f
Town of Brooklyn
Map 33, Lot 21

n/f
Curt R. Hostman
Map 33, Lot 20.1

n/f
David R. Dumont
Map 33, Lot 20

n/f
William J. Purcell, Jr.
Map 33, Lot 20.3

n/f
Richard E. Bein
Map 33, Lot 17

n/f
Stephanie A. Hynes & Brennan D. Hynes
Map 33, Lot 16

n/f
Linda Atsales
Map 33, Lot 15

n/f
Mark S. Benard
Map 33, Lot 14

n/f
Cindy Scalzi & Greg Benoit
Map 33, Lot 13

n/f
Sally A. Wood
Map 33, Lot 10A

NOTE: SEE SHEET 6 FOR EROSION AND SEDIMENTATION CONTROLS

LOUISE BERRY DRIVE

PROPOSED ROAD

30' WIDE ACCESS EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN AS SHOWN ON MAP REFERENCE #6

SEWER EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN VOL. 617, PG. 278

EXISTING SANITARY SEWER LINE

EXISTING WATER LINE

NOTE: PRIOR TO CONSTRUCTION, TEST PITS SHALL BE EXCAVATED IN THE VICINITY OF THE WATER LINE AND SANITARY SEWER UNDER THE GUIDANCE OF THE BROOKLYN WPCA & CT WATER

EXISTING SMH
T/F = 236.9
F/L = 227.8

ACCESS RIGHT OF WAY OVER LANEWAY IN FAVOR OF THE TOWN OF BROOKLYN VOL. 31, PG. 130

28,000 S.F. RECREATION AREA

PROVIDE JUTE NETTING OR TURF REINFORCEMENT MAT

SILT FENCE BACKED WITH WOOD CHIP BERM STRAW WATTLES OR COMPOST FILTER SOCKS

PROPOSED MULCHED PLAYSCAPE AREA 40'X60'

CRUSHED STONE WALKWAY

8' HIGH CHAIN LINK FENCE

LIMIT OF TOWN ROAD

PAINTED CROSSWALK

PROVIDE STOP SIGN & PAINTED STOP BAR

SITE ENTRANCE SIGN

EXISTING HYDRANT

STORM MH

FENCED DUMPSTERS

MAIL KIOSK

HYDRANT

DRAINAGE EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN VOL. 91, PG. 524

BLOCK RETAINING WALL 1
TOP = 318.0
BOTTOM = 314.0

BLOCK RETAINING WALL 2
TOP = 313.50
BOTTOM = 310.00

GARAGE

BITUMINOUS CONCRETE CURBING

5' CONCRETE SIDEWALK

WOOD GUIDE RAIL

ACCESSIBLE UNITS

UNIT SIGNAGE (TYPICAL)

CONCRETE SIDEWALK

8" HDPE ROOF LEADER (TYP)

PROPOSED UTILITY EASEMENT IN FAVOR OF THE BROOKLYN WATER POLLUTION CONTROL AUTHORITY

PAVED APRON

GRAVEL MAINTENANCE ACCESS

FOREBAY

5' DEPTH FOREBAY
VOLUME BELOW OUTLET = MIN. 10% WQV

EXTENDED DETENTION SHALLOW WETLAND SYSTEM
MIN. 3:1 LENGTH TO WIDTH RATIO (INLET TO OUTLET)
LOW MARSH WATER DEPTH <6"
HIGH MARSH WATER DEPTH 6"-18"

MICROPOOL – 3.5' IN DEPTH IN-FRONT OF OUTLET STRUCTURE

6'x24' OVERFLOW WEIR
ELEV = 245.0

3' WIDE EARTH BERMS ACROSS BOTTOM OF BASIN TO INCREASE FLOW PATH AND ENHANCE POLLUTANT REMOVAL

PROVIDE TURF REINFORCEMENT MAT

UNDISTURBED WOODED BUFFER

PROVIDE STRAW WATTLES OR COMPOST FILTER SOCKS WITH WIRE BACKED SILT FENCE

WET SWALE WITH SCATTERED FIELD STONES BOTTOM WIDTH 8' W/2:1 SIDE SLOPES. PLANT WITH WETLANDS SEED MIX AND PLACE 6"-8" DIAMETER FIELD STONES ON BOTTOM & SLOPE SIDES WITH 2"-3" GAPS BETWEEN STONES

ARC OF FIELD STONES TO FURTHER DISSIPATE OUTLET FLOWS, BASE WIDTH OF 4', CENTERLINE HEIGHT OF 1.5', PARABOLIC CROSS SECTION

INV = 242.0

MODIFIED RIPRAP LEVEL SPREADER
BTTM = 241.00

20 L.F. MODIFIED RIPRAP

30 L.F. – 18" HDPE @0.5%

19 L.F. – 15" HDPE @2.63%

8" ROOF DRAIN

8' WIDE BTTM ELEV = 278.0

6'x8' MODIFIED RIPRAP OVERFLOW WEIR & 6' WIDE MODIFIED RIPRAP SWALE, 2' BOTTOM WIDTH, 2:1 SIDE SLOPES

PROPOSED CLEARING LIMITS

EXTENDED DETENTION SHALLOW WETLAND SYSTEM
MIN. 3:1 LENGTH TO WIDTH RATIO (INLET TO OUTLET)
LOW MARSH WATER DEPTH <6"
HIGH MARSH WATER DEPTH 6"-18"

3' WIDE EARTH BERMS ACROSS BOTTOM OF BASIN TO INCREASE FLOW PATH AND ENHANCE POLLUTANT REMOVAL

WETLANDS

AREA = 13.497 ACRES
(587,941 S.F.)

199.57'
262.34'
222.52'
106.33'
500.43'
154.56'
71.74'
132.15'
56.34'
74.68'
127.58'
86.01'

GRAPHIC SCALE IN FEET
40 40 0 40

LEGEND

- IRON PIN TO BE SET
- IRON PIN FOUND
- DH DRILL HOLE FOUND
- CB CATCH BASIN
- UTILITY POLE
- SMH SANITARY SEWER MANHOLE
- HYDRANT
- 100 EXISTING CONTOURS
- 100 PROPOSED CONTOURS
- INLAND WETLANDS FLAG
- BUILDING SETBACK LINE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- STONE WALL
- STONE WALL REMAINS
- 175' WATERCOURSE SETBACK
- 125' UPLAND REVIEW

02/24/2023	PER TOWN & ENGINEERING REVIEW
08/29/2022	IWWC APPLICATION RESUBMISSION
10/26/2021	PHASING / E&S
10/15/2021	CONSULTANT REVIEW & COMMISSION
09/15/2021	TOWN ROAD FRONTAGE
DATE	DESCRIPTION
REVISIONS	

SITE PLAN

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

Killingly Engineering Associates
Civil Engineering & Surveying
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P.O. Box 421
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NORMAND E. THIBEAULT, JR., P.E. DATE
LIC #PEN 0022834

DATE: 4/23/2020	DRAWN: DNE
SCALE: 1" = 40'	DESIGN: NET
SHEET: 4 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

K:\20014\Drawings\04_20014 SITE PLAN.dwg Feb 27, 2023 - 12:04 PM

n/f
Connecticut Baptist Homes, Inc.
Map 24, Lot 148

n/f
Town of Brooklyn
Map 33, Lot 21

n/f
Brooklyn Property Management, LLC
Map 24, Lot 158

n/f
Curt R. Hostman
Map 33, Lot 20.1

n/f
David R. Dumont
Map 33, Lot 20

LOUISE BERRY DRIVE

30' WIDE ACCESS EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN AS SHOWN ON MAP REFERENCE #6

SEWER EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN VOL. 617, PG. 278

ACCESS RIGHT OF WAY OVER LANEWAY IN FAVOR OF THE TOWN OF BROOKLYN VOL. 31, PG. 130

DRAINAGE EASEMENT IN FAVOR OF THE TOWN OF BROOKLYN VOL. 91, PG. 524

PROPOSED UTILITY EASEMENT IN FAVOR OF THE BROOKLYN WATER POLLUTION CONTROL AUTHORITY

LIMITS OF 28,000 S.F. RECREATION AREA

CONTRACTOR SHALL SELECTIVEY CLEAR BRUSH ALONG TRAIL AND SMOOTH OUT TERRAIN

THIS AREA TO BE USED FOR TEMPORARY SOIL STOCKPILE DURING CONSTRUCTION SHALL BE RESTORED WITH NEW ENGLAND EROSION CONTROL MIX (SEE SHEET 14)

PROPOSED MULCHED PLAYSCAPE AREA

PROVIDE CRUSHED STONE WALKWAY

NEW ENGLAND RESTORATION MIX

PROVIDE ARBORVITAE PRIVACY ROW GREEN GIANT)

PROVIDE ARBORVITAE PRIVACY ROW (GREEN GIANT)

8' HIGH CHAIN LINK FENCE

LIMIT OF TOWN ROAD

PROPOSED PAINTED STOP BAR AND SIGN

PROPOSED SITE SIGN LOCATION

EXISTING HYDRANT

EXISTING WATER LINE

EXISTING SANITARY SEWER LINE

EXISTING SMH
T/F = 236.9
F/L = 227.8

MAIL KIOSK

DUMPSTERS

LIGHT

ADDITIONAL PARKING (TYP)

PROPOSED LIGHT

PROPOSED LIGHT (TYP)

BITUMINOUS CONCRETE CURBING

LEATHERLEAF VIBURNUM

PAVED APRON

RETAINING WALL (TYP)

5' CONCRETE SIDEWALK

LAWN

BLOCK RETAINING WALL (VERSA-LOK OR EQUAL)

WOOD GUIDE RAIL

ACCESSIBLE UNITS

BLOCK RETAINING WALLS (TIERED)

GRAVEL MAINTENANCE ACCESS

STORMWATER BASIN LOCATION

PROVIDE NEW ENGLAND WETLANDS SEED MIX FOR BASIN BOTTOM (SEE SHEET 6)

UNDISTURBED WOODED BUFFER

NOTE: DEVELOPER SHALL SELECTIVELY REMOVE DEAD, DAMAGED AND INVASIVE VEGETATION FROM PROPOSED CLEARING LIMITS TO WETLANDS BOUNDARY. PROVIDE ±250 WHITE PINE SEEDLINGS TO RESTORE AREA.

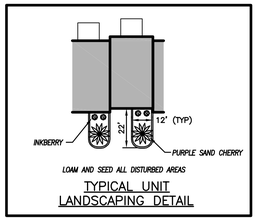
PROPOSED CLEARING LIMITS

MODIFIED RIPRAP LEVEL SPREADER

W E T L A N D S

PLANT WHITE PINE TREES AS NEEDED TO PROVIDE SUFFICIENT SCREENING TO ADJACENT PROPERTY

332.00'
184.56'
71.74'
500.43'
616.00'
132.15'
78.09'
58.34'
127.58'

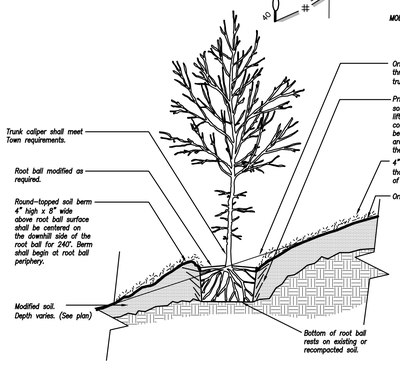


TYPICAL UNIT LANDSCAPING DETAIL

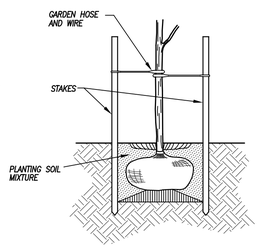
40 40 0 40
GRAPHIC SCALE IN FEET

LEGEND

●	IRON PIN TO BE SET
○	IRON PIN FOUND
DH	DRILL HOLE FOUND
CB	CATCH BASIN
Ø	UTILITY POLE
SMH	SANITARY SEWER MANHOLE
	HYDRANT
100	EXISTING CONTOURS
100	PROPOSED CONTOURS
#	INLAND WETLANDS FLAG
BL	BUILDING SETBACK LINE
	EXISTING SANITARY SEWER LINE
	EXISTING WATER LINE
	STONE WALL
	STONE WALL REMAINS

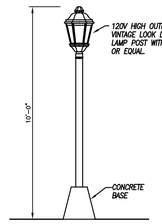


TREE ON SLOPE DETAIL
NOT TO SCALE

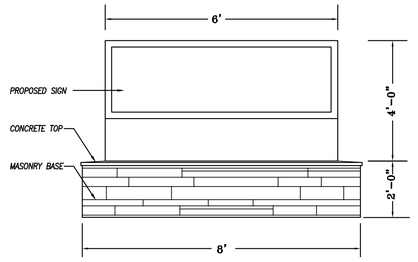


REFERENCE: GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL

PLANTING CROSS SECTION FOR TREES UNDER 20'
NOT TO SCALE



LIGHT POLE DETAIL
NOT TO SCALE
NOTE: ALL STREET AND BUILDING LIGHTING SHALL BE FULL CUTOFF FIXTURES



SITE SIGN DETAIL
NOT TO SCALE

LANDSCAPE SCHEDULE

BOTANICAL NAME	COMMON NAME	SIZE	NUMBER
Cornus kousa	Korean Flowering Dogwood Pink	2.5" cal.	10
Quercus palustris	Pin Oak	3" cal.	24
Ilex glabra	Inkberry 'Shamrock'	1 gal.	102
Prunus x cistena	Purple Sand Cherry	1 gal.	51
Thuja occidentalis	Arborvitae "Green giant"	4' height	60
Viburnum rhytidophyllum	Leatherleaf Viburnum	4'	8

NOTE: Provide Cornus kousa at ends of drives and around cul-de-sac

NORMAND E. THIBEAULT, JR., P.E. DATE
LIC #PEN 0022834

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REVISIONS

LAYOUT & LANDSCAPING PLAN

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

Killingly Engineering Associates
Civil Engineering & Surveying
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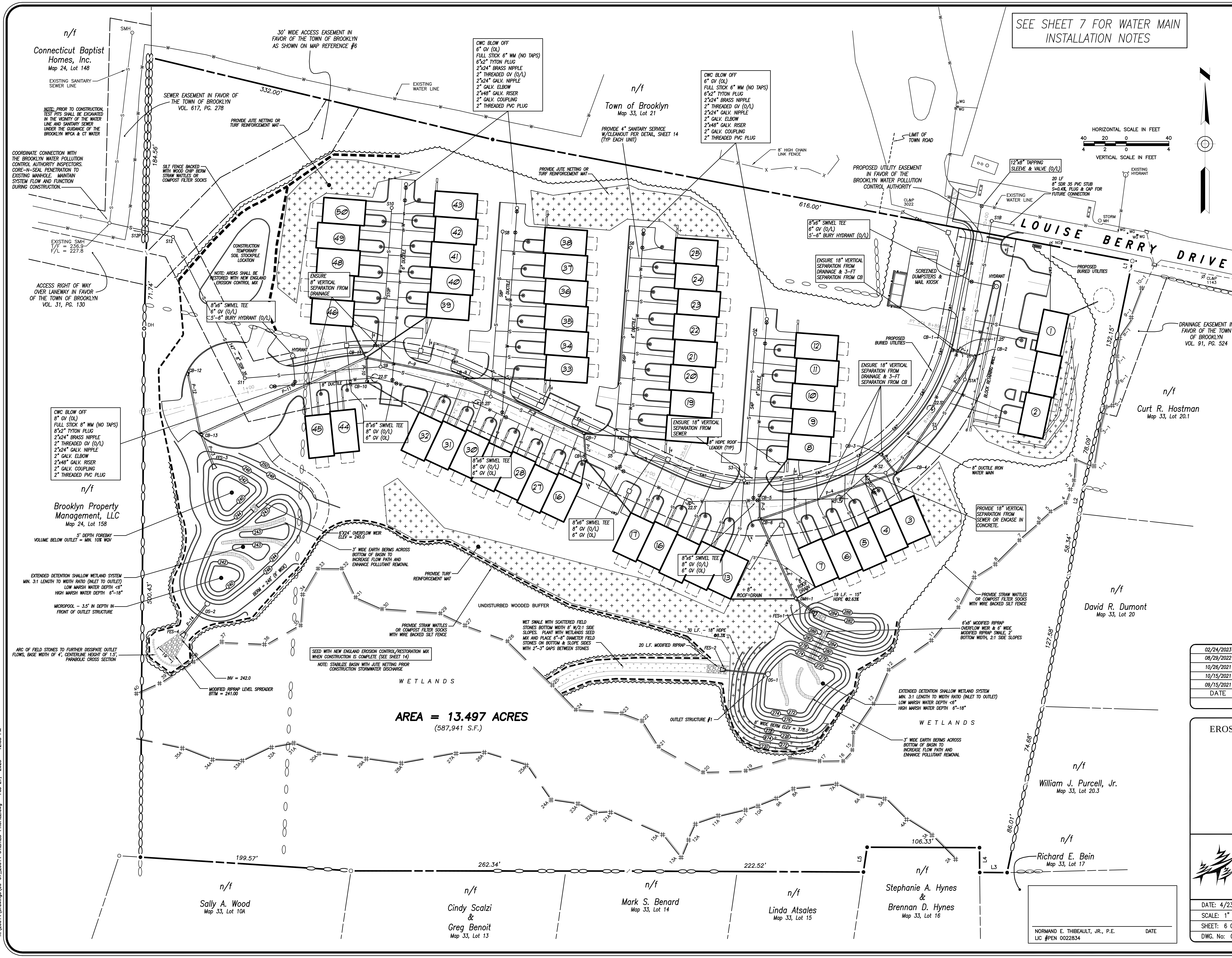

<u>DRAINAGE GENERAL NOTES:</u>

1. ALL DRAINAGE PIPE SHALL BE CORRUGATED HIGH DENDITY POLYETHYLENE (HDPE), SMOOTH INTERIOR AS MANUFACTURED BY ADVANCED DRAINAGE SOLUTIONS OR APPROVED EQUAL.
2. CATCH BASIN TOPS SHALL BE TYPE "C" UNLESS OTHERWISE NOTED.
3. ALL BASINS SHALL BE INSTALLED WITH 4' SUMPS.
4. PROVIDE 4' SUMP AND HOODED OUTLET AT TERMINATION CATCH BASIN PRIOR TO DISCHARGE INTO STORMWATER BASIN.

<u>SANITARY SEWER GENERAL NOTES:</u>

1. ALL SANITARY SEWER MAINS SHALL BE 8" SDR 35 PVC.
2. SANITARY SEWER LATERALS TO RESIDENCES SHALL BE 4" SDR 35 PVC. AND SHALL BE INSTALLED WITH A MINIMUM 42" OF COVER AND A SLOPE OF 2%.
3. LATERALS SHALL NOT BE INSTALLED DIRECTLY TO OR WITHIN 5' OF A SANITARY MANHOLE.
4. SANITARY SEWER SYSTEM CONSTRUCTION IS SUBJECT TO INSPECTION AND APPROVAL BY THE BROOKLYN WPCA. THE CONTRACTOR SHALL SCHEDULE A PRE CONSTRUCTION MEETING WITH THE BROOKLYN WPCA AND NOTIFY THE BROOKLYN WPCA A MINIMUM OF 72 HOURS PRIOR TO THE START OF ANY CONSTRUCTION.
5. AS-BUILT DRAWINGS SHALL BE SUBMITTED AND APPROVED PRIOR TO PROJECT ACCEPTANCE.

<u>WATER MAIN & SERVICES:</u>

1. ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE IN ACCORDANCE WITH CT WATER REQUIREMENTS.
2. TAPS INTO EXISTING MAINS SHALL BE UNDER THE SUPERVISION OF CT WATER REPRESENTATIVES.
3. WATER SERVICE CONNECTIONS TO THE WATER MAIN SHALL BE PER CT WATER REQUIREMENTS. SERVICES FROM SHUT OFF VALVES TO RESIDENCES SHALL BE 1" HDPE.
4. HYDRANT REQUIREMENTS AND LOCATIONS SHALL BE DETERMINED BY THE TOWN OF BROOKLYN FIRE MARSHAL.

<u>TOWN OF BROOKLYN WATER POLLUTION CONTROL AUTHORITY (BWPCA) NOTES:</u>

1. PRIOR TO ANY WORK BEING CONDUCTED SANITARY SEWER, CONTRACTOR SHALL CONTACT ALAN CARPENTER, P.E., REPRESENTATIVE FOR THE BROOKLYN WPCA
PHONE: 860-208-3394 OR 508-659-7020
EMAIL AT ACARPENTER@CPHCORP.COM
2. THE MAIN TRUNK LINE THROUGH THE SITE BE DEDICATED TO THE BWPCA UNDER A 30 FOOT WIDE EASEMENT (15 FEET EACH SIDE OF THE LINE) FOR OWNERSHIP, CONTROL AND MAINTENANCE RESPONSIBILITY. THE PERMANENT EASEMENT OVER THE MAIN TRUNK LINE WILL NEED TO BE CREATED, APPROVED BY BWPCA AND RECORDED IN THE TOWN OF BROOKLYN LAND RECORDS PRIOR TO ANY CONNECTIONS TO THE SYSTEM.
3. THE EASTERN TERMINUS MANHOLE IN LOUISE BERRY DRIVE BE A MINIMUM OF 8 FEET DEEP FROM TOP OF FRAME TO INVERT AND AN 8 INCH SDR 35 STUB BE INSTALLED A MINIMUM OF 1 PIPE LENGTH (20 FEET) AT 0.4 FT/FT SLOPE AND CAPPED IN THE EAST FACING INVERT.
4. THE ENTIRE SYSTEM BE CONSTRUCTED/INSTALLED IN ACCORDANCE WITH THE TOWN OF BROOKLYN WPCA CONSTRUCTION STANDARDS BY THE DEVELOPER. THE SYSTEM TO BE INSPECTED BY BWPCA REPRESENTATIVES DURING CONSTRUCTION, TESTED BY THE DEVELOPER AND CERTIFIED BY HIS ENGINEER AND 'CLEARED FOR USE' BY BWPCA REPRESENTATIVES BEFORE THE SYSTEM CAN BE USED.
5. UNLESS PROVIDED WITH DOCUMENTED PROOF OF ANTICIPATED USAGE, THE BWPCA IS CALCULATING THE ANTICIPATED USAGE AT 22,950 GALLONS PER DAY. (51 UNITS X 450 GPD/PER UNIT).
6. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OF THE SEWER SYSTEM, THE BWPCA REQUIRES A PRE-CONSTRUCTION MEETING BE SCHEDULED BY THE DEVELOPER, TO INCLUDE AT A MINIMUM, AN INVITE TO THE BWPCA 72 HOURS MINIMUM IN ADVANCE OF THE MEETING AND ATTENDANCE BY THE DEVELOPER, HIS ENGINEER, THE GENERAL CONTRACTOR AND UTILITY CONTRACTOR (IF DIFFERENT ENTITIES).
7. IT IS UNDERSTOOD THAT ALL COSTS RELATING TO THE CREATION OF THIS UTILITY EXTENSION, AND THE LEGAL CONTROL AND DOCUMENTATION OF IT SHALL BE BORNE ENTIRELY BY THE DEVELOPER.
8. IT IS EXPECTED THAT CONNECTION FEES PER UNIT, BE PAID PRIOR TO THE ISSUANCE OF A BUILDING PERMIT AND THE ONLY GUARANTEE OF SYSTEM CAPACITY AVAILABILITY IS RECEIPT OF THE CONNECTION FEES BY THE BWPCA.

<u>GENERAL NOTES:</u>

1. An as-built plan showing locations of all roadways, drainage and utilities shall be completed and filed with the town at the completion of the project infrastructure.
2. Ownership of the stormwater basin and drainage system shall be the Homeowner's Association. The Town of Brooklyn will not assume responsibility as such.
3. There shall be no parking along the main access roadway or side drives. Appropriate signage shall be installed accordingly.

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REVISIONS

NORMAND E. THIBEAULT, JR., P.E. DATE
LIC #PEN 0022834

EROSION CONTROL AND UTILITIES PLAN

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

Killingly Engineering Associates
Civil Engineering & Surveying
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DRAINAGE PIPE SCHEDULE

LABEL	LENGTH	SLOPE	DIAMETER	MATERIAL
P1	20'	2.0%	12"	HDPE
P2	128.7'	9.75%	15"	HDPE
P3	20'	2.0%	12"	HDPE
P4	131.1'	9.35%	15"	HDPE
P5	20'	2.0%	12"	HDPE
P6	83'	4.2%	15"	HDPE
P7	23'	2.17%	15"	HDPE
P8	123.7'	2.96%	15"	HDPE
P9	91.2'	10.04%	15"	HDPE
P10	20'	1.0%	12"	HDPE
P11	172'	4.6%	18"	HDPE
P12	58'	1.1%	15"	HDPE
P13	36'	2.77%	18"	RCP
P14	36'	0.63%	15"	RCP

SANITARY STRUCTURE SCHEDULE

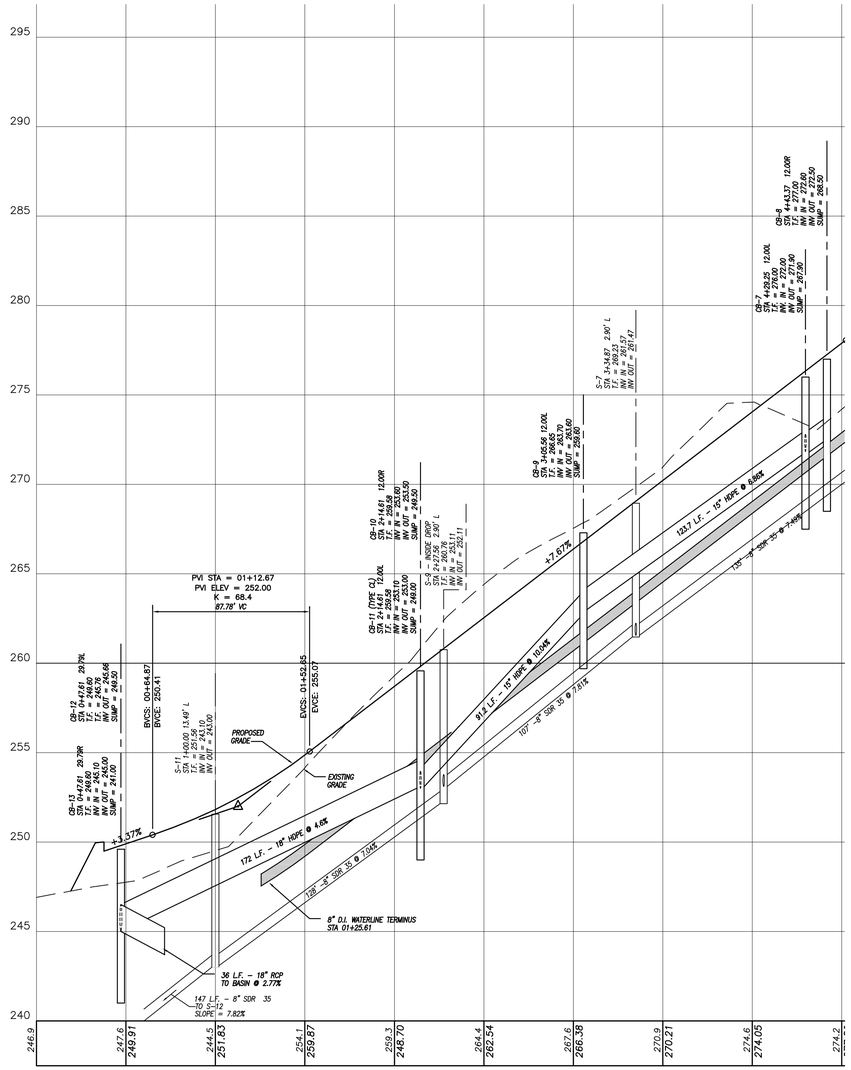
LABEL	T.F	F/Lout	F/Lin
S4	296.50	292.50	
S6	289.20	285.20	
S8	277.50	273.50	
S10	267.80	263.80	
S11	251.56	243.00	243.10
S12	240.00	231.40	

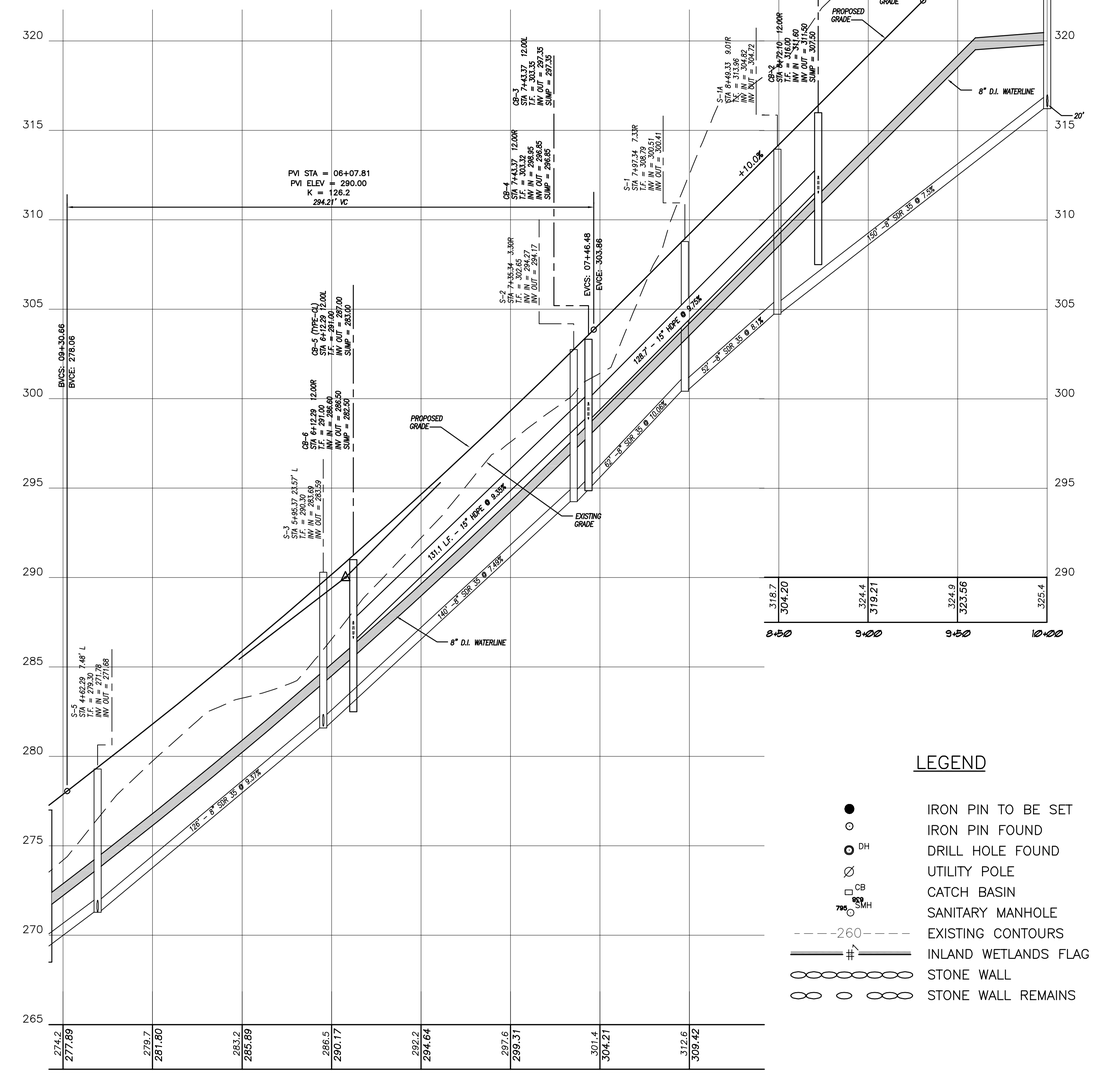
SANITARY PIPE SCHEDULE

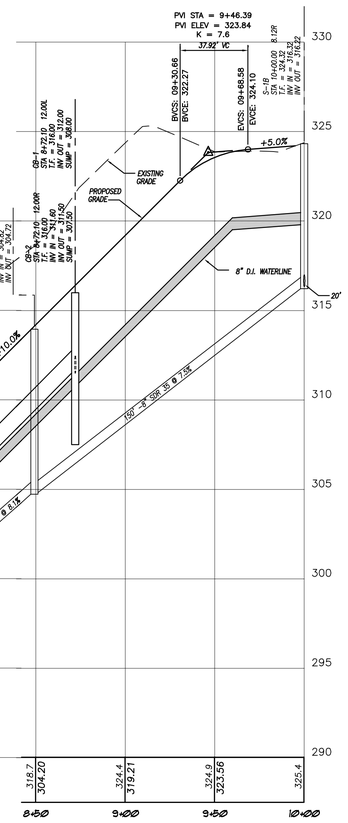
LABEL	LENGTH	SLOPE
S4P	137'	5.68%
S6P	190'	6.42%
S8P	154'	7.06%
S10P	148'	5.07%
S12P	60'	6.00%

FLARED END SECTIONS

FES-1	INV = 283.0	15" HDPE
FES-2	INV = 169.50	15" HDPE
FES-3	INV = 244.00	18" RCP
FES-4	INV = 242.00	18" RCP







WATER MAIN INSTALLATION NOTES:

1. PROJECT MUST BE BUILT TO CONNECTICUT WATER COMPANY SPECIFICATIONS.
2. CLASS 52 DUCTILE IRON PIPE REQUIRED.
3. COPPER AND/OR DUCTILE IRON SERVICE LATERAL MATERIAL REQUIRED.
4. GATE VALVES OPEN LEFT.
5. FIRE HYDRANTS OPEN LEFT. HYDRANTS ARE 5.5' BURY DEPTH. CT WATER COMPANY WILL FURNISH MATERIALS INCLUDING TEE, VALVE, PIPE, HYDRANT AND ACCESSORIES. FIRE HYDRANTS TO BE INSTALLED WITH FACE OF HYDRANT 3–FEET OFF FACE OF CURB. HYDRANTS ARE NOT TO BE INSTALLED IN SIDEWALKS. WHERE 3–FEET CANNOT BE OBTAINED, INSTALL HYDRANT BEHIND SIDEWALK UNLESS OTHERWISE NOTED OR AS DIRECTED BY A CT WATER COMPANY PROJECT MANAGER. 10–FEET HORIZONTAL SEPARATION REQUIRED BETWEEN HYDRANTS, SEWER MANHOLES AND STORM DRAINS. ***FIRE HYDRANTS TO BE INSTALLED WITH FINISH GRADE AT THE BURY LINE CAST INTO THE LOWER BARREL. CONTRACTOR IS RESPONSIBLE FOR ADJUSTMENTS OF WATER MAIN AND LATERAL ELEVATION TO ACHIEVE PROPER BURY DEPTH. ANY COSTS RELATED TO ADJUSTMENTS REQUIRED BY CT WATER COMPANY WILL BE THE RESPONSIBILITY OF THE INSTALLATION CONTRACTOR AND/OR APPLICANT OF RECORD.
6. ALL WATER MAIN PIPING AND APPURTENANCES MUST BE POLYETHYLENE ENCASED IN ACCORDANCE WITH AWWA ANSI–AWWA C105/A21.5–99(10). POLYETHYLENE ENCASEMENT SHALL BE V–BIO ENHANCED POLYETHYLENE ENCASEMENT ONLY AND CONSIST OF THREE CO–EXTRUDED LAYERS OF LINEAR LOW–DENSITY POLYETHYLENE (LLDPE) FILM THAT ARE FUSED INTO ONE.
7. MEGALUG RESTRAINTS REQUIRED ON ALL FITTINGS, BENDS, OFFSETS, TEES, GATE VALVES AND HYDRANTS.
8. FIELD LOK (U.S. PIPE) OR SURE STOP 350 (MCWANE) RESTRAINING GASKETS ARE REQUIRED 2 PIPE JOINTS BEFORE AND AFTER EACH FITTING AND ON THE LAST 3 PIPE LENGTHS ON DEAD ENDS.
9. THRUST BLOCKING IS REQUIRED ON ALL BENDS, TEES, OFFSETS, HYDRANTS AND DEAD ENDS.
10. ALL WATER MAINS SHALL BE INSTALLED TO A DEPTH OF 4–FEET OF COVER BASED ON THE ROADWAY GRADE, EXCEPT AS NOTED.
11. 3–FT MINIMUM HORIZONTAL SEPARATION REQUIRED BETWEEN WATER AND ANY OTHER UTILITY/UNDERGROUND STRUCTURE. 10–FT MINIMUM HORIZONTAL SEPARATION REQUIRED BETWEEN WATER AND SEWER/SEPTIC ("SEWER")*** SLEEVE REQUIRED WHERE WATER CROSSES SEWER IF WATER IS BELOW SEPTIC AND/OR WHEN 18" VERTICAL SEPARATION CANNOT BE ACHIEVED WHEN WATER IS ABOVE SEWER. 4–FEET MINIMUM HORIZONTAL SEPARATION REQUIRED BETWEEN WATER MAIN AND DRAINAGE WHEN AT LIKE ELEVATIONS.
12. WATER MAINS TO BE DEFLECTED UNDER ALL STORM DRAINS UNLESS OTHERWISE NOTED OR AS DIRECTED BY A CT WATER COMPANY PROJECT MANAGER. A VERTICAL CLEARANCE OF 18" TO BE MAINTAINED BETWEEN STORM DRAIN AND WATER MAINS. THE CONTRACTOR IS RESPONSIBLE FOR PROPER COMPACTION AROUND AND UNDER EXISTING DRAINAGE FACILITIES WHICH MAY INCLUDE REMOVAL AND RESETTING TO PROPER GRADE.
13. ANGLE OF BENDS TO BE FIELD DETERMINED.
14. MAXIMUM ALLOWABLE DEFLECTION PER FULL LENGTH PUSH–ON JOINT FOR 4" TO 12" IS FIVE (5) DEGREES AND THREE (3) DEGREES FOR 14" AND GREATER DUCTILE IRON PIPE.
15. EXISTING SERVICES TO SITE THAT WILL NO LONGER BE USED MUST BE TERMINATED AT THE WATER MAIN BY EXPOSING AND SHUTTING OFF THE CORPORATION VALVE. THE LINE MUST BE SEVERED IMMEDIATELY AFTER THE CORPORATION VALVE. SAID SERVICES MUST BE SHOWN ON PLANS.
16. WHERE A WATER SUPPLY WELL FOR ANY PURPOSE EXISTS OR IS APPROVED WITHIN THE LIMITS OF THIS PROJECT, ALL SERVICE LINES CONNECTED TO THE PUBLIC WATER SUPPLY REQUIRE A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER (RPD), AND MUST MEET THE REQUIREMENTS OF SEC.19A–209A OF THE CONNECTICUT GENERAL STATUTES ("CGS"), AND SEC. 19–13–B38A OF THE PUBLIC HEALTH CODE.
17. WHERE AN AIR RELIEF IS REQUIRED, CT WATER COMPANY WILL PERFORM TAP AND INSTALL WHILE THE INSTALLATION CONTRACTOR IS RESPONSIBLE FOR THE EXCAVATION AND RESTORATION UNLESS OTHERWISE NOTED. LABOR AND MATERIALS FOR THE INSTALLATION(S) WILL BE CHARGED TO THE PROJECT.
18. WHEN THE INSTALLATION OF UNDERGROUND INFRASTRUCTURE DEVIATES FROM THE CT WATER COMPANY APPROVED PLANS(S), THE APPLICANT, AT HIS/HER COST, WILL BE HELD LIABLE FOR THE RELOCATION OF INFRASTRUCTURE AS REQUIRED TO THE SATISFACTION OF THE CT WATER COMPANY. FAILURE TO CORRECT ANY DEVIATION DEEMED UNACCEPTABLE TO THE CT WATER COMPANY WILL RESULT IN LITIGATION.

HORIZONTAL SCALE IN FEET
40 20 0 40
VERTICAL SCALE IN FEET
4 2 0 4

LEGEND

- IRON PIN TO BE SET
- IRON PIN FOUND
- DH DRILL HOLE FOUND
- UTILITY POLE
- CB CATCH BASIN
- SMH SANITARY MANHOLE
- 260 EXISTING CONTOURS
- # INLAND WETLANDS FLAG
- STONE WALL
- STONE WALL REMAINS

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REVISIONS

ROAD PROFILE

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

NORMAND E. THIBEAULT, JR., P.E. DATE
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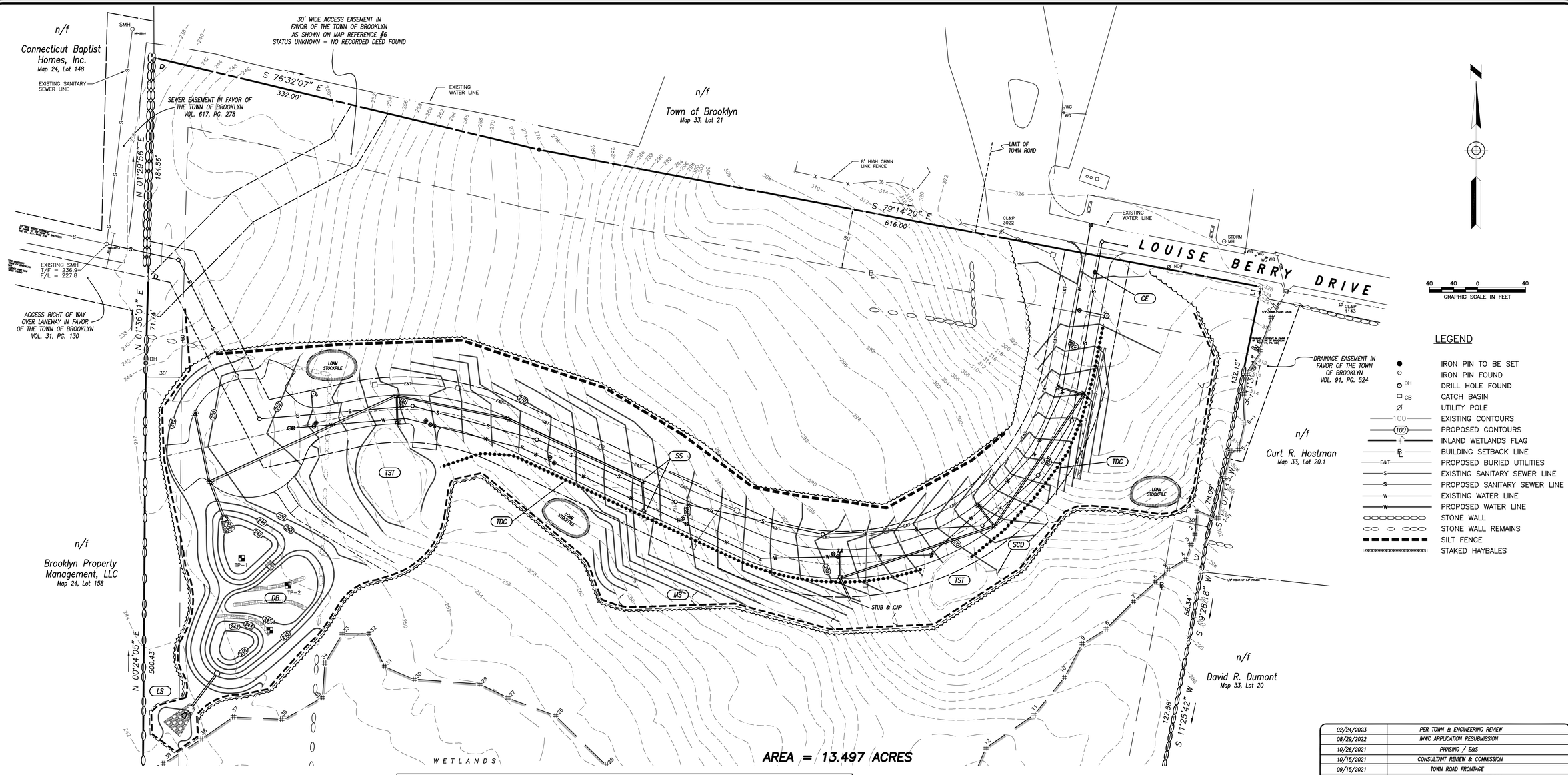

LEGEND

- IRON PIN TO BE SET
- IRON PIN FOUND
- DH DRILL HOLE FOUND
- CB CATCH BASIN
- UTILITY POLE
- EXISTING CONTOURS
- PROPOSED CONTOURS
- INLAND WETLANDS FLAG
- BUILDING SETBACK LINE
- PROPOSED BURIED UTILITIES
- EXISTING SANITARY SEWER LINE
- PROPOSED SANITARY SEWER LINE
- EXISTING WATER LINE
- PROPOSED WATER LINE
- STONE WALL
- STONE WALL REMAINS
- SILT FENCE
- STAKED HAYBALES

MEASURE	KEY	DESCRIPTION
Permanent Seeding	PS	Establishment of permanent stand of grass and/or legumes by seeding and mulching exposed soils with a seed mixture appropriate for long term stabilization. See Erosion Control Narrative for seed mix requirements.
Mulch for Seed	MS	Application of a mulch that will protect the soil surface on a temporary basis and promote the establishment of temporary or permanent seedings.
Construction Entrance	CE	A stone stabilized pad sometimes associated with a mud rack, automotive spray, or other measures located at points of vehicular ingress and egress on a construction site.
Geotextile Silt Fence	GSF	A temporary sediment barrier consisting of a geotextile fabric pulled taut and attached to supporting posts and entrenched.
Haybale Barrier	HB	A temporary sediment barrier consisting of a row of entrenched and anchored bales of hay or straw.
Silt Sock (12")	SS	A cylindrical erosion control device used for slope interruption, perimeter control and inlet protection.
Stone Check Dam	SCD	A temporary or permanent stone dam placed across a drainageway.
Temporary Diversion Channel	TDC	A channel designed to convey flows on a short term basis and lined with an erosion resistant covering.
Temporary Sediment Trap	TST	A temporary ponding area with a stone outlet formed by excavation and/or constructing an earthen embankment.
Detention Basin	DB	An impoundment made by constructing a dam or an embankment (embankment detention basin) or by excavating a pit or dugout (excavated detention basin).
Level Spreader	LS	An outlet for diversions and other water conveyences consisting of an escavated depression with a broad stable point of discharge constrcuted at zero grade across a slope
Permanent Turf Reinforcement Mat	TRM	A manufactured mat composed of non-biodegradable polymer or synthetic fibers mechanically, structurally, or chemically bound to form a continuous matrix.

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REVISIONS

PHASING PLAN - PHASE 1

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
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SHEET: 8 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

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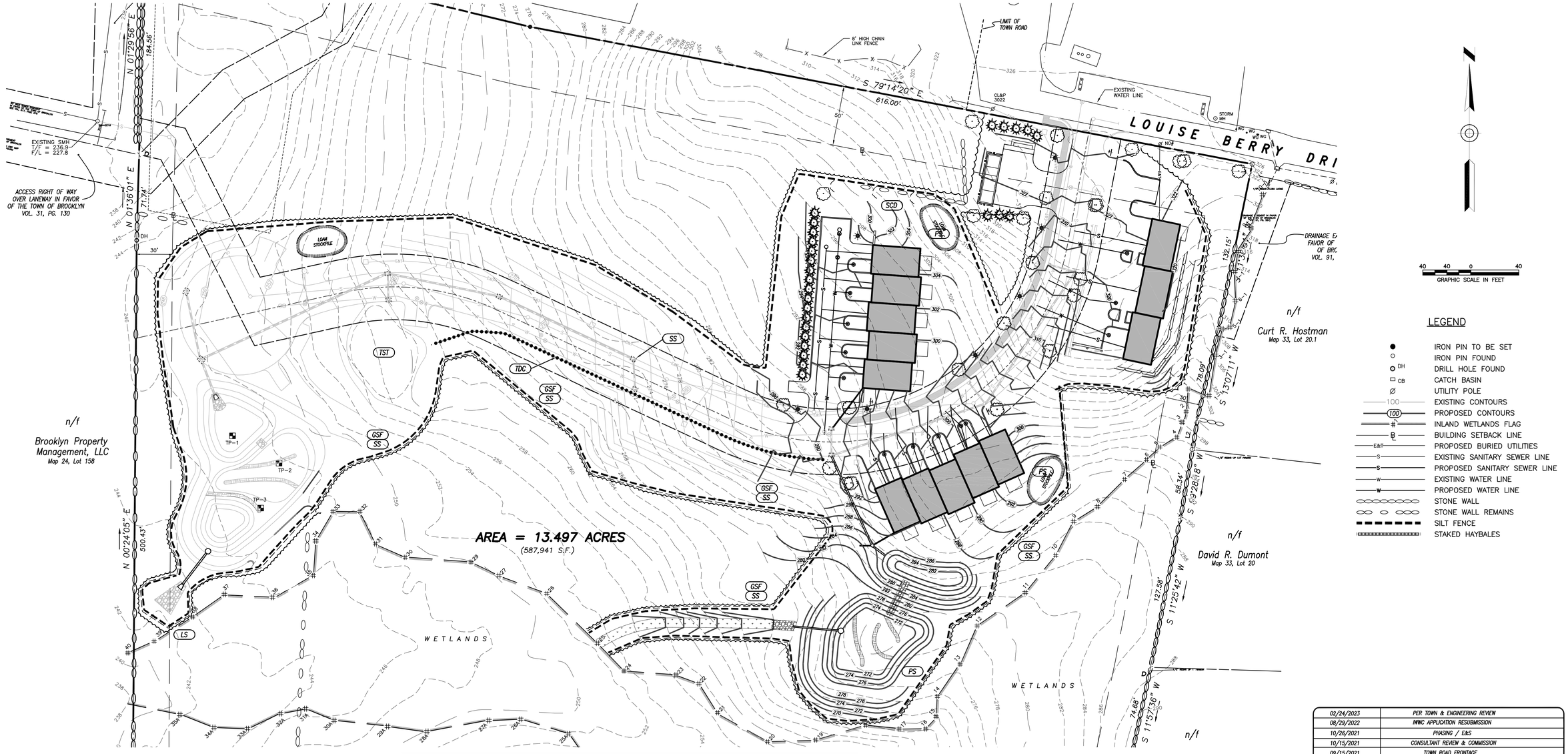

LEGEND

- IRON PIN TO BE SET
- IRON PIN FOUND
- DRILL HOLE FOUND
- CATCH BASIN
- UTILITY POLE
- EXISTING CONTOURS
- PROPOSED CONTOURS
- INLAND WETLANDS FLAG
- BUILDING SETBACK LINE
- PROPOSED BURIED UTILITIES
- EXISTING SANITARY SEWER LINE
- PROPOSED SANITARY SEWER LINE
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MEASURE	KEY	DESCRIPTION
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10/15/2021	CONSULTANT REVIEW & COMMISSION
09/15/2021	TOWN ROAD FRONTAGE

REVISIONS

PHASING PLAN - PHASE 2

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

Killingly Engineering Associates
Civil Engineering & Surveying
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www.killinglyengineering.com

DATE: 4/23/2020	DRAWN: DNE
SCALE: 1" = 40'	DESIGN: NET
SHEET: 9 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

NORMAND THIBEAULT, JR., P.E. No. 22834 DATE

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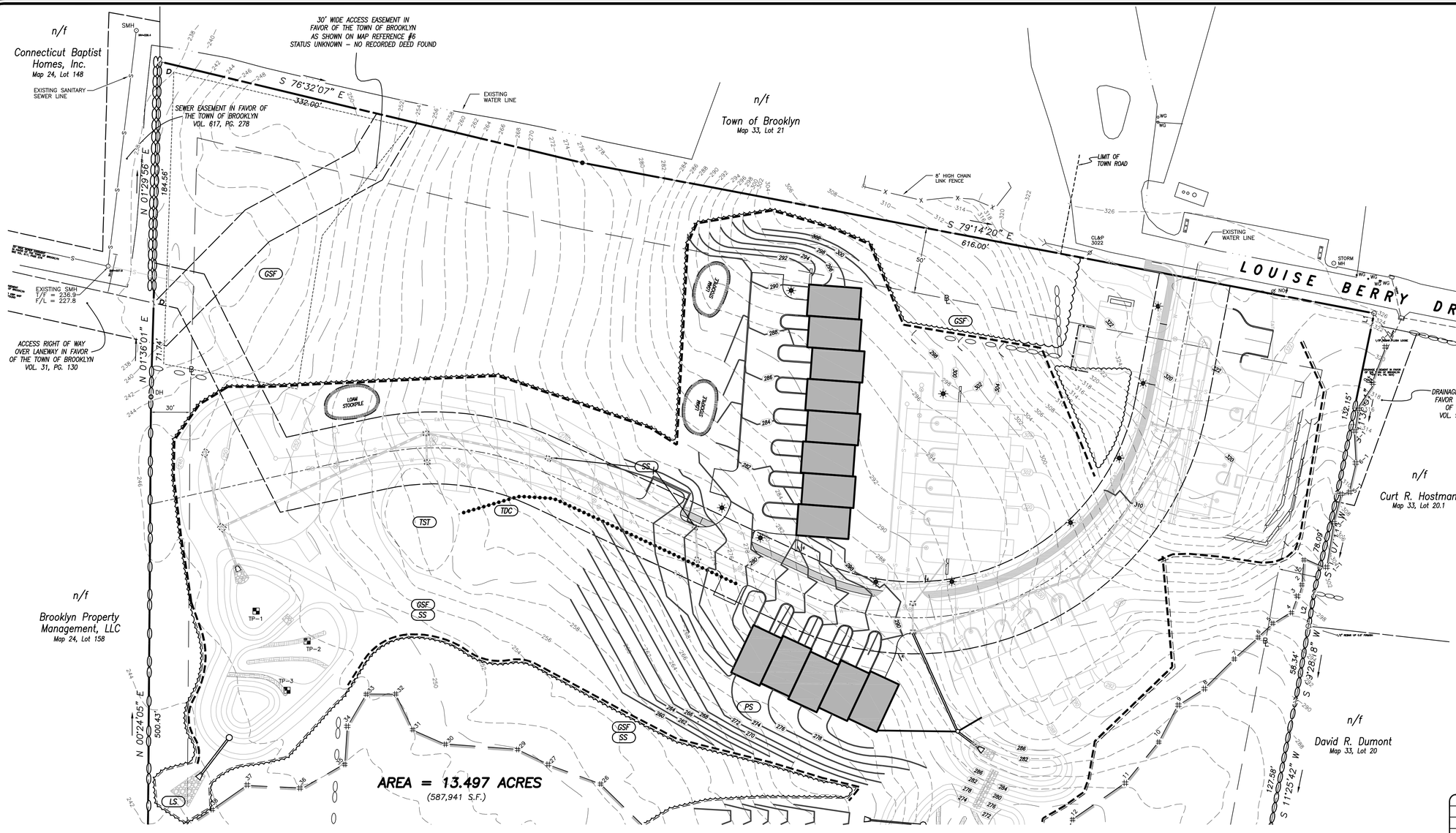

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09/15/2021	TOWN ROAD FRONTAGE

REVISIONS

PHASING PLAN - PHASE 3

PREPARED FOR

SHANE POLLOCK

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DATE: 4/23/2020	DRAWN: DNE
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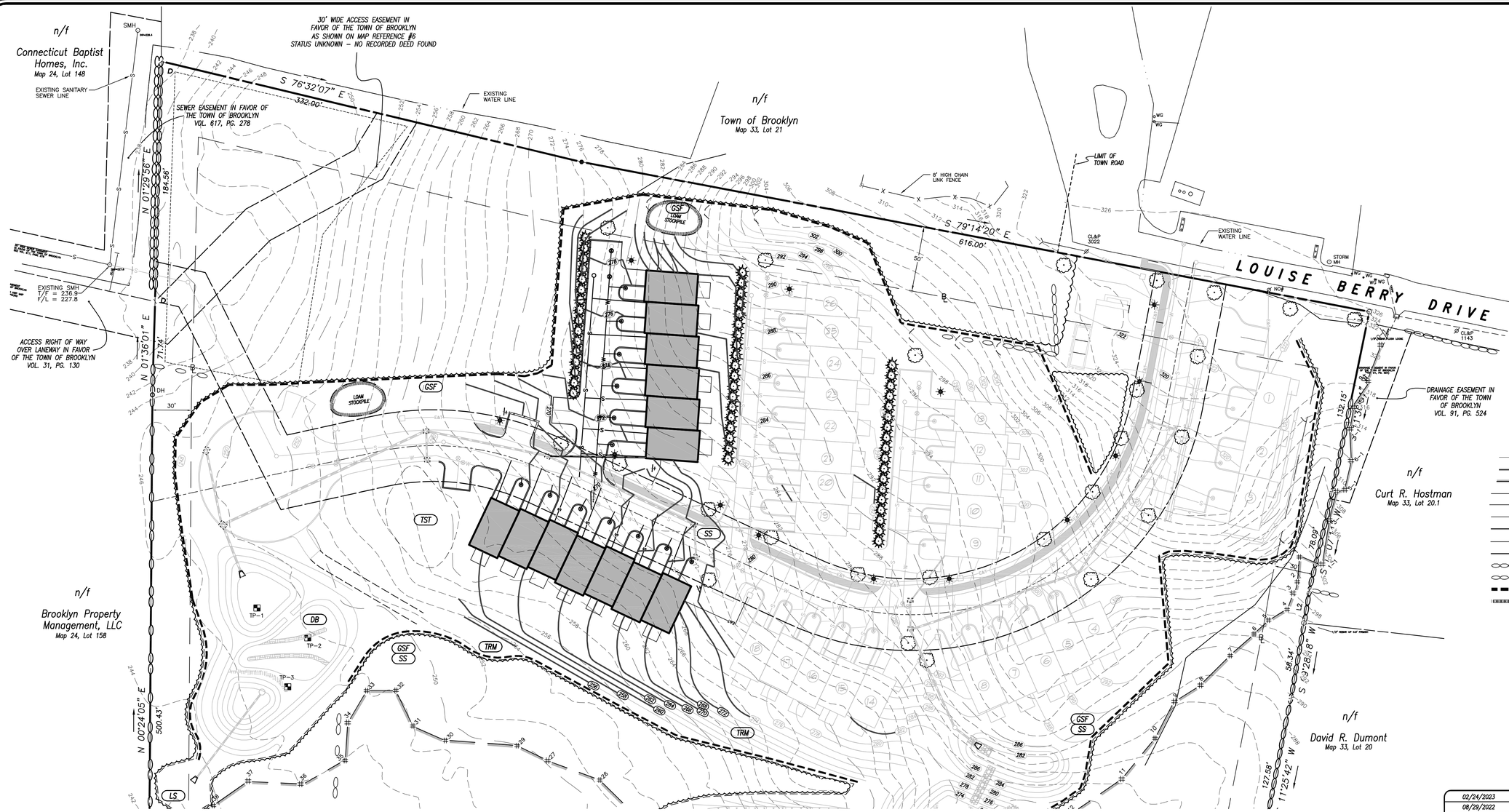

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09/15/2021	TOWN ROAD FRONTAGE

REVISIONS

PHASING PLAN - PHASE 4

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

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NORMAND THIBEAULT, JR., P.E. No. 22834 DATE

DATE: 4/23/2020	DRAWN: DNE
SCALE: 1" = 40'	DESIGN: NET
SHEET: 11 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

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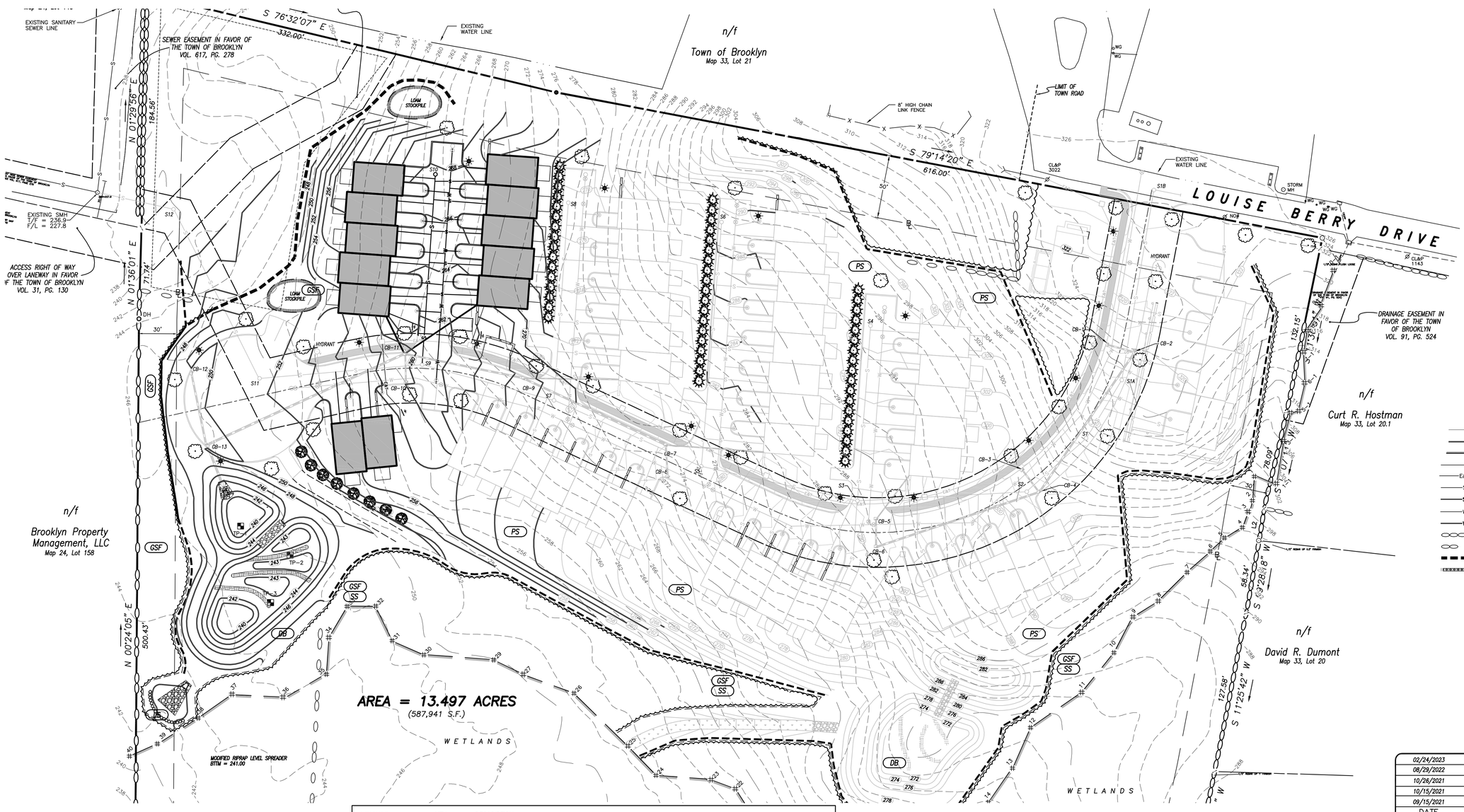

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09/15/2021	TOWN ROAD FRONTAGE

REVISIONS

PHASING PLAN - PHASE 5

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

NORMAND THIBEAULT, JR., P.E. No. 22834 DATE

Killingly Engineering Associates
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DATE: 4/23/2020	DRAWN: DNE
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SHEET: 12 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

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EROSION AND SEDIMENT CONTROL PLAN:

REFERENCE IS MADE TO:

1. Connecticut Guidelines for Soil Erosion and Sediment Control 2002 (2002 Guidelines).
2. U.S.D.A. N.R.C.S. Web Soil Survey.

The project will require registration under the "GENERAL PERMIT FOR THE DISCHARGE OF STORMWATER AND DEWATERING WASTEWATERS ASSOCIATED WITH CONSTRUCTION ACTIVITIES" with the CTDEEP. 60 days prior to any activity on site, the developer or his representative shall submit the registration to the CTDEEP. The Town of Brooklyn shall be given a copy of the registration approval.

DEVELOPMENT CONTROL PLAN:

1. Development of the site will be performed by the Contractor, who will be responsible for the installation and maintenance of erosion and sediment control measures required throughout construction.
2. The sedimentation control mechanisms shall remain in place from start of construction until permanent vegetation has been established. The representative for the Town of Brooklyn will be notified when sediment and erosion control structures are initially in place. Any additional soil & erosion control measures requested by the Town or its agent, shall be installed immediately. Once the proposed development, seeding and planting have been completed, the representative shall again be notified to inspect the site. The control measures will not be removed until this inspection is complete.
3. All stripping is to be confined to the immediate construction area. Topsoil shall be stockpiled so that slopes do not exceed 2 to 1. A hay bale sediment barrier is to surround each stockpile and a temporary vegetative cover shall be provided.
4. Dust control will be accomplished by spraying with water. The application of calcium chloride is not permitted adjacent to wetland resource areas or within 100' of these areas.
5. The proposed planting schedule is to be adhered to during the planting of disturbed areas throughout the proposed construction site.
6. Final stabilization of the site is to follow the procedures outlined in "Permanent Vegetative Cover". If necessary a temporary vegetative cover is to be provided until a permanent cover can be applied.

SILT FENCE INSTALLATION AND MAINTENANCE:

1. Dig a 6" deep trench on the uphill side of the barrier location.
2. Position the posts on the downhill side of the barrier and drive the posts 1.5 feet into the ground.
3. Lay the bottom 6" of the fabric in the trench to prevent undermining and backfill.
4. Inspect and repair barrier after heavy rainfall.
5. Inspections will be made at least once per week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inch or greater to determine maintenance needs.
6. Sediment deposits are to be removed when they reach a height of 1 foot behind the barrier or half the height of the barrier and are to be deposited in an area which is not regulated by the inland wetlands commission.
7. Replace or repair the fence within 24 hours of observed failure. Failure of the fence has occurred when sediment fails to be retained by the fence because:
   – the fence has been overtopped, undercut or bypassed by runoff water,
   – the fence has been moved out of position (knocked over), or
   – the geotextile has decomposed or been damaged.

HAY BALE INSTALLATION AND MAINTENANCE:

1. Bales shall be placed as shown on the plans with the ends of the bales tightly abutting each other.
2. Each bale shall be securely anchored with at least 2 stakes and gaps between bales shall be wedged with straw to prevent water from passing between the bales.
3. Inspect bales at least once per week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inches or greater to determine maintenance needs.
4. Remove sediment behind the bales when it reaches half the height of the bale and deposit in an area which is not regulated by the Inland Wetlands Commission.
5. Replace or repair the barrier within 24 hours of observed failure. Failure of the barrier has occurred when sediment fails to be retained by the barrier because:
   – the barrier has been overtopped, undercut or bypassed by runoff water,
   – the barrier has been moved out of position, or
   – the hay bales have deteriorated or been damaged.

TEMPORARY VEGETATIVE COVER:

SEED SELECTION

Grass species shall be appropriate for the season and site conditions. Appropriate species are outlined in Figure TS–2 in the 2002 Guidelines.

TIMING CONSIDERATIONS

Seed with a temporary seed mixture within 7 days after the suspension of grading work in disturbed areas where the suspension of work is expected to be more than 30 days but less than 1 year.

SITE PREPARATION

Install needed erosion control measures such as diversions, grade stabilization structures, sediment basins and grassed waterways.

Grade according to plans and allow for the use of appropriate equipment for seedbed preparation, seeding, mulch application, and mulch anchoring.

SEEDBED PREPARATION

Loosen the soil to a depth of 3–4 inches with a slightly roughened surface. If the area has been recently loosened or disturbed, no further roughening is required. Soil preparation can be accomplished by tracking with a bulldozer, discing, harrowing, raking or dragging with a section of chain link fence. Avoid excessive compaction of the surface by equipment traveling back and forth over the surface. If the slope is tracked, the cleat marks shall be perpendicular to the anticipated direction of the flow of surface water.

If soil testing is not practical or feasible on small or variable sites, or where timing is critical, fertilizer may be applied at the rate of 300 pounds per acre or 7.5 pounds per 1,000 square feet of 10–10–10 or equivalent. Additionally, lime may be applied using rates given in Figure TS–1 in the 2002 Guidelines.

SEEDING

Apply seed uniformly by hand cyclone seeder, drill, cultipacker type seeder or hydroseeder at a minimum rate for the selected species. Increase seeding rates by 10% when hydroseeding.

MULCHING

Temporary seedings made during optimum seeding dates shall be mulched according to the recommendations in the 2002 Guidelines. When seeding outside of the recommended dates, increase the application of mulch to provide 95%–100% coverage.

MAINTENANCE

Inspect seeded area at least once a week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inch or greater for seed and mulch movement and rill erosion.

Where seed has moved or where soil erosion has occurred, determine the cause of the failure. Repair eroded areas and install additional controls if required to prevent reoccurrence of erosion.

Continue inspections until the grasses are firmly established. Grasses shall not be considered established until a ground cover is achieved which is mature enough to control soil erosion and to survive severe weather conditions (approximately 80% vegetative cover).

PERMANENT VEGETATIVE COVER:

Refer to Permanent Seeding Measure in the 2002 Guidelines for specific applications and details related to the installation and maintenance of a permanent vegetative cover. In general, the following sequence of operations shall apply:

1. Topsoil will be replaced once the excavation and grading has been completed. Topsoil will be spread at a minimum compacted depth of 4".
2. Once the topsoil has been spread, all stones 2" or larger in any dimension will be removed as well as debris.
3. Apply agricultural ground limestone at a rate of 2 tons per acre or 100 lbs. per 1000 s.f. Apply 10–10–10 fertilizer or equivalent at a rate of 300 lbs. per acre or 7.5 lbs. per 1000 s.f. Work lime and fertilizer into the soil to a depth of 4".
4. Inspect seedbed before seeding. If traffic has compacted the soil, retill compacted areas.
5. Apply the chosen grass seed mix. The recommended seeding dates are: April 1 to June 15 & August 15 – October 1.
6. Following seeding, firm seedbed with a roller. Mulch immediately following seeding. If a permanent vegetative stand cannot be established by September 30, apply a temporary cover on the topsoil such as netting, mat or organic mulch.

DEVELOPMENT SCHEDULE/SEQUENCE OF OPERATIONS:

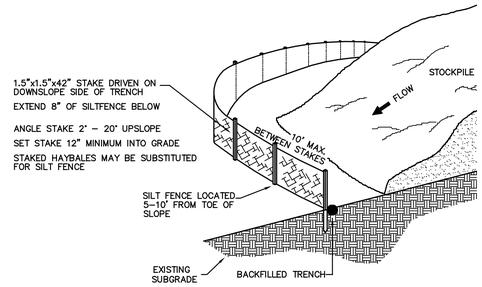
1. Flag the limits of disturbance and schedule pre–construction meeting with Town of Brooklyn wetlands Agent.
2. The only work that shall be permitted prior to installation of perimeter erosion controls shall be clearing of vegetation. No grubbing shall be conducted until the perimeter erosion and sediment controls have been installed per the plan and inspected by the Town of Brooklyn Agent. Written approval for installation of the erosion and sedimentation controls shall be obtained from the Town of Brooklyn IWWC Agent prior to commencing with any other work.
3. Contact utility companies for scheduling installation of utilities and connections
4. Install the anti–tracking construction entrance.
5. Cut trees within the defined clearing limits and remove the cut wood.
6. Install perimeter erosion and sedimentation controls in accordance with the site development plan.
7. Chip brush and slash, stockpile chips for use on site or remove off site.
8. Box out driveway and stockpile topsoil in locations shown on the plans. Install erosion controls around stockpile and apply temporary seeding.
9. Contact utility companies (CT Water and the Brooklyn WPCA) to coordinate water main and sanitary sewer connections. Install water and sanitary sewer lines beginning from the lowest elevation.
10. Excavate stormwater basin to be utilized as a temporary sedimentation basin during construction. Install drainage structures and pipe and provide inlet protection at catch basins.
11. Install and compact processed gravel for roadway base.
12. Remove tree stumps and dispose of at an approved disposal site. Alternatively, stumps may be chipped in place. No stumps shall be buried on site.
13. Strip and stockpile topsoil that is within the footprint of the site. Surround stockpile with silt fence or staked haybales, and apply temporary seeding in accordance with recommended mixtures. Divert runoff around the perimeter of the stockpile.
14. Make all required cuts and fills. Establish the subgrade for the driveway as required and install additional erosion controls as necessary and as shown on the plans.
15. Inspect perimeter erosion and sedimentation controls weekly and after rain events in excess of 0.5". Repair any damaged controls and provide additional erosion control devices as necessary to address areas of concentrated runoff that may develop as a result of the construction activities. The contractor shall review discharge conditions with the design engineer or the Town of Brooklyn prior to installing additional erosion controls. Apply water as necessary for dust control.
16. Install utilities to in the locations shown on the plans.
17. Prepare sub–base for roadway for final grading.
18. Excavate for building footings, stockpile soil and pour footings & slab. Begin phased building construction.
19. Place topsoil where required and install any proposed landscaping upon completion of each building.
20. Install first course of pavement to each building as they are completed and required landscaping.
21. When the remainder of the site work is near completion, sweep all paved areas for the final course of paving. Inspect erosion controls and remove any accumulated sediment.
22. Install final course of pavement as each phase is completed.
23. Fine grade, rake, seed and mulch to within 2' of the pavement.
24. Remove and dispose of all silt fence and hay bales after the site has been stabilized to the satisfaction of the Town of Brooklyn.

RESPONSIBLE PARTY FOR E&S MAINTENANCE:

Shane Pollock
101 Mackin Drive
Griswold, CT 06351
(860) 888–3129

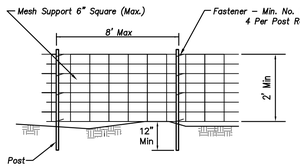
CONSTRUCTION NOTES/GENERAL PROVISIONS

1. The locations of existing utilities are based upon visible field observations, record mapping and interviews with the property owner and abutting property owners. They are is shown for informational purposes only. Contractor shall coordinate exploratory test hole excavation with the Engineer if necessary to verify and/or determine actual locations of some utilities & structures. It is the responsibility of the contractor to verify the location and elevation of all utilities. Contact "CALL BEFORE YOU DIG" at 1–800–922–4455, and obtain all applicable permits, prior to any excavation around utilities.
2. All existing site features not scheduled to remain shall be removed and disposed of in a proper manner, by the contractor.
3. All Materials and methods of construction shall conform to "State of Connecticut, Department of Transportation, Standard Specifications for Roads, Bridges and Incidental Construction, Form 818", and supplements thereto.
4. The Contractor shall obtain copies of all regulatory agency permits from the Owner prior to any site disturbance.
5. Unless otherwise noted on the plans, the contractor shall use the geometry provided on the construction plans. Benchmark information shall be provided to the contractor by the Owner or the Owner's surveyor. Any discrepancies between field measurements and construction plan information shall be brought to the attention of the Engineer or Surveyor immediately.
6. The Contractor shall not revise elevations or locations of items shown on the plans without written consent of the project Engineer or Surveyor.
7. The Contractor shall protect benchmarks, property corners, and other survey monuments from damage or displacement. If a marker needs to be removed, it shall be referenced by a licensed land surveyor and replaced as necessary by the same.
8. The Contractor shall be responsible for preparing and compacting base for proposed pavement. Owner shall provide general fill to establish subgrade – contractor shall spread and compact. Contractor shall provide, spread and compact required processed aggregate
9. The entire project site shall be thoroughly cleaned at the completion of the work. Clean all installed paved areas, accumulated silt and sediment shall be removed from the stormwater system, silt fence removed and disposed of, excess construction materials removed, plus all adjacent areas affected by the construction activities as directed by the Owner or the jurisdictional Agency. Any materiel removed from the site shall be relocated to an approved off–site disposal area.
10. Upon completion of construction, accumulated sediment and other deleterious materials shall be thoroughly removed catch basins, manholes, pipes and swales and disposed of off site. Additionally, the stormwater detention basin bottom and structures shall be cleaned and restored to "like new" condition.



SILT FENCE @ TOE OF SLOPE APPLICATION

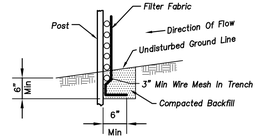
NOT TO SCALE



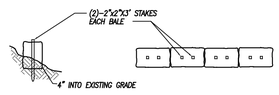
ELEVATION

NOTES:
1. Wires of mesh support shall be min. gage no. 12.
2. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
3. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
4. Fence posts shall be either wood post with a minimum cross–sectional area of 3.0 sq. in. or a standard steel post.

WIRE BACKED SILT FENCE

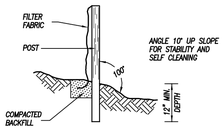


FABRIC ANCHOR DETAIL



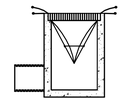
HAYBALE BARRIER

NOT TO SCALE

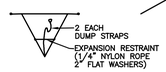


SILT FENCE

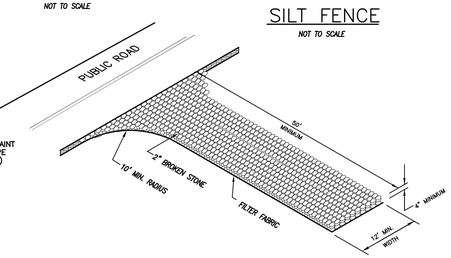
NOT TO SCALE



INSTALLATION DETAIL



BAG DETAIL



CONSTRUCTION ENTRANCE

NOT TO SCALE

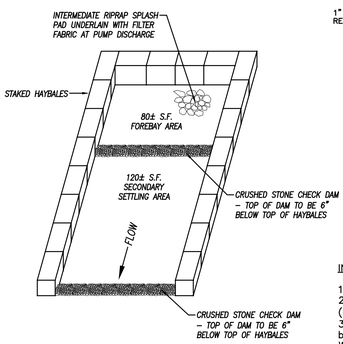
DEEP TEST HOLE EVALUATION – November 25, 2020
Normand Thibeault, Jr., P.E., Killingly Engineering Associates

TEST PIT	DEPTH	PROFILE
1	0"– 10"	Topsoil
	10"– 18"	Orange–brown fine sandy loam
	18"– 44"	Gray fine silty sand w/rocks
	44"– 72"	Gray rocky gravel – compact
	Ledge	N/A
	GWT	N/A
	Mottling	44"
2	0"– 9"	Topsoil
	9"– 21"	Orange–brown fine sandy loam
	21"– 41"	Gray fine silty sand/rocks
	41"– 74"	Gray rocky sandy gravel – compact
	Ledge	N/A
	GWT	N/A
	Mottling	41"
3	0"– 10"	Topsoil
	10"– 24"	Orange–brown fine sandy loam
	24"– 41"	Gray fine silty sand/rocks
	41"– 71"	Hardpan
	Ledge	N/A
	GWT	N/A
	Mottling	41"

PERCOLATION TEST RESULT – November 27, 2020
Killingly Engineering Associates – Normand Thibeault, P.E.

Depth = 24" Rate = 6.7 min./in.

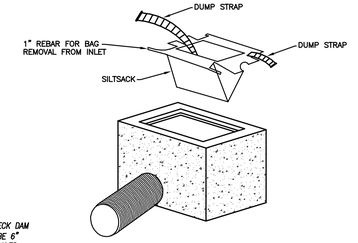
Time	Reading
1:30	4.5"
1:35	7.5"
1:40	11"
1:45	12.5"
1:50	14"
2:00	15.5"
2:05	16.75"
2:10	17.5"
2:15	18.25"
2:20	19"



PUMPING OUTLET BASIN

NOT TO SCALE

NOTES:
1.) TO BE USED IN THE EVENT THAT DEWATERING IS REQUIRED
2.) LOCATE BASINS OUTSIDE OF WETLANDS UPLAND REVIEW AREAS

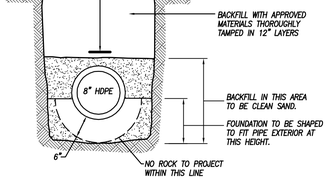


INLET SEDIMENT CONTROL DEVICE

NOT TO SCALE

INSTALLATION & MAINTENANCE

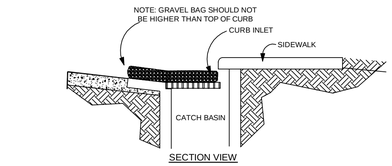
1. Install as directed by manufacturer.
2. Inspect the catch basin sediment device at least once a week (preferably twice) and after rainfall events of 0.5" or greater.
3. Remove sediment when the siltsack is 1/2 full. Sediment shall be deposited in an area which is not regulated by the Inland Wetlands Commission.
4. Replace or repair within 24–hours of observed failure. Failure may include:
   –Overtopping, or bypassed by runoff water.
   –The geotextile has decomposed or has been damaged.



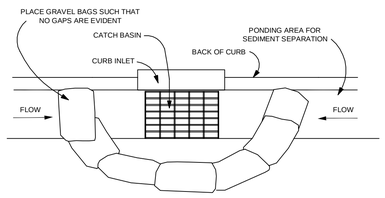
ROOF LEADER PIPE IN TRENCH DETAIL

NOT TO SCALE

NOTE: MINIMUM SLOPE OF ROOF LEADERS SHALL BE 2%



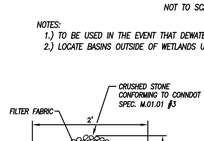
SECTION VIEW



PLAN VIEW

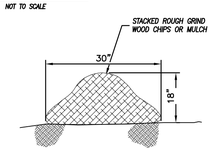
NOTES:
1. PLACE GRAVEL BAG BARRIER ON GENTLY SLOPING STREET, WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNNOFF.
2. USE SAND BAGS OF WOVEN GEOTEXTILE FABRIC (NOT BURLAP) AND FILL WITH ½ INCH (OR SMALLER) GRAVEL. BAGS MUST BE LAYERED SUCH THAT NO GAPS ARE EVIDENT.
3. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT, SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.
4. WHEN INSTALLING CURB INLET PROTECTION DEVICES, NEVER BLOCK THE CURB INLET.

STANDARD GRAVEL BAG CURB INLET PROTECTION



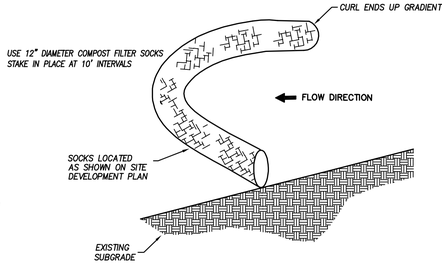
STONE CHECK DAM

NOT TO SCALE



WOOD CHIP BERM

NOT TO SCALE



COMPOST FILTER SOCK APPLICATION

NOT TO SCALE

NOTES:
- MAY BE USED AS A STRUCTURAL BACKING FOR SILT FENCE.
- WHEN USED SINGLY, REMOVE SEDIMENT WHEN HALF THE HEIGHT OF THE SOCK HAS BEEN REACHED
- PROVIDE SOCK AS MANUFACTURED BY "FILTREXX" OR ENGINEER APPROVED EQUAL.

NORMAND E. THIBEAULT, JR., P.E. DATE
LIC #PEN 0022834

DATE	DESCRIPTION
02/24/2023	PER TOWN & ENGINEERING REVIEW
08/29/2022	IWWC APPLICATION RESUBMISSION
10/26/2021	PHASING / E&S
10/15/2021	CONSULTANT REVIEW & COMMISSION
09/15/2021	TOWN ROAD FRONTAGE

REVISIONS

DETAIL SHEET

PREPARED FOR

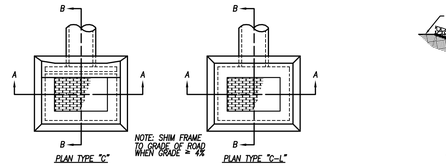
SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

Killingly Engineering Associates
Civil Engineering & Surveying
114 Westcott Road
P.O. Box 421
Killingly, Connecticut 06241
(860) 779-7299
www.killinglyengineering.com

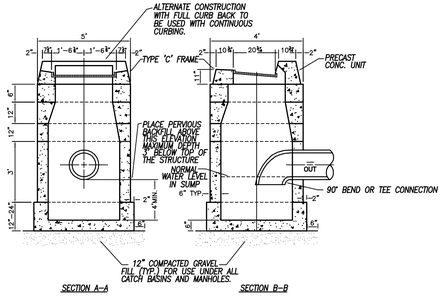
DATE: 4/23/2020	DRAWN: DNE
SCALE: NOT TO SCALE	DESIGN: NET
SHEET: 13 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

K:\20014\Drawings\13_20014 DET.dwg Feb 27, 2023 - 1:28 PM



PLAN TYPE "C" | PLAN TYPE "C-L"

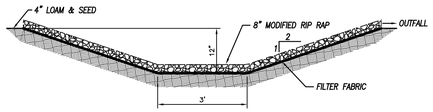
NOTE: SHIM FRAME TO GRADE OF ROAD WHEN GRADE ≥ 4%



HOODED CATCH BASIN DETAIL

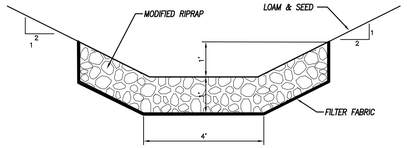
NOT TO SCALE

NOTES:
- TO BE INSTALLED AT FINAL CATCH BASIN WITH OUTLET TO STORMWATER BASIN.
- A CATCH BASIN HOOD MAY BE SUBSTITUTED WITH THE PRE-APPROVAL OF THE TOWN ENGINEER



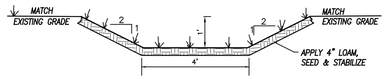
SECTION THROUGH LEVEL SPREADER

NOT TO SCALE



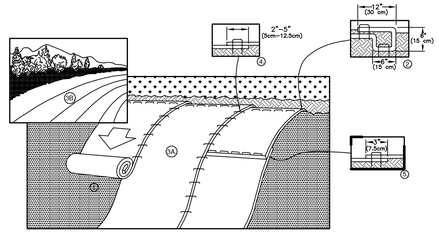
MODIFIED RIPRAP SWALE

NOT TO SCALE



GRASS LINED SWALE

NOT TO SCALE

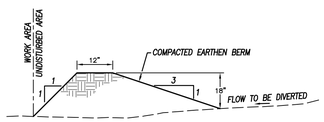


1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 8" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM™ STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5cm-12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH™ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

NOTES:
1. IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.
2. TURF REINFORCEMENT MAT SHALL BE NORTH AMERICAN GREEN BIOMAT SC-150BN OR APPROVED BIODEGRADABLE EQUIVALENT.

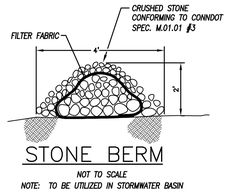
TURF REINFORCEMENT MAT INSTALLATION

NOT TO SCALE



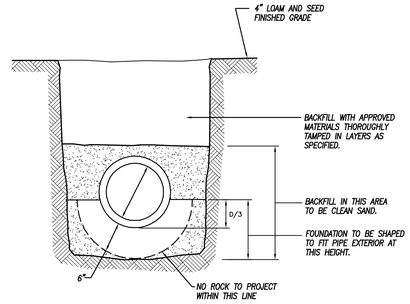
TEMPORARY DIVERSION

NOT TO SCALE



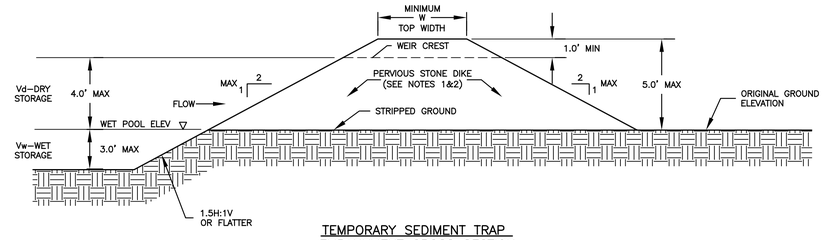
STONE BERM

NOT TO SCALE
NOTE: TO BE UTILIZED IN STORMWATER BASIN



STORM DRAIN PIPE IN TRENCH DETAIL

NOT TO SCALE



TEMPORARY SEDIMENT TRAP EMBANKMENT CROSS SECTION

NOT TO SCALE

NOTES:

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE 2002 CONNECTICUT GUIDELINES FOR SOIL AND EROSION CONTROL, SECTIONS 5-11-25 THRU 5-11-29.
2. PERVIOUS STONE DIKE SHALL BE CONSTRUCTED OF MODIFIED RIPRAP (CTDOT M.12.02) WITH #3 STONE ON FACE (CTDOT M.01.01).
3. NON-OVERFLOW PORTIONS AND ABUTMENTS OF TEMPORARY SEDIMENT TRAPS MAY BE CONSTRUCTED OF ENGINEER APPROVED BACKFILL COMPACTED IN 9" LAYERS. USE ONLY MATERIAL FOR THE EMBANKMENT THAT IS FREE FROM EXCESSIVE ORGANICS, DEBRIS, ROCKS OVER 6" IN DIAMETER OR OTHER UNSUITABLE MATERIALS.
4. IF, IN THE JUDGEMENT OF THE ENGINEER, MATERIALS FROM ON-SITE EXCAVATION ACTIVITIES ARE NOT SUITABLE FOR CONSTRUCTION OF SEDIMENT TRAP EMBANKMENTS, MATERIALS SHALL BE IMPORTED TO THE SITE.
5. EARTHEN EMBANKMENTS SHALL BE STABILIZED WITH TEMPORARY SEEDING, PERMENANT SEEDING OR STONE SLOPE PROTECTION IMMEDIATELY AFTER INSTALLATION.
6. TEMPORARY SEDIMENT TRAP(S) SHALL BE INSPECTED AT LEAST ONCE PER WEEK AND WITHIN 24 HOURS OF THE END OF A STORM OF 0.5 INCHES OF RAINFALL OR GREATER. REMOVE ACCUMULATED SEDIMENT WHEN ONE HALF OF THE MINIMUM WET STORAGE VOLUME HAS BEEN FILLED. DISPOSE OF REMOVED SEDIMENT IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.

TOP WIDTH VS. HEIGHT

H = HEIGHT OF EMBANKMENT
W= TOP WIDTH OF EMBANKMENT

H(ft)	W(ft)
1.5	2.0
2.0	2.0
2.5	2.5
3.0	2.5
3.5	3.0
4.0	3.0
4.5	4.0
5.0	4.5

SEED MIX REQUIREMENTS:

AREA	SPECIES	SEEDING RATE (lbs/acre)
Mowed & maintained banks	Creeping Red Fescue (Pennlawn, Wintergreen)	20
	Bird's-foot Trefoil (Empire, Viking) with innoculant	8
	Tall Fescue (Kentucky 31)	20
	TOTAL	48
Unmowed banks & slopes	Tall Fescue (Kentucky 31)	20
	Flatpea (Lathco) with inoculant	30
	TOTAL	50
Diversions & channels	Creeping Red Fescue (Pennlawn, Wintergreen)	20
	Redtop (Sreeker, Common)	2
	Tall Fescue (Kentucky 31)	20
	TOTAL	42
Lawns & high maintenance areas	Turf type Tall Fescue	TOTAL 150

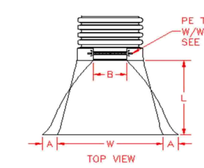
***Alternative seed mixes may be used. Alternative seed mix selections shall be in accordance with Figures PS-2 and PS-3 in the 2002 Guidelines for Soil Erosion and Sediment Control or as specified by and coordinated with the landscape designer.

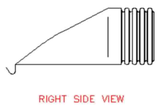
New England Erosion Control/Restoration Mix For Detention Basins and Moist Sites

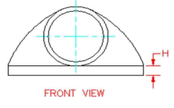
The New England Erosion Control/Restoration Mix for Detention Basins and Moist Sites contains a selection of native grasses and wildflowers designed to colonize generally moist, recently disturbed sites where quick growth of vegetation is desired to stabilize the soil surface. It is an appropriate seed mix for ecologically sensitive restorations that require stabilization as well as long-term establishment of native vegetation. This mix is particularly appropriate for detention basins that do not hold standing water for extended periods. Many of the plants in this mix can tolerate infrequent inundation, but not constant flooding. The mix may be applied by hand, by mechanical spreader, or by hydro-seeder. After sowing, lightly rake, roll or cultipack to insure good seed to soil contact. Best results are obtained with a Spring or late Summer seeding. Late Fall and Winter dormant seeding requires an increase in the application rate. A light mulching of clean, weed-free straw is recommended.

SPECIES: Riverbank Wild Rye (Elymus riparius), Creeping Red Fescue (Festuca rubra), Little Bluestem (Schizachyrium scoparium), Big Bluestem (Andropogon gerardii), Switch Grass (Panicum virgatum), Upland Bentgrass (Agrostis perennans), Nodding Bur Marigold (Bidens cernua), Hollow-Stem Joe Pye Weed (Eupatorium fistulosum/Eutrochium fistulosum), New England Aster (Aster novae-angliae), Boneset (Eupatorium perfoliatum), Blue Vervain (Verbena hastata), Soft Rush (Juncus effusus), Wool Grass (Scirpus cyperinus).</P>

FLARED END SECTIONS







PART #	PIPE SIZE	A	B(MAX)	H	L	W
1015NP	10 in (250 mm)	3.8 in (95 mm)	10.0 in (254 mm)	6.5 in (165 mm)	28.0 in (711 mm)	34.5 in (876 mm)
1215NP	12 & 15 (300 & 375mm)	6.5 in (165 mm)	10.0 in (254 mm)	6.5 in (165 mm)	25.0 in (635 mm)	29.0 in (737 mm)
1810NP	18 in (450 mm)	7.5 in (191 mm)	15.0 in (381 mm)	6.5 in (165 mm)	32.0 in (813 mm)	35.0 in (889 mm)
2410NP	24 in (600 mm)	7.5 in (191 mm)	18.0 in (457 mm)	6.5 in (165 mm)	36.0 in (914 mm)	45.0 in (1143 mm)
3015NP	30 in (750 mm)	7.5 in (191 mm)	12.0 in (305 mm)	8.6 in (218 mm)	58.0 in (1473 mm)	63.0 in (1600 mm)
3615NP	36 in (900 mm)	7.5 in (191 mm)	25.0 in (635 mm)	8.6 in (218 mm)	58.0 in (1473 mm)	63.0 in (1600 mm)

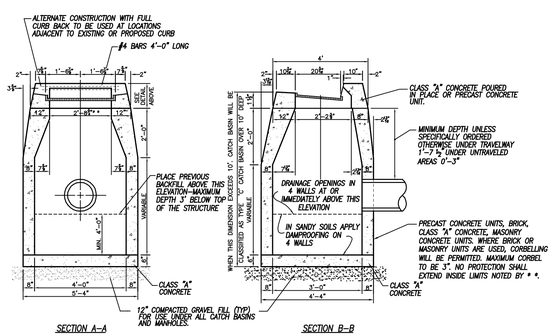
NOTE: ALL DIMENSIONS ARE NOMINAL

ADVANCED DRAINAGE SYSTEMS, INC.

DRAWING #:	6070	
DRAWN BY:	JCB	01.17.07
APPROVED BY:	JCB	06.28.07
REVISIONS:	TJR	6/7/2016

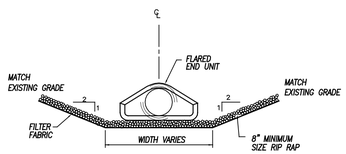
FLARED END SECTION

NOTE: WHEN CATCH BASIN IS SET IN CONCRETE PAVEMENT THE 1/2" SLOPE ON THE TOP SURFACE SHALL BE CHANGED TO MATCH ADJOINING PAVEMENT.

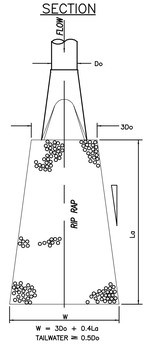


TYPE 'C' CATCH BASIN DETAIL

NOT TO SCALE



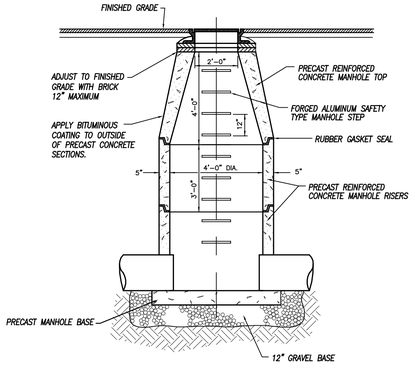
SECTION



PLAN

RIP RAP OUTFALL

NOT TO SCALE



TYPICAL MANHOLE CROSS SECTION

NOT TO SCALE

DATE	DESCRIPTION
02/24/2023	PER TOWN & ENGINEERING REVIEW
08/29/2022	IWWC APPLICATION RESUBMISSION
10/26/2021	PHASING / E&S
10/15/2021	CONSULTANT REVIEW & COMMISSION
09/15/2021	TOWN ROAD FRONTAGE

REVISIONS

DETAIL SHEET 2

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

Killingly Engineering Associates
Civil Engineering & Surveying
114 Westcott Road
P.O. Box 421
Killingly, Connecticut 06241
(860) 779-7299
www.killinglyengineering.com

NORMAND E. THIBEAULT, JR., P.E. DATE
LIC #PEN 0022834

DATE: 4/23/2020	DRAWN: DNE
SCALE: NOT TO SCALE	DESIGN: NET
SHEET: 14 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

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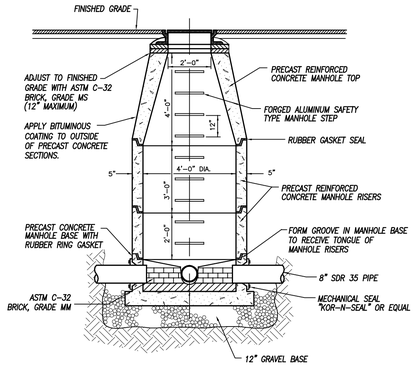
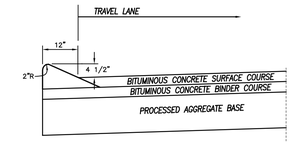
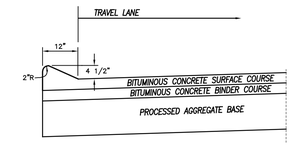


TYPICAL SANITARY MANHOLE CROSS SECTION

NOT TO SCALE



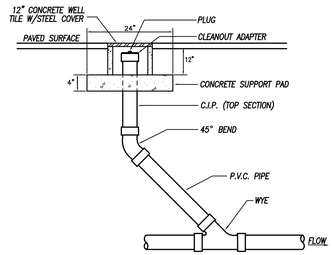
ALTERNATE 1 – CURB ON BINDER



ALTERNATE 2 – MONOLITHIC CONSTRUCTION

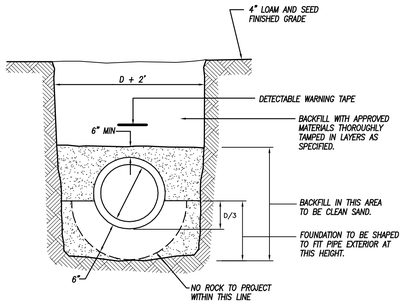
CAPE COD CURBING

NOT TO SCALE



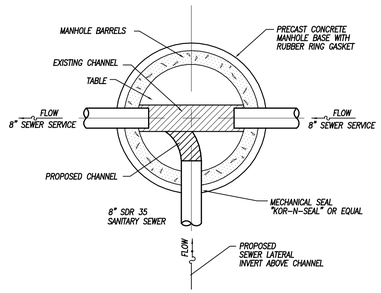
SANITARY CLEANOUT DETAIL

NOT TO SCALE



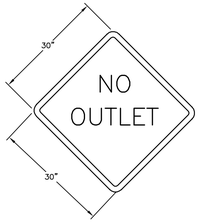
SANITARY SEWER PIPE IN TRENCH DETAIL

NOT TO SCALE



SEWER CONNECTION AT MANHOLE

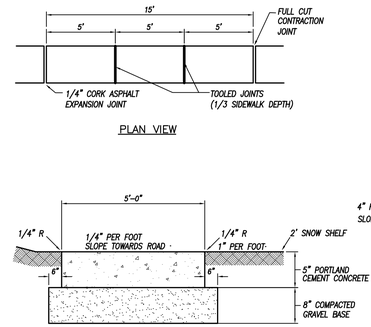
NOT TO SCALE



NO OUTLET SIGN DETAIL

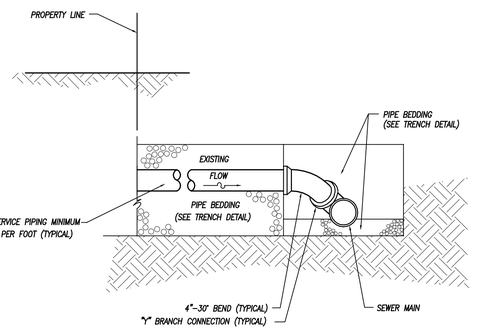
NOT TO SCALE

CTDOT W14-2 (41-4605)
SETON #44851



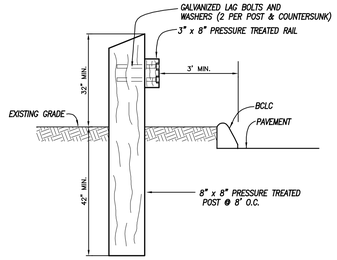
CONCRETE SIDEWALK DETAIL

NOT TO SCALE



SEWER CONNECTION DETAIL

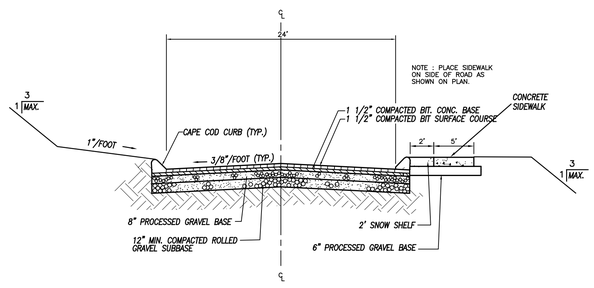
NOT TO SCALE



WOOD GUIDE RAIL

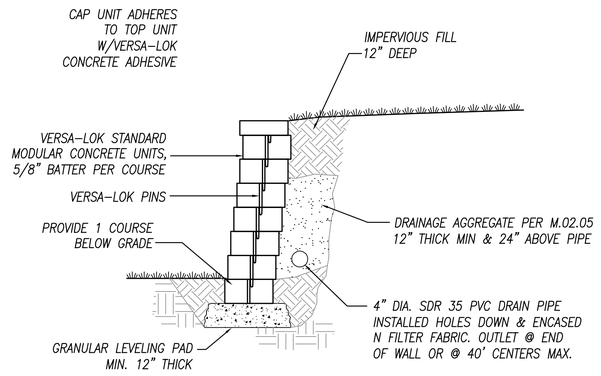
NOT TO SCALE

1. WOOD POST COMPONENTS SHALL BE SPRUCE OR HEMLOCK, GRADE #2 PRIME OR BETTER
2. POST SHALL BE CERTIFIED 0.6 CCF PRESERVATIVE RETENTION RATE, AWPA CATEGORY UC4C
3. PRESERVATIVE SHALL BE WATER BASED AND CONSIST OF COPPER AZOLE TYPE B OR C



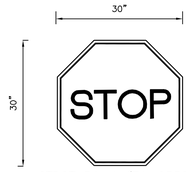
ROADWAY CROSS SECTION

NOT TO SCALE



TYPICAL SECTION–UNREINFORCED RETAINING WALL

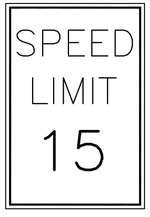
VERSA-LOK OR APPROVED EQUAL



CTDOT R1-1 (31-0552)

STOP SIGN

NOT TO SCALE



31-5505

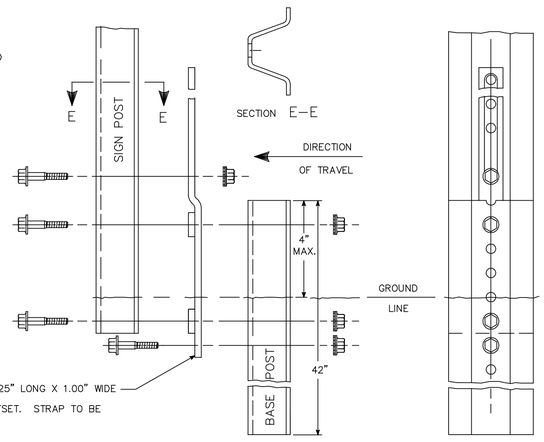
SPEED LIMIT SIGN DETAIL

NOT TO SCALE

BOLTS – HEX HEAD,INTEGRAL FLANGE CONFORMING TO ASTM A354. –18 UNC X 1.75", GRADE BC FOR 3.00 LBS./FT. POSTS –18 UNC X 2.0", GRADE BD FOR 4.00 LB./FT. POSTS.

NUTS –18 UNC HEX HEAD, INTEGRAL FLANGE CONFORMING TO ASTM A563, GRADE DH.

LOCKWASHERS – HEAVY DUTY EXTERNAL TYPE.



BREAKAWAY TYPE I INSTALLATION – FOR 3 & 4 LB. POSTS

DATE	DESCRIPTION
02/24/2023	PER TOWN & ENGINEERING REVIEW
08/29/2022	IWWC APPLICATION RESUBMISSION
10/26/2021	PHASING / E&S
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REVISIONS

DETAIL SHEET 3

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

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LIC #PEN 0022834

DATE: 4/23/2020	DRAWN: DNE
SCALE: NOT TO SCALE	DESIGN: NET
SHEET: 15 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

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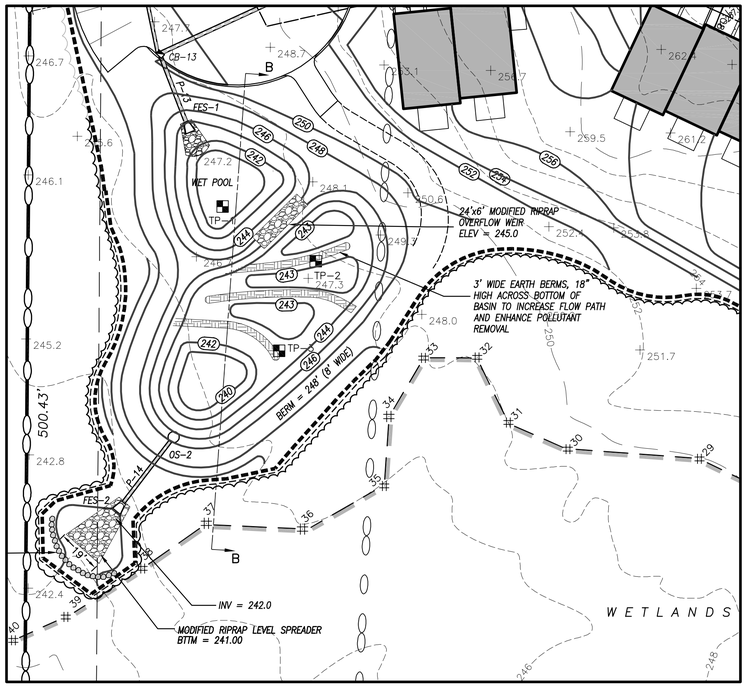
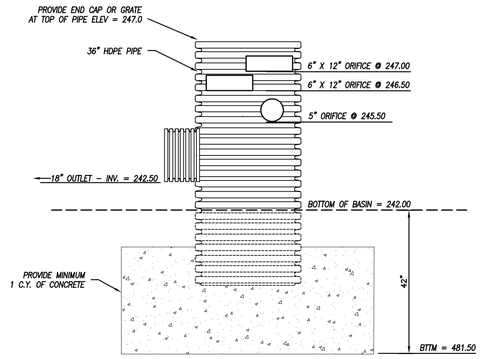


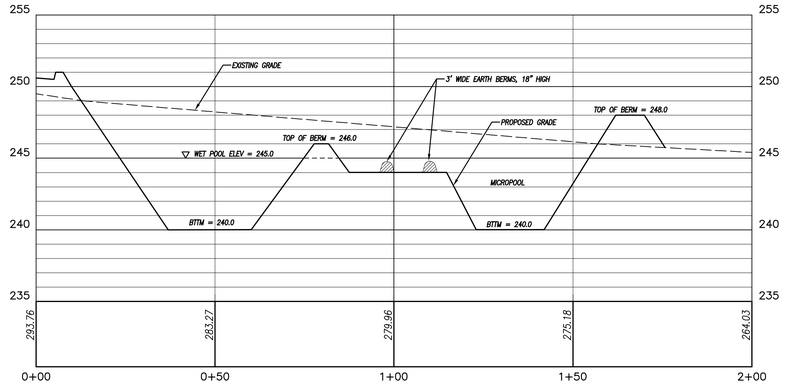
STORMWATER BASIN 2 DETAIL

SCALE: 1"=30'



OUTLET STRUCTURE 2 DETAIL

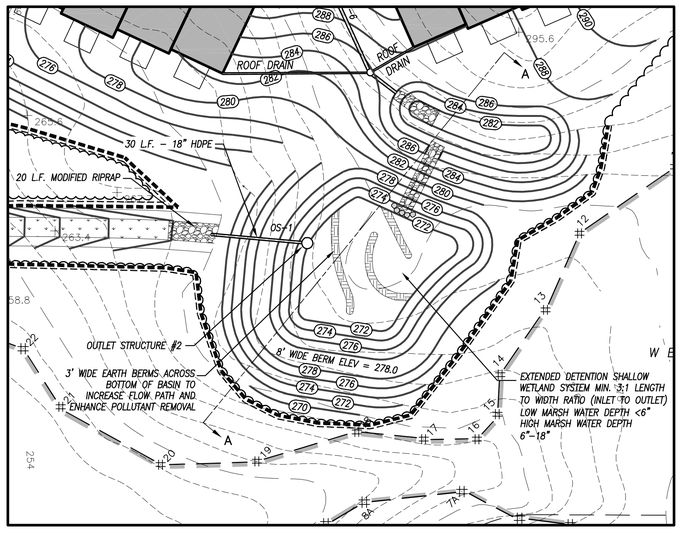
NOT TO SCALE



STORMWATER BASIN 2 CROSS SECTION B-B

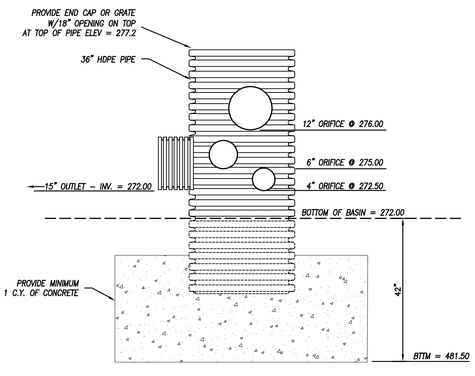
HORIZONTAL SCALE IN FEET
20 10 0 20
5 2.5 0 5
VERTICAL SCALE IN FEET

NOTE: THE CONDOMINIUM ASSOCIATION SHALL BE RESPOSIBLE FOR THE MAINTENANCE OF THE ENTIRE STORMWATER SYSTEM



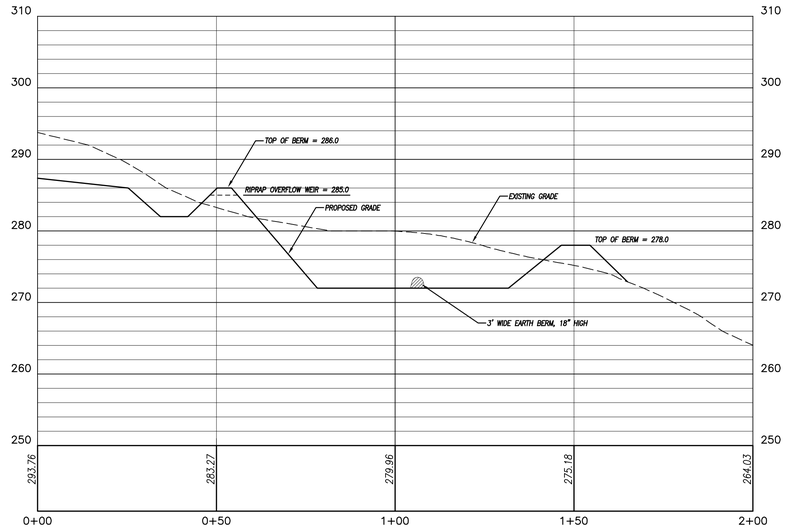
STORMWATER BASIN 1 DETAIL

SCALE: 1"=30'



OUTLET STRUCTURE 1 DETAIL

NOT TO SCALE



STORMWATER BASIN 1 CROSS SECTION A-A

HORIZONTAL SCALE IN FEET
20 10 0 20
5 2.5 0 5
VERTICAL SCALE IN FEET

DATE	DESCRIPTION
02/24/2023	PER TOWN & ENGINEERING REVIEW
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09/15/2021	TOWN ROAD FRONTAGE

REVISIONS

DETAIL SHEET 4

PREPARED FOR

SHANE POLLOCK

LOUISE BERRY DRIVE
BROOKLYN, CONNECTICUT

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DATE: 4/23/2020	DRAWN: DNE
SCALE: NOT TO SCALE	DESIGN: NET
SHEET: 16 OF 16	CHK BY: GG
DWG. No: CLIENT FILE	JOB No: 20014

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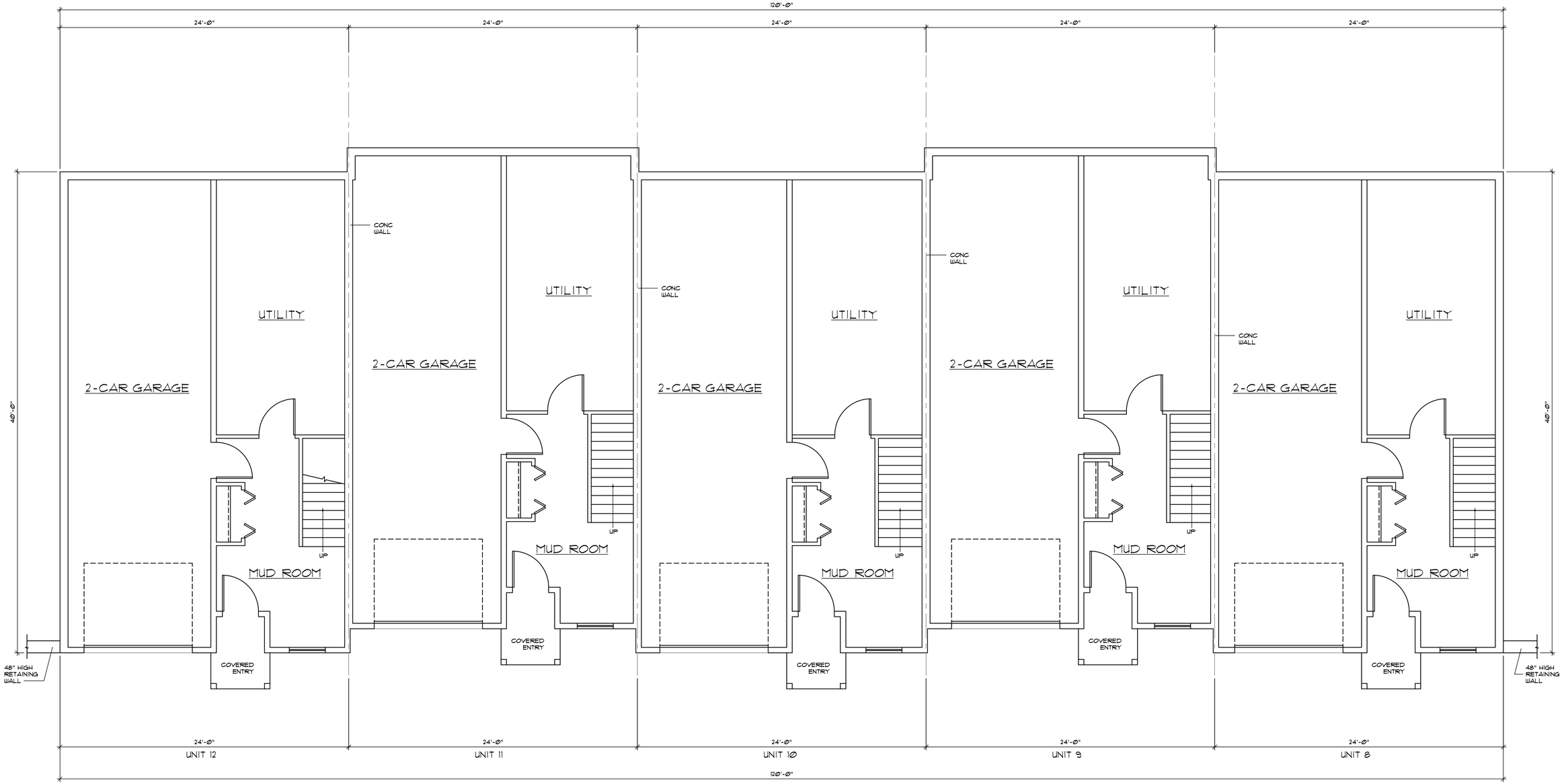
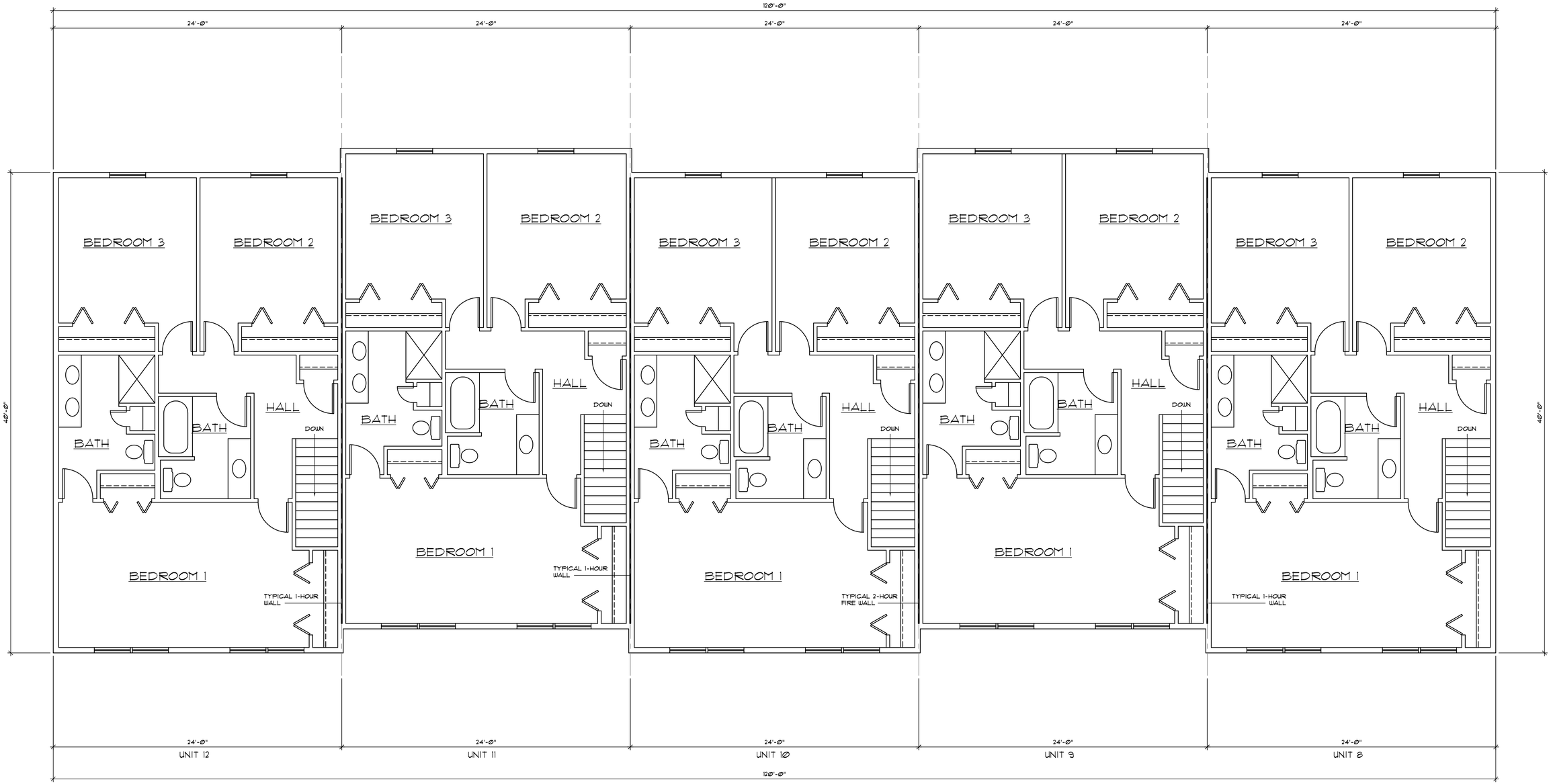


LOWER LEVEL

USE GROUP: R-2 CONSTRUCTION TYPE: 5-B UNPROTECTED	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 8-12 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT LOWER LEVEL FLOOR PLAN	SCALE: 1/4"=1'-Ø" DATE: 2-22-23 JOB NO: 21000 SHEET NUMBER: A-1

MAIN LEVEL

USE GROUP: R-2 CONSTRUCTION TYPE: 5-B UNPROTECTED	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 8-12 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT MAIN LEVEL FLOOR PLAN	SCALE: 1/4"=1'-0" DATE: 2-22-23 JOB NO: 21000 SHEET NUMBER: A-2



UPPER LEVEL

USE GROUP: R-2	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 8-12 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT	SCALE: 1/4"=1'-0"
			DATE: 2-22-23
CONSTRUCTION TYPE: 5-B UNPROTECTED			JOB NO: 21000
		UPPER LEVEL FLOOR PLAN	SHEET NUMBER: A-3

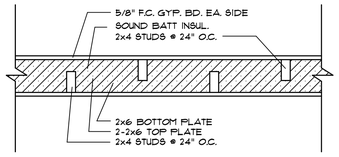
FRONT ELEVATION

USE GROUP: R-2 CONSTRUCTION TYPE: 5-B UNPROTECTED	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 8-12 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT FRONT ELEVATION	SCALE: 1/4"=1'-0" DATE: 2-22-23 JOB NO: 21000 SHEET NUMBER: A-4

REAR ELEVATION

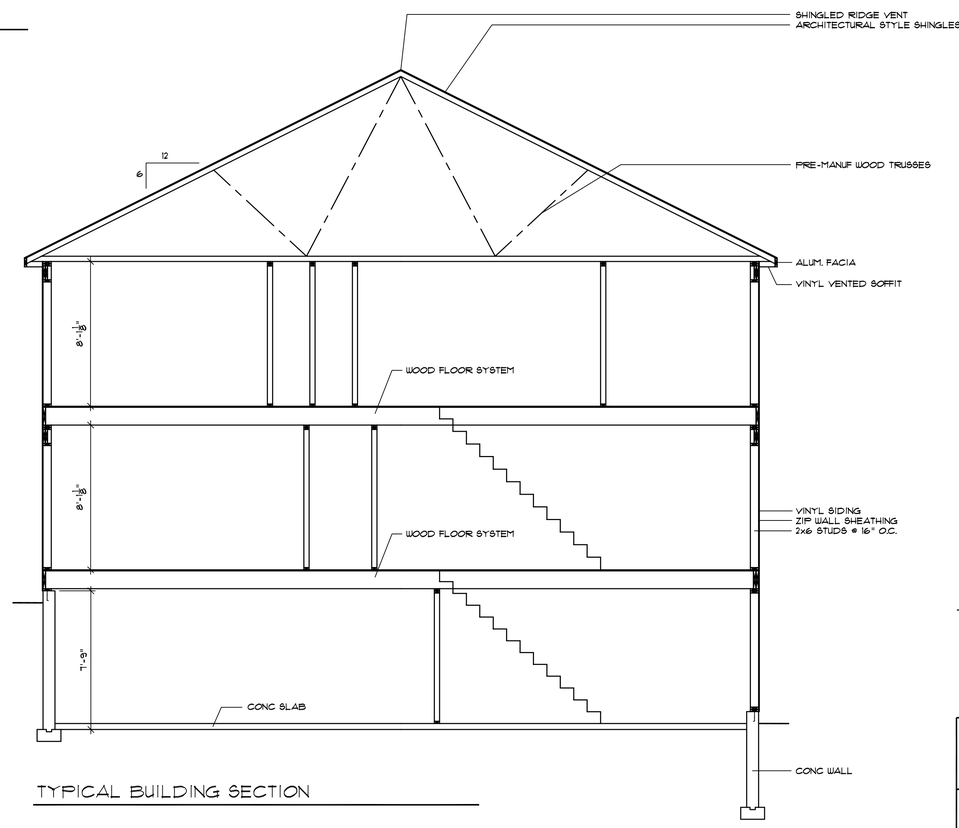
TYPICAL 2 HR FIRE WALL DETAIL

SCALE: 1"=1'-0" UL DESIGN U334

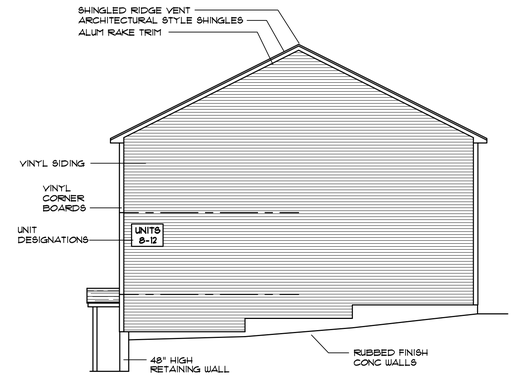


TYPICAL 1 HR PARTY WALL DETAIL

SCALE: 1"=1'-0" DESIGN NO U340

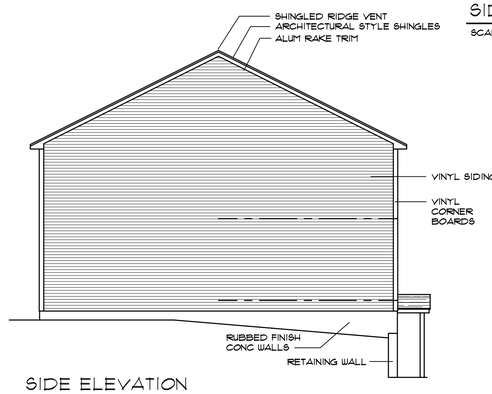


TYPICAL BUILDING SECTION



SIDE ELEVATION

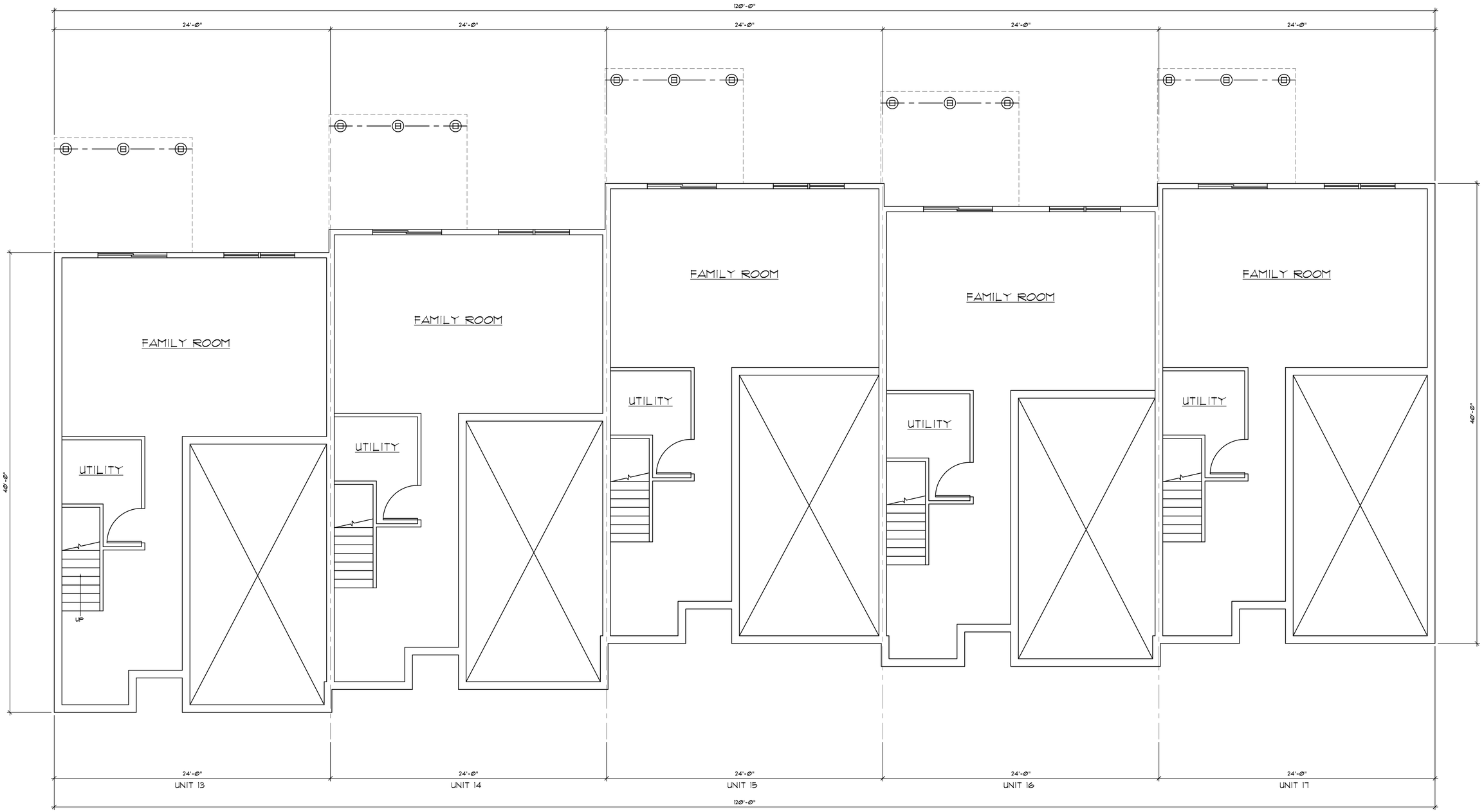
SCALE: 1/8"=1'-0"



SIDE ELEVATION

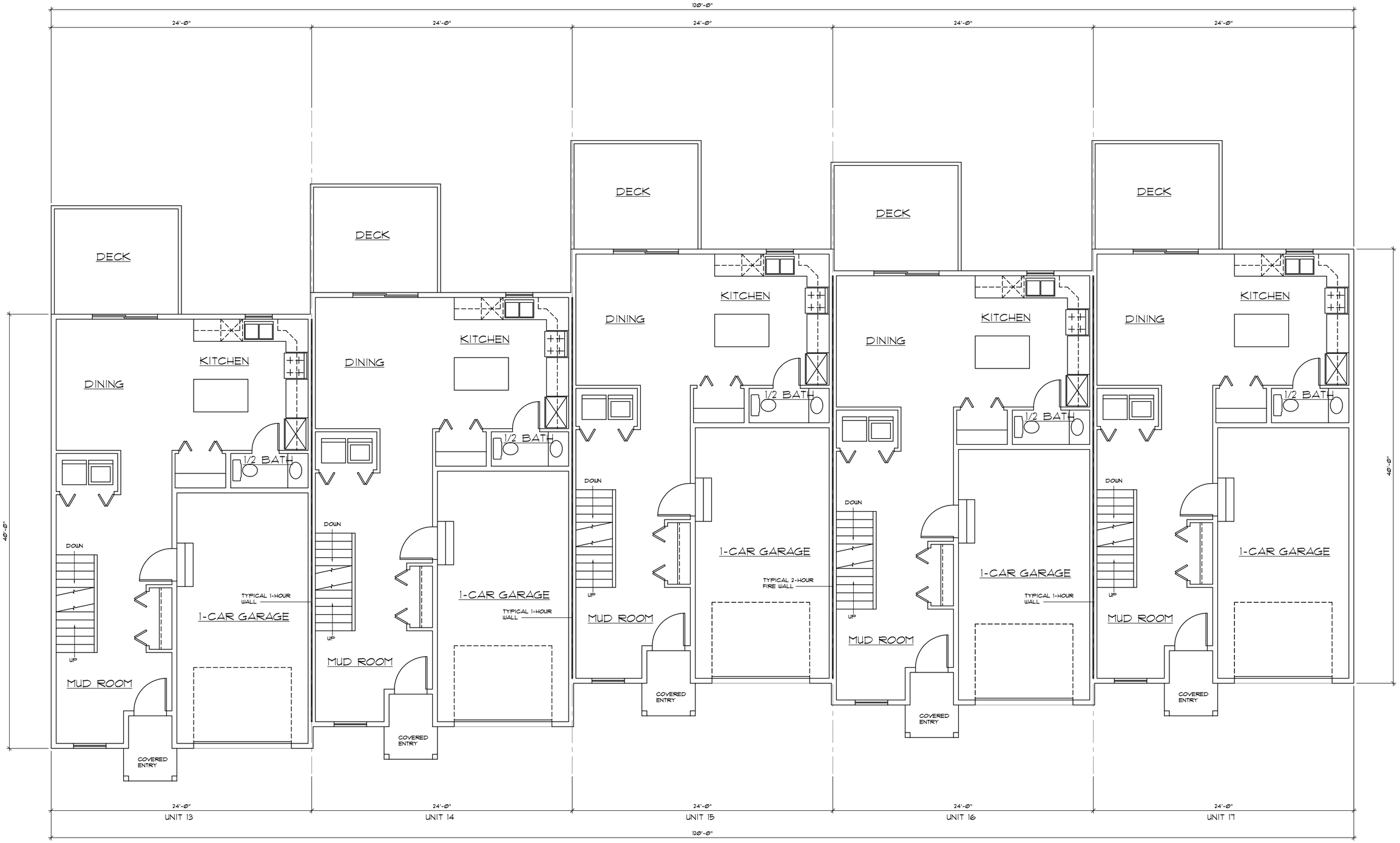
SCALE: 1/8"=1'-0"

USE GROUP: R-2	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 8-12 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT	SCALE: 1/4"=1'-0"
CONSTRUCTION TYPE: 5-B UNPROTECTED		BUILDING SECTION, TYPICAL SIDE & REAR ELEVATIONS	DATE: 2-22-23
			JOB NO: 21000
			SHEET NUMBER: A-5



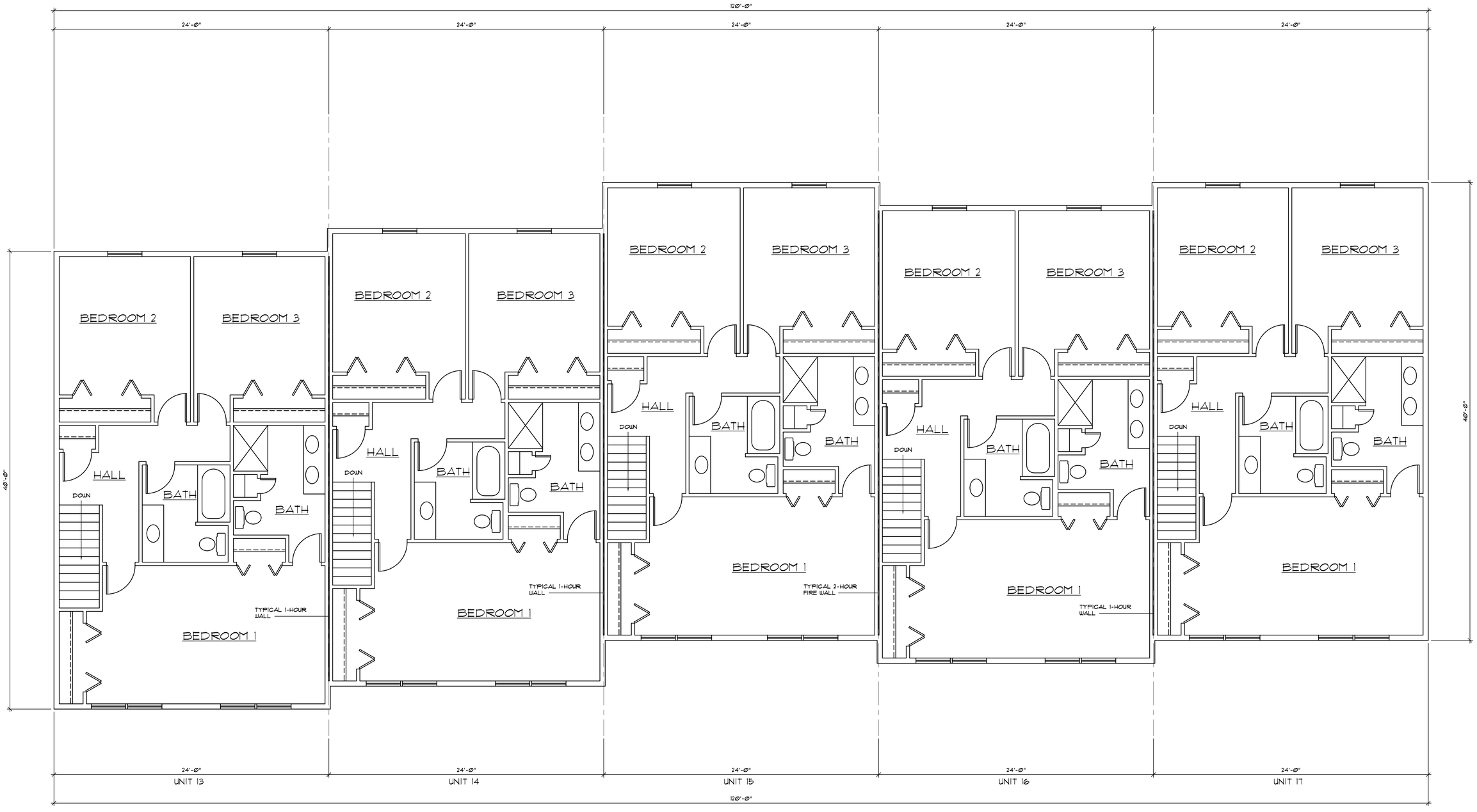
LOWER LEVEL

USE GROUP: R-2 CONSTRUCTION TYPE: 5-B UNPROTECTED	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 13-17 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT LOWER LEVEL FLOOR PLAN	SCALE: 1/4"=1'-0" DATE: 2-22-23 JOB NO: 21000 SHEET NUMBER: A-6



MAIN LEVEL

USE GROUP: R-2 CONSTRUCTION TYPE: 5-B UNPROTECTED	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 13-17 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT MAIN LEVEL FLOOR PLAN	SCALE: 1/4"=1'-0" DATE: 2-22-23 JOB NO: 21000 SHEET NUMBER: A-7



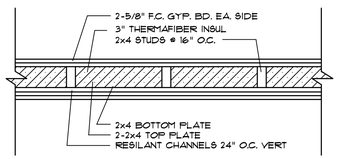
UPPER LEVEL

USE GROUP: R-2 CONSTRUCTION TYPE: 5-B UNPROTECTED	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 13-17 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT UPPER LEVEL FLOOR PLAN	SCALE: 1/4"=1'-0" DATE: 2-22-23 JOB NO: 21000 SHEET NUMBER: A-8

FRONT ELEVATION

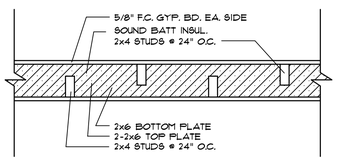
USE GROUP: R-2 CONSTRUCTION TYPE: 5-B UNPROTECTED	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 13-17 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT FRONT ELEVATION	SCALE: 1/4"=1'-0" DATE: 2-22-23 JOB NO: 21000 SHEET NUMBER: A–9

REAR ELEVATION



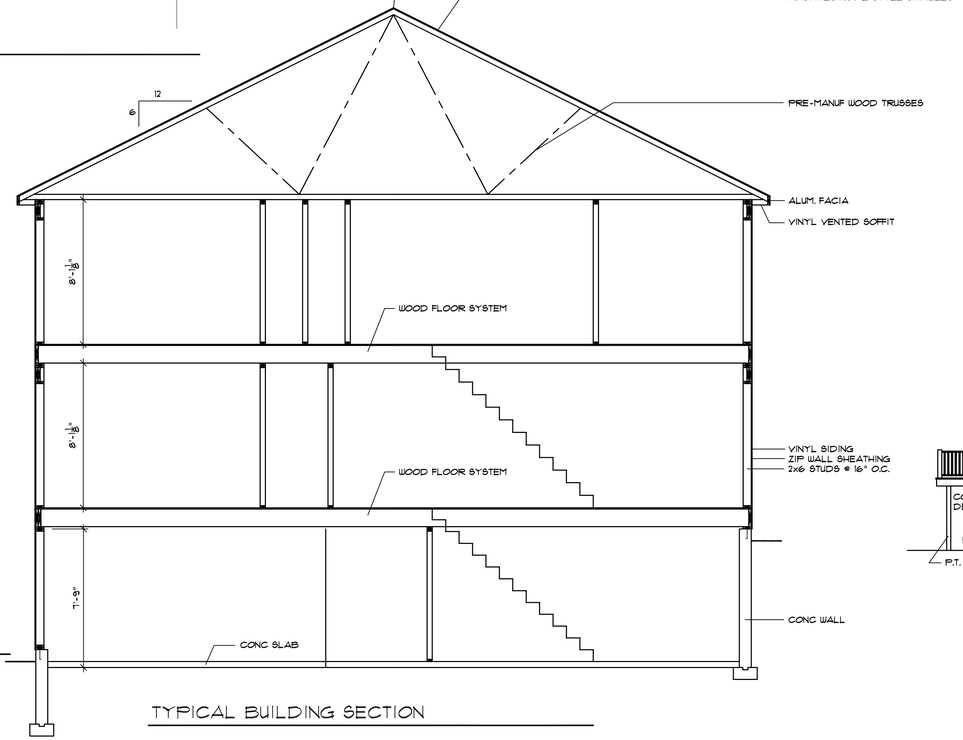
TYPICAL 2 HR FIRE WALL DETAIL

SCALE: 1"=1'-0" UL DESIGN U334

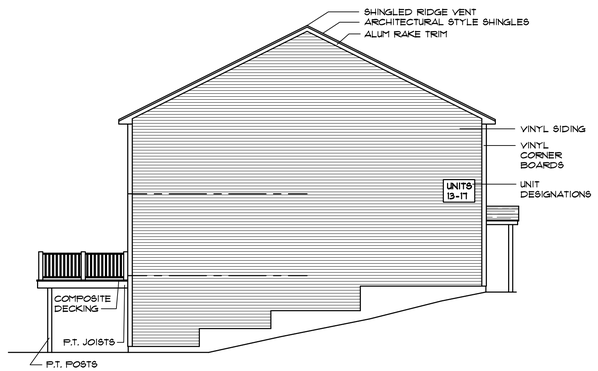


TYPICAL 1 HR PARTY WALL DETAIL

SCALE: 1"=1'-0" DESIGN NO U340

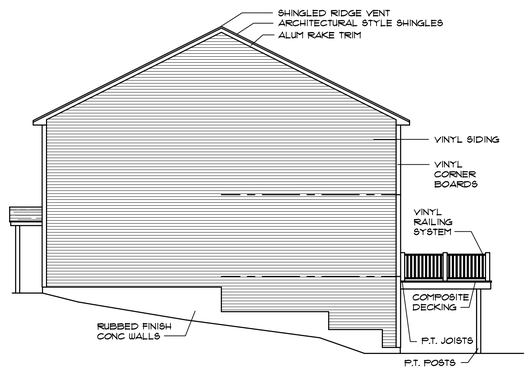


TYPICAL BUILDING SECTION



SIDE ELEVATION

SCALE: 1/8"=1'-0"



SIDE ELEVATION

SCALE: 1/8"=1'-0"

USE GROUP:
R-2

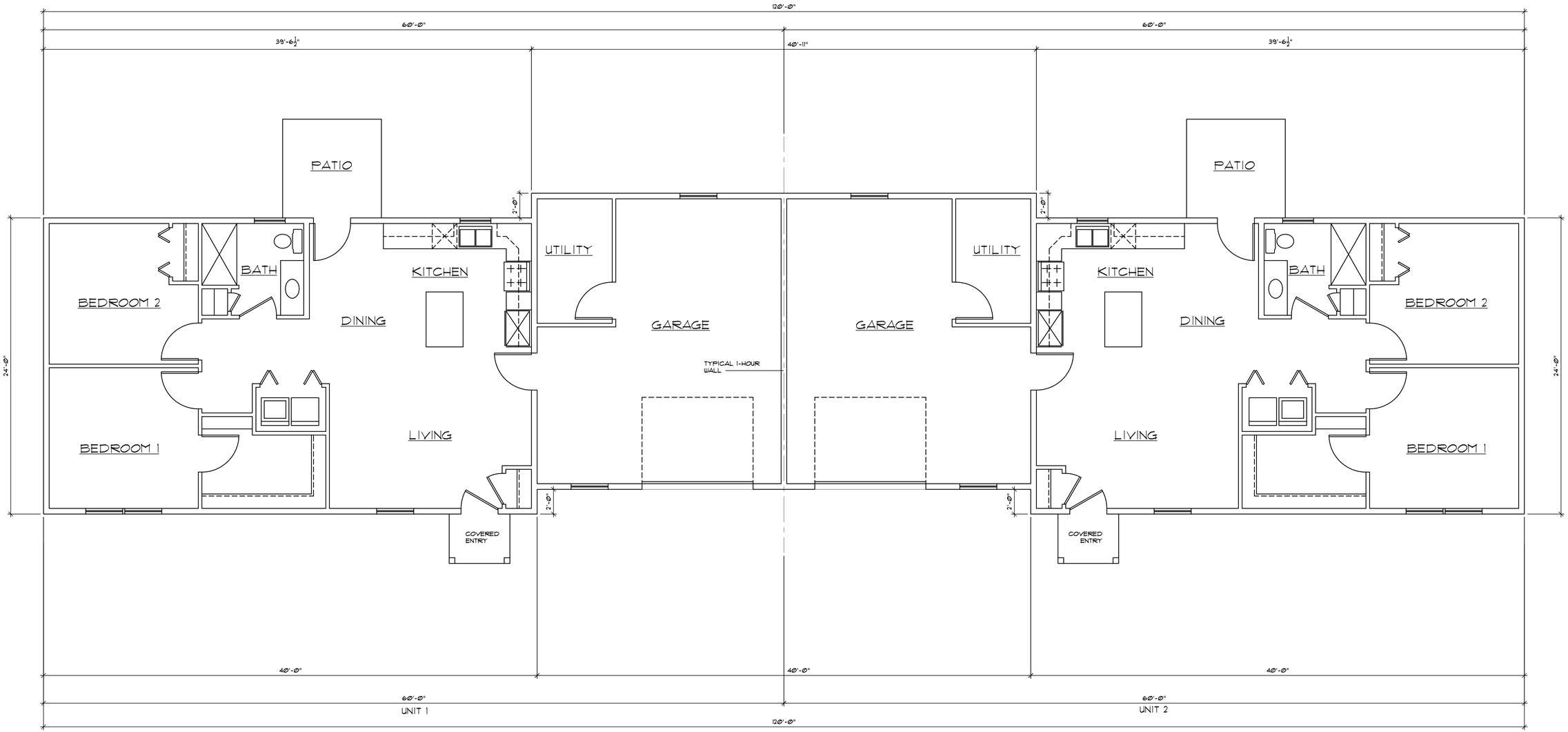
CONSTRUCTION TYPE:
5-B UNPROTECTED

NTH DESIGN, LLC
BROOKLYN, CONNECTICUT
1-860-450-6443

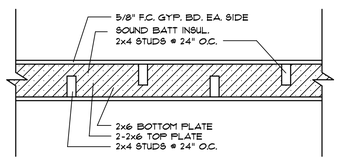
UNITS 13-17 FOR
SHANE POLLOCK
LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT

BUILDING SECTION, TYPICAL SIDE & REAR ELEVATIONS

SCALE: 1/4"=1'-0"
DATE: 2-22-23
JOB NO: 21000
SHEET NUMBER:
A-10



MAIN LEVEL



TYPICAL 1 HR PARTY WALL DETAIL

SCALE: 1"=1'-0" DESIGN NO U340

USE GROUP:
R-2

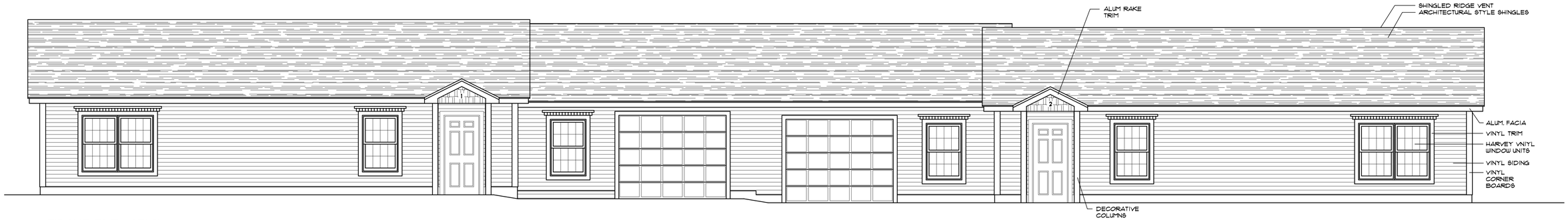
CONSTRUCTION TYPE:
5-B UNPROTECTED

NTH DESIGN, LLC
BROOKLYN, CONNECTICUT
1-860-450-6443

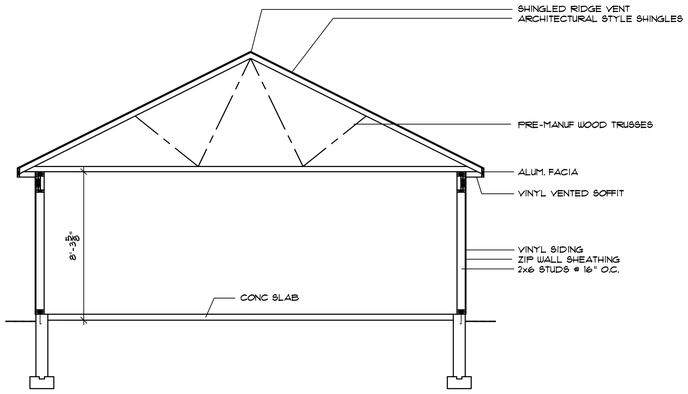
UNITS 1&2 FOR
SHANE POLLOCK
LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT

MAIN LEVEL FLOOR PLAN

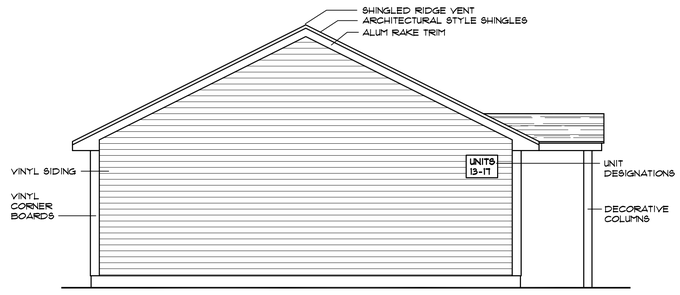
SCALE: 1/4"=1'-0"
DATE: 2-22-23
JOB NO: 21000
SHEET NUMBER:
A-11



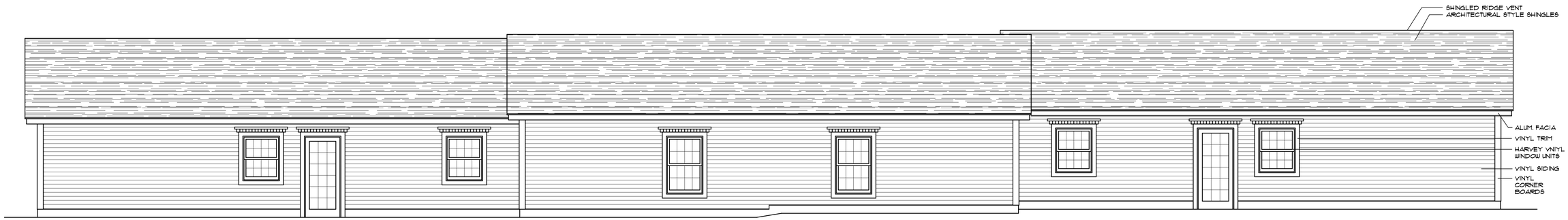
FRONT ELEVATION



TYPICAL BUILDING SECTION



TYPICAL SIDE ELEVATION



REAR ELEVATION

USE GROUP: R-2 CONSTRUCTION TYPE: 5-B UNPROTECTED	NTH DESIGN, LLC BROOKLYN, CONNECTICUT 1-860-450-6443	UNITS 1#2 FOR SHANE POLLOCK LOUISE BERRY DRIVE, BROOKLYN, CONNECTICUT BUILDING SECTION, EXTERIOR ELEVATIONS	SCALE: 1/4"=1'-0" DATE: 2-22-23 JOB NO: 21000 SHEET NUMBER: A-12

NORTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

ENGINEERING / ARCHITECTURAL PLAN & DRAINAGE REPORT REVIEW
PERTAINING TO
PROPOSED MULTI-FAMILY DEVELOPMENT
(ASSESSOR'S MAP 38, LOT 22)
LOUISE BERRY DRIVE
BROOKLYN, CT

(January 25, 2023)

Killingly Engineering Associates (KEA) Plans (16 Sheets - Revision of 8/29/2022)

1. The title of the Site Plan (Sheet 4 of 16) might be better labeled "Final Build-Out Site Plan," or something similar, to indicate what the final site grading is expected to be, since the individual phasing plans only show intermediate grading that will be modified as construction of housing units progress toward the full build-out..
2. On the Site Plan (Sheet 4 of 16) the length of pipe P-14 measures approximately 36'. However, on the Road Profile plan (Sheet 7 of 16) the length of pipe P-14 is listed as 80' in the "Drainage Pipe Schedule" at the top left corner of the plan. This table needs to be corrected. The length of the pipe shown in the profile drawing is correct.
3. In Phase 3 thru 5 plans (Sheets 8 thru 12 of 16), the half-toned drainage system shown between CB-6 and CB-8 shows a pipe connection. This is incorrect and needs to be eliminated as it conflicts with that shown on the Site Plan (Sheet 4 of 16) and may cause confusion.

Architectural Building Plans (dated 7/26/2022)

1. The name and seal certification of the design professional (by law, a State of Connecticut licensed Architect) is missing on the building plans.
2. Plans do not state that the plans created by NTH Design, LLC and submitted for review meet the current Building Code.

Drainage Report (dated July 2022)

1. Reviewed - no comments

KEA's Response to Regional Engineer's Previous September 12, 2022 Comments

<u>Sheet 8 thru 12 of 16 – Phasing Plans</u>

1. No response – remains open.
2. No response – remains open.
3. No response – remains open.

4. No response – remains open.
5. No response – remains open.
6. No response – remains open.
7. No response – remains open.
8. Not required if the title of the Site Plan is changed as noted above.
9. No response – remains open.

Sheet 13 thru 16 of 16 – Detail Sheet 1

10. No response – remains open.
11. No response – remains open.

By: Syl Pauley, Jr., P.E.

Syl Pauley, Jr., P.E., NECCOG Regional Engineer

NORTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

ENGINEERING PLAN REVIEW
PERTAINING TO
PROPOSED 50-UNIT MULTI-FAMILY DEVELOPMENT
(ASSESSOR'S MAP 38, LOT 22)
LOUISE BERRY DRIVE
BROOKLYN, CT

(September 12, 2022)

The comments contained herein pertain to my review of plans, consisting of sixteen (16) sheets, entitled "Proposed Multi-Family Condominium Development, Louise Berry Drive, Brooklyn, Connecticut, Prepared for Shane Pollock," prepared by Killingly Engineering Associates (KEA), dated April 23, 2020 with latest revision date of August 29, 2022.

Sheet 8 thru 12 of 16 – Phasing Plans

1. There is no indication when the roadway pavement will be installed in any of the phasing plans.

2. The sidewalk is not shown in any of the phasing plans.

3. Tree planting is not shown in any of the phasing plans.

4. Street lighting is not shown in any of the phasing plans.

5. On-street parking is not shown in any of the phasing plans.

6. Road centerline is not shown in any of the phasing plans.

7. Stockpile areas are not shown in any of the phasing plans.

8. Proposed contour lines shown in Phase Plans 2,3, & 5 are inconsistent with that depicted in the Phase 1 plan.

9. A detailed written description is needed in the plan set describing what is to be constructed in each phase of development (1 thru 5) and also to serve as a guide (checklist) for town staff inspecting and accounting for progress of work completed.

Sheet 13 of 16 – Detail Sheet 1

10. Note 22 under "Development Schedule / Sequence of Operations, it states that the final 1 ½" course of pavement will not be installed until the final structure in the development is completed. This is not satisfactory since it could be years before the final structure is completed and degradation of

the initial and even subsequent 1 ½" courses of pavement is likely to occur. Therefore, the final course of pavement must be applied to protect the initial layer as each phase is completed.

11. Hay bales used in the "Haybale Installation at Catch Basin" and "Pumping Outlet Basin" details are unacceptable. Hay bales are too porous as compared to a silt/compost sock. Replace the hay bales with an appropriate size silt/compost sock for more positive protection against sediment transport.

NOTE: Due to time constraints, the comments contained herein are based upon a partial review of the plans. However, I will continue reviewing the plans and drainage calculations prior to this development being evaluated by the Brooklyn Planning and Zoning Commission.

Syl Pauley, Jr., P.E. (digitally signed)

By: _____

Syl Pauley, Jr., P.E., NECCOG Regional Engineer

Zoning Review and Comments from Dir. Community Development/Town Planner Jana Roberson
1-31-23

6.E MULTI-FAMILY DEVELOPMENT

6.E.2 LOCATION CRITERIA

6.E.2.1.a. – Sheet one of the plans refers to the zoning as RA. The zone for this parcel is R-30.

6.E.2.1.b. – The parcel has at least 50' of frontage on a public street.

6.E.3 STANDARDS AND CRITERIA

6.E.3.1 – Not applicable

6.E.3.2. – The parcel is at least 5 acres.

6.E.3.3.- The density of the development meets this criterion.

6.E.3.4. – The building units meet this criterion.

6.E.3.5.- Not applicable.

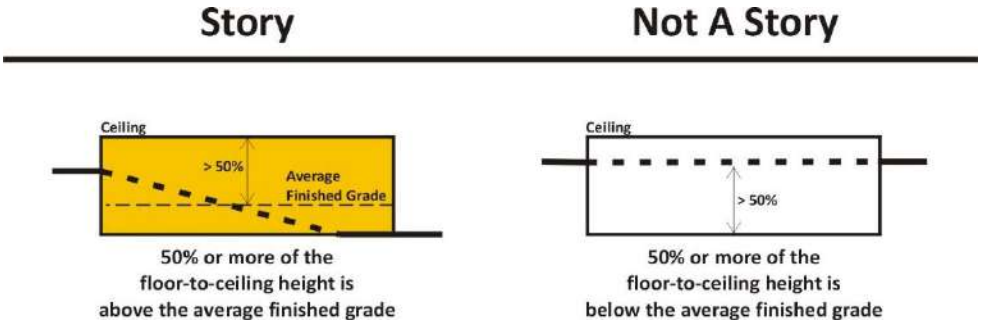
6.E.3.6.-This section requires a minimum unit size. While the square footage of units has not been provided by the applicant, the units appear to meet this this requirement. PLEASE NOTE: 48 units are three-bedroom units. The 2 ADA accessible units are two-bedroom units.

6.E.3.7.- Not applicable.

6.E.3.8.- This section prohibits living quarters below the finished grade of the ground surrounding the structures, nor above the second story. The applicant has not provided the average finished grade surrounding the buildings or by unit. The applicant has not provided first floor elevations for the buildings. It is impossible to determine compliance with this section without this information. This information must be provided by the applicant to determine compliance.

6.E.3.9.- This section sets a maximum height of 35 feet and a maximum of two stories. Forty-eight of fifty units appear to be three stories. The applicant has not provided the average finished grade surrounding the buildings or by unit. The applicant has not provided first floor elevations for the buildings. It is impossible to determine compliance with this section without this information. This information must be provided by the applicant to determine compliance. Our definition of story (below).

STORY - That portion of the building which is between the surface of a floor and the surface of the next floor above or, in the absence of a floor above, the ceiling above. A portion of a building located partially below grade and where 50 percent or more of the floor-to-ceiling height of that portion of the building is below the average finished grade at the walls of the structure shall not be considered a story.



Zoning Review and Comments from Dir. Community Development/Town Planner Jana Roberson
1-31-23

6.E.3.10.- On sheet 4 and other sheets, the dumpster locations may not be located within the front yard setback. They must be moved to a compliant location. The mailboxes are specifically exempt from the setback requirements and may remain in their current location.

6.E.3.11 – The distance between unit 44 and unit 32 appears to be less than 40' and must be corrected.

6.E.3.12 – The building facades meet this criteria.

6.E.3.13 – The architectural style is consistent and harmonious with the neighborhood. Colors and specific materials have not be identified by the applicant.

6.E.3.14 – No specifications have been provided to describe how building clusters will be externally identified. No specifications have been included to describe the lighting of this required signage. This is a requirement at every driveway intersection.

6.E.3.15 – The PZC must consider whether a parking space in front of a garage door can be counted towards the parking requirement, since it is essentially blocking another space. If end-to-end parking is allowed, the number of parking spaces meets the requirement.

6.E.3.16 – Specifications for lighting fixtures have been minimally met. No lighting is proposed on the "site sign".

6.E.3.17 – The requirement of paving driveways has been met.

6.E.3.18 – Not applicable, however the applicant has proposed to paint a cross-walk on Louise Berry Drive.

6.E.3.19 – Permitted accessory uses are as permitted by the R-30 Zone. Please note: No home businesses or home enterprises are permitted in this zone.

6.E.3.20 – 7,500 s.f. of recreational area must be provided. A 2,400 s.f. of playscape is shown as a box with no specifications for what it will contain. The current plans do not comply with the recreational area component.

Many plan sheets refer to an existing public access easement and state "Status unknown. No recorded deed has been found." The deed is Book 31, Page 130 on the Brooklyn Land Records. I sent this deed to the applicants' agent as part of their previous application. Further, this deed is clearly identified on the map included as Map Reference #6.

6.E.3.21 – The amount of wetlands within the recreation and open space area cannot be determined until it is completely delineated.

6.E.3.22 – Sec. 7.C.4.1. requiring screening of parking spaces from the street has not been met. Also Sec. 7.C.4.5. requiring one street tree per 50' of road frontage has not been met. If no curb is provided, curb stops should be added to prevent encroachment on landscaped areas as per Sec. 7.C.5.7.

Callery pear (Pyrus calleryna) is now considered an invasive species and should be replaced with a native species or native cultivar such as one from the CT DEEP's Connecticut Native Tree and Shrub Availability List. Additionally, the other specified non-native species can be easily replaced with natives from the same list.

Zoning Review and Comments from Dir. Community Development/Town Planner Jana Roberson
1-31-23

6.E.3.23 – The dumpsters are screened by a fence but they are located in a non-compliant location. They cannot be located within a setback. Additionally, specifications on the fence have not been provided.

6.E.3.24 – Inadequate buffers have been provided along the northern property boundary. The existing vegetation will be less that 15' after clearing and grading. While existing vegetation may be counted towards buffering, there must be at least 15'.

****

Sec. 9.D. – Special Permit Applications

9.D.3.3.a. – Submitted architectural design data is insufficient to meet the requirement. Information regarding materials is scant and does not address texture or color of materials. No professional architect has certified the submitted architectural drawings.

A "qualified professional" in regard to preparing architectural design data is a professional architect. The CT General Statutes Sec. 20-288 defines architect and the practice of architecture thusly:

> **CGS Sec. 20-288.** Definitions. As used in this chapter:
>
> (2) "Architect" means a person who engages in the practice of architecture;
>
> (3) "The practice of architecture" or "practice architecture" means rendering or offering to render service by consultation, investigation, evaluations, preliminary studies, plans, specifications and coordination of structural factors concerning the aesthetic or structural design and contract administration of building construction or any other service in connection with the designing or contract administration of building construction located within the boundaries of this state, regardless of whether any person performing such duties is performing one or all of such duties or whether such person is performing them in person or as the directing head of an office or organization performing them

TOWN OF BROOKLYN
Land Use Department
69 South Main Street • Suite 22
BROOKLYN, CONNECTICUT 06234
860-779-3411 Ext. 12

WETLANDS PERMIT IWWC 22-001

CERTIFIED# 7021 2720 0001 3206 1781

Shane Pollock
101 Mackin Drive
Griswold, CT 06351

September 15, 2022

RE: **IWWC 22-001 – Louise Berry Drive – Shane Pollock and Erin F. Mancuso.** Modification of 020921A: Shane Pollock and Fran Mancuso, Applicants/Owners; Louise Berry Drive, Map 33, Lot 19, R-30 Zone; Construction of 51 Single Family Condominium Units with activity in the upland review area.

Dear Mr. Pollock,

At the regularly scheduled September 13, 2022 meeting of the Brooklyn Inland Wetlands and Watercourses Commission, your application, IWWC 22-001 – Louise Berry Drive – Shane Pollock and Erin F. Mancuso. Modification of 020921A: Shane Pollock and Fran Mancuso, Applicants/Owners; Louise Berry Drive, Map 33, Lot 19, R-30 Zone; Construction of 51 Single Family Condominium Units with activity in the upland review area, was approved with the following conditions:

1. The only work allowed prior to installing the perimeter sediment controls shall be clearing vegetation. No grubbing shall be allowed until the perimeter sediment controls have been installed as per the plan. Call (860) 779-3411, ext. 31, for an inspection of the perimeter sediment controls. The perimeter sediment controls must be approved in writing by the IWWC Agent or a Commission member prior to commencing any other work.

2. The Temporary Sediment Traps and Temporary Diversion Channels must be at least temporarily stabilized prior to discharging any stormwater into them. Call (860) 779-3411, ext. 31, for an inspection of the Temporary Sediment Traps and Temporary Diversion Channels. The temporary stabilization of the Temporary Sediment Traps and Temporary Diversion Channels must be approved in writing by the IWWC Agent or a Commission member prior to discharging any stormwater into them.

3. The side slopes of Stormwater Basins 1 and 2 shall be mowed annually by 6/30 and 10/1 for the life of the basins, in perpetuity.

4. The construction of the Temporary Sediment Traps and Temporary Diversion Channels shall begin between April 14 and September 1 to allow for vegetation to become at least temporarily established in the Temporary Sediment Traps prior to discharging stormwater into the

Temporary Sediment Traps. The Temporary Sediment Traps and Temporary Diversion Channels should be substantially completed by September 1. Construction of Temporary Sediment Traps and Temporary Diversion Channels shall not commence between September 2 and April 13 in accordance with the provisions of Section 11.1 of the Brooklyn IWWC Regulations.

5. The construction of the Permanent Detention/Stormwater Basins and their outlets shall begin between April 14 and September 1 to allow for vegetation to become at least temporarily established on the Permanent Detention/Stormwater Basins prior to discharging stormwater into the Permanent Detention/Stormwater Basins. The Permanent Detention/Stormwater Basins and their outlets should be substantially completed by September 1. Construction of Permanent Detention/Stormwater Basins and their outlets shall not commence between September 2 and April 13 in accordance with the provisions of Section 11.1 of the Brooklyn IWWC Regulations.

6. Prior to any work being done other than installing perimeter sediment controls, a written Stormwater System Operation & Maintenance Plan with a sample inspection log to record periodic maintenance of the system shall be developed by the Applicant's engineer and submitted to staff for review and approval. After staff approval, the Stormwater System Operation & Maintenance Plan shall be known as the Approved Stormwater System Operation & Maintenance Plan.

7. The Condominium Association shall be responsible for utilizing the Approved Stormwater System Operation & Maintenance Plan to maintain functionality of their entire stormwater system in perpetuity.

8. The Approved Stormwater System Operation & Maintenance Plan shall be recorded on the Brooklyn Land Records at the Town Clerk's office concurrently with the mylars.

9. Prior to starting construction, the applicant's staff and Town staff shall hold a pre-construction meeting.

10. Standard Conditions.

The title of the approved plan is "Proposed Multi-Family Condominium Development Louise Berry Drive Brooklyn, CT. The final revision date of the approved plan is 8/30/2022.

A legal notice of this approval will be published in the Turnpike Buyer on September 21, 2022. Please note that this action of the Brooklyn Inland Wetlands and Watercourses Commission may be appealed for fifteen-day period following the publication of the legal notice.
If you have any questions, please contact me.

Issued by:

Margaret Washburn

Margaret Washburn
ZEO/WEO/Blight Enforcement Officer
69 South Main Street, Suite 23
Brooklyn, CT 06234
(860) 779-3411 ext. 31
Mon. – Thurs. 8:00 am – 3:30 pm

BROOKLYN INLAND WETLANDS AND WATERCOURSES COMMISSION
STANDARD CONDITIONS FOR IWWC PERMITS 12/13/16

APPLICANT: READ CAREFULLY

IWWC Permit Document. A copy of the IWWC approval motion and the conditions stated herein shall constitute the IWWC permit for the approved activity when the permit document is signed and dated by the IWWC Agent.

Notice of Start and Finish. Permittee shall notify the IWWC agent at least 48 hours before the approved activity commences and within 72 hours after completion of the activity.

Permit Duration. This permit is valid for a period in accordance with Section 11.6 of the Brooklyn Inland Wetlands and Watercourses Regulations and the Connecticut General Statutes. Any request to renew or extend the expiration date of a permit can be granted only as authorized by the IWWC Regulations. Expired permits may not be renewed.

Erosion and Sedimentation Controls. Permittee is responsible for implementing the approved erosion and sediment control plan. This responsibility includes the installation and maintenance of control measures, informing all parties engaged on the construction site of the requirements and objectives of the plan. The permittee shall inspect the erosion controls weekly and after rains and repair deficiencies within twenty-four hours. The IWWC and its staff may require additional erosion if needed to prevent erosion and sedimentation. Restabilization of the site shall take place as soon as possible.

Stockpile locations. During construction, piles of fill, erodible material and debris shall not be created within regulated areas. The locations of debris and other stockpiled materials shall be shown on the submitted plans. Any material excavated at the site shall be disposed of at upland or off-site locations reviewed and approved by staff.

Permit Transfer. The permittee shall not transfer this permit without the written permission of the IWWC.

Work In Watercourse to Occur During Low Flow. Work within a watercourse is limited to periods of low flow. Low flow periods normally occur between August and October. Upon request of permittee, wetlands staff can determine if the activity can occur at other times following an on-site field investigation.

Scope of Permit. This permit is for the approved activity ONLY. Additional activity may require an additional permit. Note that if an approval or permit is granted by another agency and

(1) the approved activity will affect wetlands and/or watercourses; and/or

(2) the activity occurs within 125 feet of flagged boundaries and 175 feet from watercourses;

and such activities have not been addressed by this permit, then the applicant shall resubmit the application for further consideration by the Inland Wetlands and Watercourses Commission before any work begins.

Ongoing Compliance with Permit. The permittee shall comply at all times with the permit.

Other Approvals May be Required. Other permits may be required from Town, state or federal agencies. An Army Corps of Engineers permit may be required: U.S. Army Corps of Engineers, 424 Trapelo Rd., Waltham, MA 02254 1-800-362-4367.

550 North Main Street
Suite 6
Attleboro, MA 02703
Phone: 508.659.7020
Fax: 508.659.7021

March 11, 2021

Mr. Norm Thibeault, PE
Killingly Engineering Associates
114 Westcott Rd,
Danielson, CT 06239

RE: Brooklyn Water Pollution Control Authority 2-24-21 Approval of Pollock 51-Unit Condominium Project, Louise Berry Drive, Assessors Lot 19 Map 33, Brooklyn, CT
CPH Project No. B17303

Dear Mr. Thibeault:

At their regular meeting on February 24, 2021, the Brooklyn, Connecticut Water Pollution Control Authority (BWPCA) approved the above project with conditions. This letter summarizes the approval and conditions and shall be a binding commitment of the Authority and the Developer relating to the project as presented by the Developer and approved by the Authority.

The plans approved are those dated April 4, 2021 (as revised 4-23-21) in their entirety and shall be subject to the following conditions:

From BWPCA 2-24-21 meeting minutes:
Robert Kelleher made a motion to approve the application for Shane Pollock-51 Condo Units on Louise Berry Drive, plans dated 2/4/2021 from Killingly Engineering Associates as presented with the added conditions that inspection fees are to be paid by the developer and if any changes are made to the plans, the project needs to come back before the WPCA board. Derek Lindia seconded the motion. All members in favor so voted.

General Conditions of the Approval
As provided in the approved plans, we require that the entire system be constructed/installed in accordance with the Town of Brooklyn WPCA construction standards by the Developer. We require the system be inspected by our representatives during construction, tested by the Developer and certified by his engineer and 'cleared for use' by our representatives before the system can be used. Per the Approval conditions, all inspection fees shall be paid by the Developer.

Unless you provide us with documented proof of anticipated usage, we have calculated the anticipated sewer usage for this development at 22,950 Gallons per day. (51 units X 450 GPD/per unit).

As provided in the plans, prior to the commencement of construction of the sewer system, we require a pre-construction meeting be scheduled by the Developer, to include at a minimum, an invite to the BWPCA 72-hours minimum in advance of the meeting and attendance by The Developer, his engineer, the general contractor and utility contractor (if different entities). No connections to the system will be permitted until the main trunk line is built, tested and cleared for use and the permanent easement is created, approved by the BWPCA and recorded in the Town of Brooklyn Land Records.

As previously stated, ALL costs relating to the creation of this utility extension, and the legal control and documentation of it shall be borne entirely by the developer.

Connection fees, per unit, shall be paid prior to the issuance of a building permit and connection of the individual units to the system and **the only guarantee of system capacity availability is receipt of the connection fees by the BWPCA.**

As stated in our 'Commitment to Serve Letter' previously, we are not currently aware of any other development proposed along this section of the BWPCA system.

Sherri Soucy will be responsible for establishing the connection fees for the proposed connections to the system and invoicing for them.

This approval/permit shall be good for a period of 3-years from the date of approval. Extension of the approval beyond 3-years may be granted by the BWPCA providing system conditions have not changed and the Developer returns to the Authority to request extension prior to February 24, 2024.

Please let us know if you have any questions or if you need any additional information.

Sincerely,
CPH Design, Inc.

Alan R. Carpenter, P.E.,
Vice President/Regional Manager
(Consulting Engineer to the BWPCA)

Cc: Mr. Robert Kiley, Chairman, BWPCA
Jana Roberson, Town Planner
Margret Washburn, ZOE/WEO/BEO

TOWN OF BROOKLYN
PLANNING AND ZONING COMMISSION
NOTICE OF PUBLIC HEARING

The Planning and Zoning Commission will hold a public hearing on February 21, 2023, at 6:30 p.m. via Zoom and in-person at the Brooklyn Middle School Auditorium, 119 Gorman Road Brooklyn, CT on the following:

- **SD 22-004:** One lot Resubdivision including 2 acres on Allen Hill Road/Wauregan Road (Map 31, Lot 97C), Applicant: Wayne Jolley/Lori Pike.
- **SP 22-007:** Special Permit for an Events Facility at 459 Wolf Den Road, Applicants: Nicole and Greg Fisher.

Please publish February 8th and 15th

RECEIVED
DEC 19 2022
Received Date _____
By _____

PLANNING AND ZONING COMMISSION
TOWN OF BROOKLYN
CONNECTICUT

Application # SD 22-004
Check # 6904

APPLICATION FOR SUBDIVISON/RESUBDIVISION

Name of Applicant Wayne Jolley / Lori Pike Phone 208 7364
Mailing Address 524 Wauregan RD
Applicants Interest in the Property Owner

Property Owner Wayne Jolley Phone 208-7364
Mailing Address 524 Wauregan RD Brooklyn

Name of Engineer/Surveyor Archer Surveying LLC
Address 18 Providence RD
Contact Person Paul Archer Phone 779-2280 Fax _____

Name of Attorney _____
Address _____
Phone _____ Fax _____

Subdivision ____ Re subdivision ✓
Property location Allen Hill RD / Wauregan RD
Map # 31 Lot # 97C Zone RA Total Acres 5+/- Acres to be Divided 2+
Number of Proposed Lots 1 Length of New Road Proposed _____
Sewage Disposal: Private _____ Public _____
Note: Hydrological report required by Section 11.6.2
Length of new Sewer proposed: Sanitary _____ Storm _____
Water: Private _____ Public _____

Is parcel located within 500 feet of an adjoining Town? No

The following shall accompany the application when required:
4.2.2 **Fee $**_____ **State ($60.00)**____ 4.2.3 Sanitary Report____ 4.2.5, 3 copies of plans_____
4.2.4 Application/ Report of Decision from the Inland Wetlands Com. & the Conservation Com.
4.2.6 Erosion & Sediment Control Plans
4.2.7 Certificate of Public Convenience and Necessity
4.2.8 Applications filed with other Agencies

The owner and applicant hereby grant the Brooklyn Planning and Zoning Commission, the Board of Selectman, Authorized Agents of the Planning and Zoning Commission or Board of Selectman, permission to enter the property to which the application is requested for the purpose of inspection and enforcement of the Zoning regulations and the Subdivision regulations of the Town of Brooklyn

Applicant: Wayne Jolley Lori Pike Date 12-7-22
Owner: Wayne Jolley Lori Pike Date 12-7-22

*Note: All consulting fees shall be paid by the applicant

NORTHEAST DISTRICT DEPARTMENT OF HEALTH
69 South Main Street · Unit 4 · Brooklyn, CT 06234
Phone (860) 774-7350 · Fax (860) 774-1308 · Web Site www.nddh.org

December 06, 2022

Lori Pike
PO Box 932
Brooklyn, CT 06234

SUBJECT: FILE #22000150 -- ALLEN HILL ROAD, MAP #31, LOT #97C, BROOKLYN, CT

Dear Lori Pike:

Upon review of the subdivision plan (ARCHER SURVEYING, LLC., PROJ# 2046, PIKE, DRAWN 11/03/2022, REVISED 11/28/2022) submitted to this office on 12/1/2022 for the above referenced Subdivision, The Northeast District Department of Health concurs with the feasibility of this parcel of land for future development. Additionally, approval to construct individual subsurface sewage disposal systems may be granted based on compliance with appropriate regulations and the Technical Standards as they apply to individual building lots with the following notations:

1. Proposed lots are based on 4 bedroom homes at the locations tested. If the number of bedrooms are increased, septic system sizes will require an increase per the Technical Standards.
2. If the proposed septic area is moved, additional testing may be required.
3. Lot 97C-2 (proposed lot) approved.
4. Unable to approve vacant lot left after lot split as there is no soil testing data on Lot# 97C.

Be advised you must receive approval from the appropriate commissions in the Town of Brooklyn prior to construction of these lots.

This letter is NOT to be construed as an APPROVAL TO CONSTRUCT the septic system and DOES NOT indicate that the Northeast District Department of Health endorses approval for issuance of any building permit.

Should you have any questions, please feel free to contact the sanitarian that reviewed your plan.

Sincerely,

Donovan Moe

Donovan Moe, EHS
Environmental Health Specialist-NDDH

cc: Town of Brooklyn; Archer Surveying, LLC.

TOWN OF BROOKLYN
Land Use Department
69 South Main Street • Suite 22
BROOKLYN, CONNECTICUT 06234
860-779-3411 Ext. 12

WETLANDS PERMIT SUBD 22-002

CERTIFIED# 7022 0410 0002 7292 0857

Lori Pike
P.O. Box 932
Brooklyn, CT 06234

December 15, 2022

Re: SUBD 22-002 – Allen Hill Road – Map 31 Lot 97C – Lori Pike. Re-subdivision for single-family home.

Dear Ms. Pike,

At the regularly scheduled December 13, 2022 meeting of the Brooklyn Inland Wetlands and Watercourses Commission, your application **SUBD 22-002 – Allen Hill Road – Map 31 Lot 97C – Lori Pike.** Re-subdivision for single-family home, was approved with standard conditions and the following Special Condition:

The westerly limit of Pine Brook and the associated 175' Upland Review Area shall be added to the final Resubdivision Plan prior to endorsement.

The site plan approved under this permit is titled "1 LOT RE SUBDIVISION PREPARED FOR Wayne Jolley & Lori Pike Allen Hill Road Brooklyn, Connecticut", signed and stamped by David A. Smith, P.E., and by Paul M. Archer, L.S., of Archer Surveying LLC. The final revision date of the approved plan is November 28, 2022.

A legal notice of this approval will be published in the Turnpike Buyer on December 21, 2022. Please note that this action of the Brooklyn Inland Wetlands and Watercourses Commission may be appealed for fifteen-day period following the publication of the legal notice.

If you have any questions, please contact me.

Issued by:

Margaret Washburn

Margaret Washburn
ZEO/WEO/Blight Enforcement Officer
69 South Main Street, Suite 23
Brooklyn, CT 06234
(860) 779-3411 ext. 31
Mon. – Thurs. 8:00 am – 3:30 pm
m.washburn@brooklynct.org

CC: Paul Archer

BROOKLYN INLAND WETLANDS AND WATERCOURSES COMMISSION STANDARD CONDITIONS FOR IWWC PERMITS 12/13/16

APPLICANT: READ CAREFULLY

IWWC Permit Document. A copy of the IWWC approval motion and the conditions stated herein shall constitute the IWWC permit for the approved activity when the permit document is signed and dated by the IWWC Agent.

Notice of Start and Finish. Permittee shall notify the IWWC agent at least 48 hours before the approved activity commences and within 72 hours after completion of the activity.

Permit Duration. This permit is valid for a period in accordance with Section 11.6 of the Brooklyn Inland Wetlands and Watercourses Regulations and the Connecticut General Statutes. Any request to renew or extend the expiration date of a permit can be granted only as authorized by the IWWC Regulations. Expired permits may not be renewed.

Erosion and Sedimentation Controls. Permittee is responsible for implementing the approved erosion and sediment control plan. This responsibility includes the installation and maintenance of control measures, informing all parties engaged on the construction site of the requirements and objectives of the plan. The permittee shall inspect the erosion controls weekly and after rains and repair deficiencies within twenty-four hours. The IWWC and its staff may require additional erosion if needed to prevent erosion and sedimentation. Restabilization of the site shall take place as soon as possible.

Stockpile locations. During construction, piles of fill, erodible material and debris shall not be created within regulated areas. The locations of debris and other stockpiled materials shall be shown on the submitted plans. Any material excavated at the site shall be disposed of at upland or off-site locations reviewed and approved by staff.

Permit Transfer. The permittee shall not transfer this permit without the written permission of the IWWC.

Work in Watercourse to Occur During Low Flow. Work within a watercourse is limited to periods of low flow. Low flow periods normally occur between August and October. upon request of permittee, wetlands staff can determine if the activity can occur at other times following an on-site field investigation.

Scope of Permit. This permit is for the approved activity ONLY. Additional activity may require an additional permit. Note that if an approval or permit is granted by another agency and

(1) the approved activity will affect wetlands and/or watercourses; and/or

(2) the activity occurs within 125 feet of flagged boundaries and 175 feet from watercourses; and such activities have not been addressed by this permit, then the applicant shall resubmit the application for further consideration by the Inland Wetlands and Watercourses Commission before any work begins.

Ongoing Compliance with Permit. The permittee shall comply at all times with the permit.

Other Approvals Mav be Required. Other permits may be required from Town, state or federal agencies. An Army Corps of Engineers permit may be required: U.S. Army Corps of Engineers, 424 Trapelo Rd., Waltham, MA 02254 1-800-362-4367.


2/6/23
POSTED
PUBLIC HEARING
DEALING WITH THESE PREMISES
IS TO BE HELD ON
FEBRUARY 21 @ 6:30PM FOR
MORE INFORMATION CONTACT
THE BROOKLYN
LAND USE DEPARTMENT

File No. 23-0005

APPRAISAL OF

Vacant Land

LOCATED AT:

Allen Hill Rd
Brooklyn, CT 06234

FOR:

Archer Surveying
18 Providence Rd
Brooklyn, CT, 06234

AS OF:

February 7, 2023

BY:

Catherine Hebert
RCR.1523

File No. 23-0005

February 14, 2023

Archer Surveying
18 Providence Rd
Brooklyn, CT, 06234

File Number: 23-0005

Dear Sirs,

In accordance with your request, I have appraised the real property at:

Allen Hill Rd
Brooklyn, CT 06234

The purpose of this appraisal is to develop an opinion of the market value of the subject property, as vacant. The property rights appraised are the fee simple interest in the site.

In my opinion, the market value of the property as of February 7, 2023 is:

$62,000
Sixty-Two Thousand Dollars

The attached report contains the description, analysis and supportive data for the conclusions, final opinion of value, descriptive photographs, limiting conditions and appropriate certifications.

Respectfully submitted,

Catherine Hebert
RCR.1523

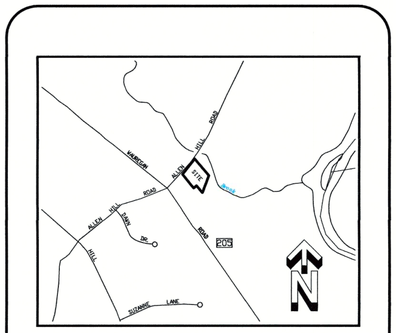
1 LOT RE SUBDIVISION

PREPARED FOR

Wayne Jolley & Lori Pike

Allen Hill Road
Brooklyn, Connecticut

Revised: November 28, 2022
November 3, 2022



LOCATION MAP
SCALE: 1" = 1,000'

APPROVED BY THE BROOKLYN
INLAND WETLANDS COMMISSION

CHAIRMAN DATE

Expiration date per section 22A-42A of the Connecticut General Statutes. Date: _____

APPROVED BY THE BROOKLYN
PLANNING AND ZONING COMMISSION

CHAIRMAN DATE

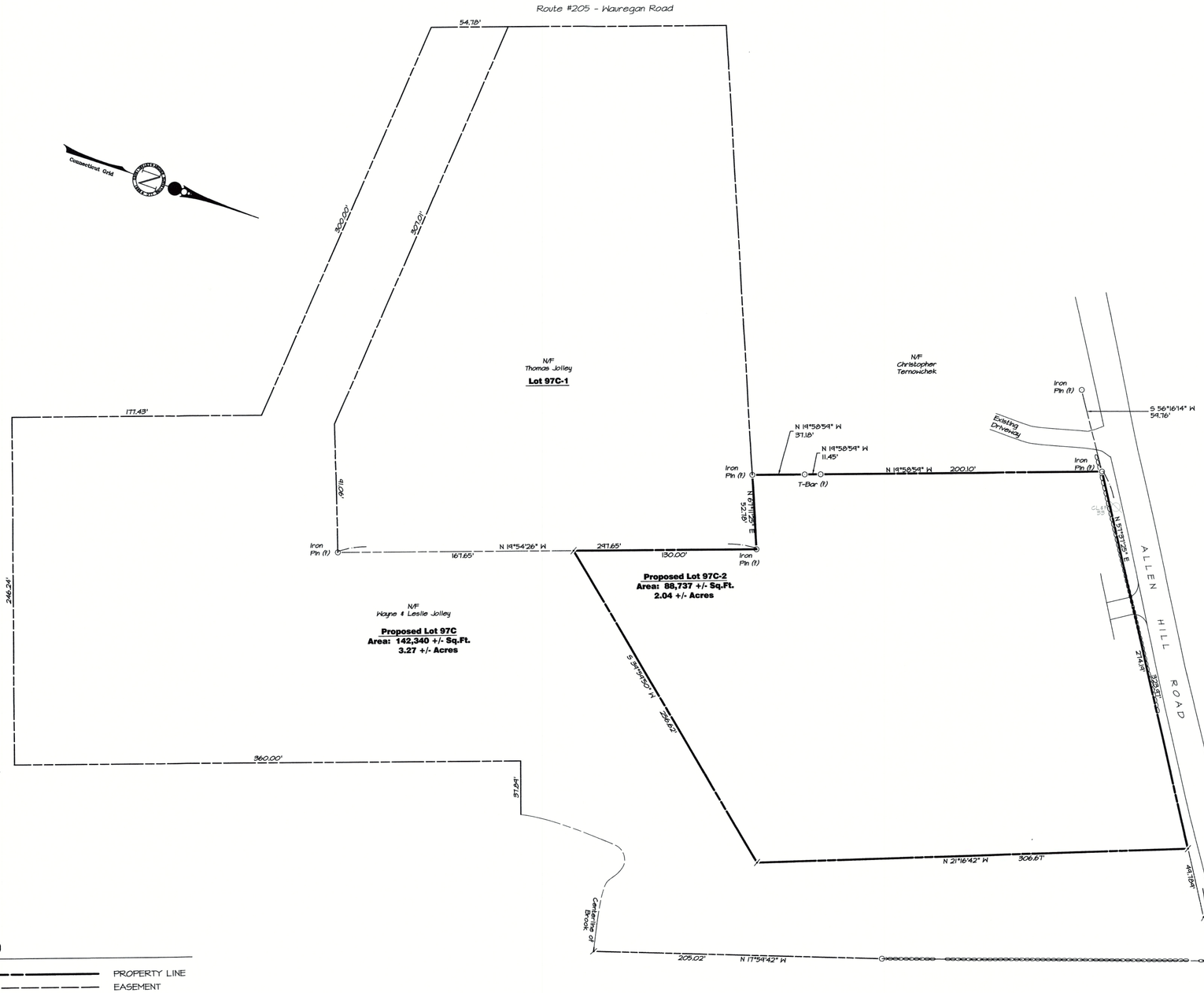
Expiration date per section 8-26C of the Connecticut General Statutes. Date: _____

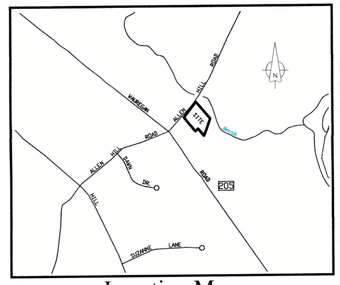
PREPARED BY

ARCHER Surveying LLC
18 Providence Road, Brooklyn, CT
(860) 779-2240

KWP associates
SURVEYING ~ ENGINEERING ~ SITE PLANNING
18 Providence Road
Brooklyn, CT 06234

INDEX OF DRAWINGS





Location Map

SCALE

1000 0 1000

1" = 1000 FT

Notes

1. This survey has been prepared pursuant to the Regulations of Connecticut State Agencies Section 20-300b-20 and the "Standards for Surveys and Maps in State of Connecticut" as adopted by the Connecticut Associations of Land Surveyors, Inc. on September 26, 1996

- This Survey conforms to a Class "A-2" Horizontal Accuracy on Propose Lot
  Class "D" on Remaining Lot
  Class "T-2" Vertical Accuracy
- Survey Type: Subdivision Plan
- Boundary Determination: Resurvey on Existing
  Original on proposed Lot
- Intent: Residential Development

2. Parcels shown as 97C on Assessors Tax Map 31 of the Brooklyn Assessors Office

3. Topographic information obtained from an actual field survey.

4. Wetlands were delineated by Joseph Theroux and field located by Archer Surveying LLC.

5. This Subdivision does include land areas within the Federal Emergency Management Agency's 100 year flood hazard area

6. There are not Known endangered species or species of special concern on the subject property nor within 1 mile of the subject property per the December 2021 Natural Diversity Data Base Mapping

7. The Subdivision Regulations of the Town of Brooklyn are a part of this plan. Approval of this plan is contingent on completion of the requirements of said regulations, excepting any variances or modifications are on file in the office of the commission.

8. North orientation, bearings and coordinate values shown are based on Map Reference #1

9. Passive Solar Energy techniques were considered in the design of the subdivision

Map References

1. Re-Subdivision Plan Prepared for Wayne L. Jolley & Leslie A. Jolley, Wauregan Road (Route 205) & Allen Hill Road, Brooklyn, Connecticut, Date: March 2008 - Revised May 2009, Prepared by Provost & Robero Inc.

LEGEND

- PROPERTY LINE
- EASEMENT
- STONEWALL
- STONEWALL REMAINS
- EXISTING TREELINE
- SILT FENCE
- EXISTING INDEX CONTOUR
- EXISTING CONTOUR
- PROPOSED CONTOUR
- WETLANDS FLAG
- BUILDING SETBACK
- IRON PIN
- DRILL HOLE
- MONUMENT
- PERCOLATION TEST
- TEST PIT
- PROPERTY POINT
- UTILITY POLE (CL&P 1645)

To my knowledge and belief, this map is substantially correct as noted hereon.

Paul M. Archer, Conn. L.S. #70013 — 12/12/2022

No certification is expressed or implied unless this map bears the embossed seal of the land surveyor whose signature appears hereon.

KWP associates

SURVEYING ~ ENGINEERING ~ SITE PLANNING

18 Providence Road
Brooklyn, CT 06234

REVISIONS	
DATE	DESCRIPTION

ReSubdivision Plan
"1 Lot Subdivision"

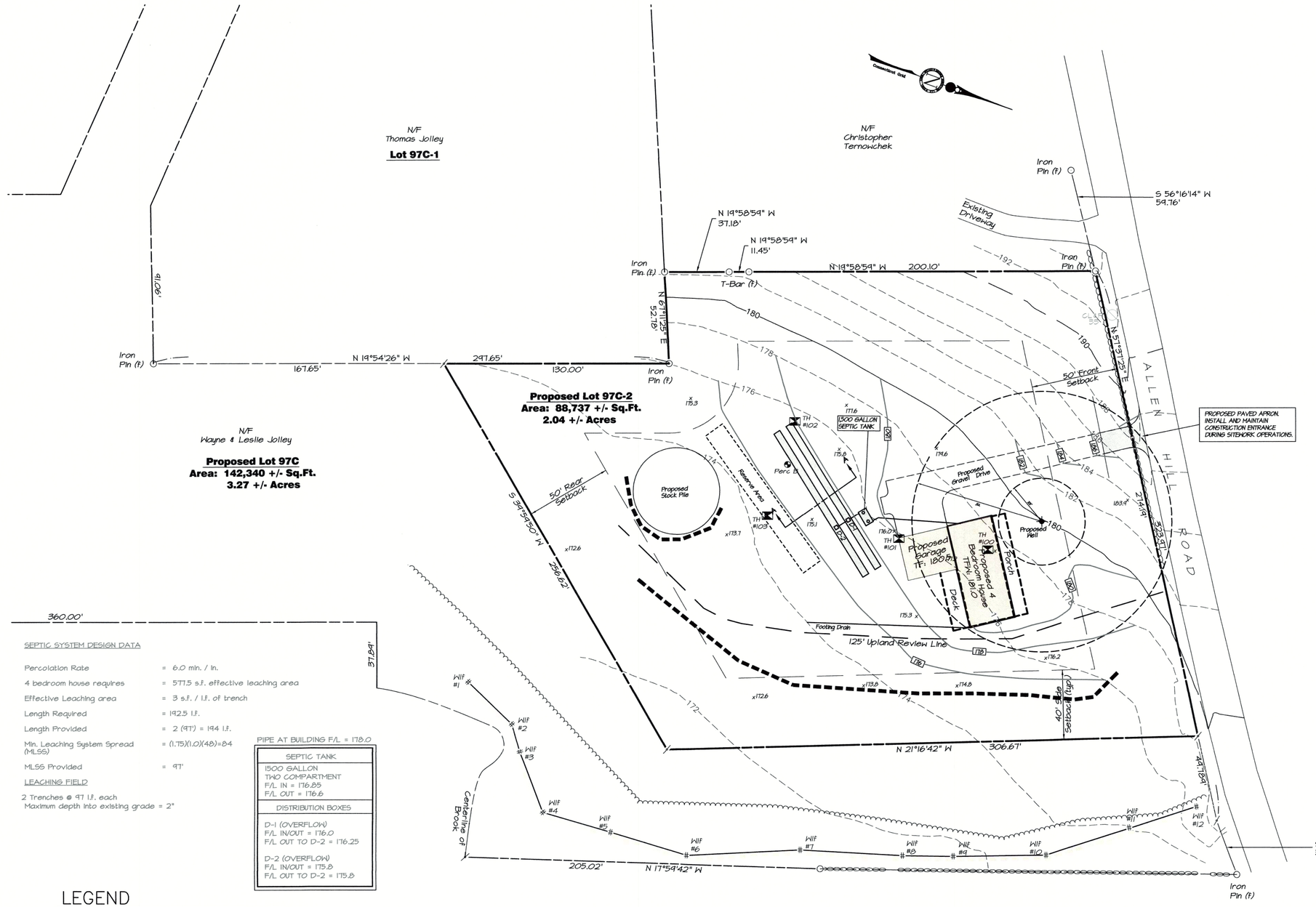
Prepared For:
Wayne Jolley & Lori Pike
Allen Hill Road
Brooklyn, Connecticut

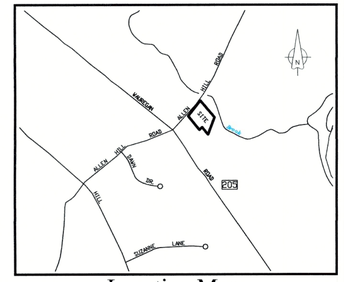
DRAWING SCALE: 1"=40' (0 40 80)

ARCHER Surveying LLC
18 Providence Road, Brooklyn, CT
(860) 779-2240

Sheet No.	Project No.	Date:
2 OF 5	2046	November 3, 2022

ARCHER Surveying LLC





Location Map

SCALE

1000 0 1000

1" = 1000 FT

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- This Survey conforms to a Class "A-2" Horizontal Accuracy
  Class "T-2" Vertical Accuracy
- Survey Type: Site Development Plan
- Boundary Determination: Resurvey on Existing
  Original on new Lot
- Intent: Residential Development

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6. There are not known endangered species or species of special concern on the subject property nor within 1 mile of the subject property per the December 2021 Natural Diversity Data Base Mapping

7. The Subdivision Regulations of the Town of Brooklyn are a part of this plan. Approval of this plan is contingent on completion of the requirements of said regulations, excepting any variances or modifications are on file in the office of the commission.

8. North orientation, bearings and coordinate values shown are based on Map Reference #1

9. Passive Solar Energy techniques were considered in the design of the subdivision

11/28/2022
DAVID A. SMITH, P.E. #14173 DATE
NOT VALID UNLESS SEAL IS AFFIXED HERETO

To my knowledge and belief, this map is substantially correct as noted hereon.

12/1/2022
Paul M. Archer, Conn. L.S. #70013

No certification is expressed or implied unless this map bears the embossed seal of the land surveyor whose signature appears hereon.

SEPTIC SYSTEM DESIGN DATA

Percolation Rate	= 6.0 min. / in.
4 bedroom house requires	= 577.5 s.f. effective leaching area
Effective Leaching area	= 3 s.f. / l.f. of trench
Length Required	= 192.5 l.f.
Length Provided	= 2 (97') = 194 l.f.
Min. Leaching System Spread (MLSS)	= (1.75)(1.0)(48)=84
MLSS Provided	= 97'

LEACHING FIELD

2 Trenches @ 97 l.f. each
Maximum depth into existing grade = 2"

PIPE AT BUILDING F/L = 178.0

SEPTIC TANK
1500 GALLON TWO COMPARTMENT F/L IN = 176.85 F/L OUT = 176.6
DISTRIBUTION BOXES
D-1 (OVERFLOW) F/L IN/OUT = 176.0 F/L OUT TO D-2 = 176.25 D-2 (OVERFLOW) F/L IN/OUT = 175.8 F/L OUT TO D-2 = 175.8

LEGEND

- PROPERTY LINE
- EASEMENT
- STONEWALL
- STONEWALL REMAINS
- EXISTING TREELINE
- SILT FENCE
- EXISTING INDEX CONTOUR
- EXISTING CONTOUR
- PROPOSED CONTOUR
- WETLANDS FLAG
- BUILDING SETBACK
- IRON PIN
- DRILL HOLE
- MONUMENT
- PERCOLATION TEST
- TEST PIT
- PROPERTY POINT
- UTILITY POLE (CL&P 16-45)

DEEP TEST PIT DATA / SOIL DESCRIPTIONS

PERFORMED BY:Maureen Marcoux
WITNESSED BY:NORTHEAST DISTRICT DEPARTMENT OF HEALTH DATE: 12/13/2021

TEST PIT: 100	
0" - 15"	Topsoil w/ Roots
15" - 40"	Brown Fine Sandy Loam
40" - 72"	Gray Silty Sand Band
40" - 72"	Sand & Gravel
MOTTLES:	NO
GROUNDWATER:	NO
LEDGE:	NO
ROOTS:	NO
RESTRICTIVE:	38"

TEST PIT: 101	
0" - 12"	Topsoil w/ Roots
12" - 21"	Brown Fine Sandy Loam
21" - 24"	Gray Silty Fine Sand Band
24" - 35"	Sand & Gravel
35" - 84"	Grey Very Fine Sandy Silt
MOTTLES:	21"
GROUNDWATER:	NO
LEDGE:	NO
ROOTS:	NO
RESTRICTIVE:	21"

PERCOLATION DATA
PERC AA - DEPTH 23"

TIME	DROP (INCHES)
12:00	2.0
12:10	5.5
12:15	6.75
12:20	7.75
12:25	Empty

PERCOLATION RATE > 5.0 MIN./IN.

NOTES:
PERCOLATION TEST PERFORMED ON 12/13/21
PERFORMED BY Maureen Marcoux

DEEP TEST PIT DATA / SOIL DESCRIPTIONS

PERFORMED BY:Donovan Moe
WITNESSED BY:NORTHEAST DISTRICT DEPARTMENT OF HEALTH DATE: 9/92022

TEST PIT: 102	
0" - 12"	Topsoil
12" - 24"	Brown Fine Sandy Loam
24" - 34"	Tan Fine Sand
34" - 42"	Gray Silty Sand Band
42" - 80"	Washed Coarse Sand & Gravel
MOTTLES:	34"
GROUNDWATER:	NO
LEDGE:	NO
ROOTS:	NO
RESTRICTIVE:	34"

TEST PIT: 103	
0" - 8"	Topsoil
8" - 20"	Brown Sandy Loam with Peddles
20" - 72"	Gray Fine Silty Sandy Loam
MOTTLES:	20"
GROUNDWATER:	NO
LEDGE:	NO
ROOTS:	NO
RESTRICTIVE:	20"

PERCOLATION DATA
PERC B - DEPTH 23"

TIME	DROP (INCHES)
9:00	14.0
9:06	17.0
9:12	18.0
9:18	19.0
9:24	20.0
9:30	21.0
9:36	22.0

PERCOLATION RATE > 6.0 MIN./IN.

NOTES:
PERCOLATION TEST PERFORMED ON 9/9/2021
PERFORMED BY Donovan Moe

Site Development Plan

Prepared For:
Wayne Jolley & Lori Pike
Allen Hill Road
Brooklyn, Connecticut

DRAWING SCALE: 1"=30'
0 30 60

KWP associates
SURVEYING ~ ENGINEERING ~ SITE PLANNING
18 Providence Road
Brooklyn, CT 06234

ARCHER Surveying LLC
18 Providence Road, Brooklyn, CT
(860) 779-2240

REVISIONS	
DATE	DESCRIPTION
11-28-22	New House Location & Septic System

Sheet No.	3 OF 5	Project No.	2046	Date:	November 3, 2022

ARCHER Surveying LLC

EROSION AND SEDIMENT CONTROL PLAN:

REFERENCE IS MADE TO:

1. Connecticut Guidelines for Soil Erosion and Sediment Control 2002 (2002 Guidelines).
2. Soil Survey of Windham County Connecticut, U.S.D.A. Soil Conservation Service 1983.

DEVELOPMENT SCHEDULE: (Individual Lots):

1. Prior to any work on site, the limits of disturbance shall be clearly flagged in the field by a Land Surveyor, licensed in the State of Connecticut. Once the limits of clearing are flagged, they shall be reviewed and approved by an agent of the Town.
2. Install and maintain erosion and sedimentation control devices as shown on these plans. All erosion control devices shall be inspected by an agent of the Town. Any additional erosion control devices required by the Town's Agent shall be installed and inspected prior to any construction on site. (See silt fence installation notes.)
3. Install construction entrance.
4. Construction will begin with clearing, grubbing and rough grading of the proposed site. The work will be confined to areas adjacent to the proposed building, septic system and driveway. Topsoil will be stockpiled on site and utilized during final grading.
5. Begin construction of the house, septic system and well.
6. Disturbed areas shall be seeded and stabilized as soon as possible to prevent erosion.
7. The site will be graded so that all possible trees on site will be saved to provide buffers to adjoining lots.

DEVELOPMENT CONTROL PLAN:

1. Development of the site will be performed by the individual lot owner, who will be responsible for the installation and maintenance of erosion and sediment control measures required throughout construction.
2. The sedimentation control mechanisms shall remain in place from start of construction until permanent vegetation has been established. The representative for the Town will be notified when sediment and erosion control structures are initially in place. Any additional soil & erosion control measures requested by the Town or its agent, shall be installed immediately. Once the proposed development, seeding and planting have been completed, the representative shall again be notified to inspect the site. The control measures will not be removed until this inspection is complete.
3. All stripping is to be confined to the immediate construction area. Topsoil shall be stockpiled so that slopes do not exceed 2 to 1. A hay bale sediment barrier is to surround each stockpile and a temporary vegetative cover shall be provided.
4. Dust control will be accomplished by spraying with water and if necessary, the application of calcium chloride.
5. The proposed planting schedule is to be adhered to during the planting of disturbed areas throughout the proposed construction site.
6. Final stabilization of the site is to follow the procedures outlined in "Permanent Vegetative Cover". If necessary a temporary vegetative cover is to be provided until a permanent cover can be applied.

SILT FENCE INSTALLATION AND MAINTENANCE:

1. Dig a 6" deep trench on the uphill side of the barrier location.
2. Position the posts on the downhill side of the barrier and drive the posts 1.5 feet into the ground.
3. Lay the bottom 6" of the fabric in the trench to prevent undermining and backfill.
4. Inspect and repair barrier after heavy rainfall.
5. Inspections will be made at least once per week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inch or greater to determine maintenance needs.
6. Sediment deposits are to be removed when they reach a height of 1 foot behind the barrier or half the height of the barrier and are to be deposited in an area which is not regulated by the inland wetlands commission.
7. Replace or repair the fence within 24 hours of observed failure. Failure of the fence has occurred when sediment fails to be retained by the fence because:
   - the fence has been overtopped, undercut or bypassed by runoff water,
   - the fence has been moved out of position (knocked over), or
   - the geotextile has decomposed or been damaged.

HAY BALE INSTALLATION AND MAINTENANCE:

1. Bales shall be placed as shown on the plans with the ends of the bales tightly abutting each other.
2. Each bale shall be securely anchored with at least 2 stakes and gaps between bales shall be wedged with straw to prevent water from passing between the bales.
3. Inspect bales at least once per week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inches or greater to determine maintenance needs.
4. Remove sediment behind the bales when it reaches half the height of the bale and deposit in an area which is not regulated by the Inland Wetlands Commission.
5. Replace or repair the barrier within 24 hours of observed failure. Failure of the barrier has occurred when sediment fails to be retained by the barrier because:
   - the barrier has been overtopped, undercut or bypassed by runoff water,
   - the barrier has been moved out of position, or
   - the hay bales have deteriorated or been damaged.

TEMPORARY VEGETATIVE COVER:

SEED SELECTION

Grass species shall be appropriate for the season and site conditions. Appropriate species are outlined in Figure T5-2 in the 2002 Guidelines.

TIMING CONSIDERATIONS

Seed with a temporary seed mixture within 7 days after the suspension of grading work in disturbed areas where the suspension of work is expected to be more than 30 days but less than 1 year.

SITE PREPARATION

Install needed erosion control measures such as diversions, grade stabilization structures, sediment basins and grassed waterways.

Grade according to plans and allow for the use of appropriate equipment for seedbed preparation, seeding, mulch application, and mulch anchoring.

SEEDBED PREPARATION

Loosen the soil to a depth of 3-4 inches with a slightly roughened surface. If the area has been recently loosened or disturbed, no further roughening is required. Soil preparation can be accomplished by tracking with a bulldozer, discing, harrowing, raking or dragging with a section of chain link fence. Avoid excessive compaction of the surface by equipment traveling back and forth over the surface. If the slope is tracked, the cleat marks shall be perpendicular to the anticipated direction of the flow of surface water.

If soil testing is not practical or feasible on small or variable sites, or where timing is critical, fertilizer may be applied at the rate of 300 pounds per acre or 7.5 pounds per 1000 square feet of 10-10-10 or equivalent. Additionally, lime may be applied using rates given in Figure T5-1 in the 2002 Guidelines.

SEEDING

Apply seed uniformly by hand cyclone seeder, drill, cultipacker type seeder or hydroseeder at a minimum rate for the selected species. Increase seeding rates by 10% when hydroseeding.

MULCHING

Temporary seedings made during optimum seeding dates shall be mulched according to the recommendations in the 2002 Guidelines. When seeding outside of the recommended dates, increase the application of mulch to provide 95%-100% coverage.

MAINTENANCE

Inspect seeded area at least once a week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inch or greater for seed and mulch movement and rill erosion.

Where seed has moved or where soil erosion has occurred, determine the cause of the failure. Repair eroded areas and install additional controls if required to prevent reoccurrence of erosion.

Continue inspections until the grasses are firmly established. Grasses shall not be considered established until a ground cover is achieved which is mature enough to control soil erosion and to survive severe weather conditions (approximately 80% vegetative cover).

PERMANENT VEGETATIVE COVER:

Refer to Permanent Seeding Measure in the 2002 Guidelines for specific applications and details related to the installation and maintenance of a permanent vegetative cover. In general, the following sequence of operations shall apply:

1. Topsoil will be replaced once the excavation and grading has been completed. Topsoil will be spread at a minimum compacted depth of 4".
2. Once the topsoil has been spread, all stones 2" or larger in any dimension will be removed as well as debris.
3. Apply agricultural ground limestone at a rate of 2 tons per acre or 100 lbs. per 1000 s.f. Apply 10-10-10 fertilizer or equivalent at a rate of 300 lbs. per acre or 7.5 lbs. per 1000 s.f. Work lime and fertilizer into the soil to a depth of 4".
4. Inspect seedbed before seeding. If traffic has compacted the soil, retill compacted areas.
5. Apply the chosen grass seed mix. The recommended seeding dates are: April 1 to June 15 & August 15 - October 1.
6. Following seeding, firm seedbed with a roller. Mulch immediately following seeding. If a permanent vegetative stand cannot be established by September 30, apply a temporary cover on the topsoil such as netting, mat or organic mulch.

EROSION AND SEDIMENT CONTROL NARRATIVE:

PRINCIPLES OF EROSION AND SEDIMENT CONTROL

The primary function of erosion and sediment controls is to absorb erosional energies and reduce runoff velocities that force the detachment and transport of soil and/or encourage the deposition of eroded soil particles before they reach any sensitive area.

KEEP LAND DISTURBANCE TO A MINIMUM

The more land that is in vegetative cover, the more surface water will infiltrate into the soil, thus minimizing stormwater runoff and potential erosion. Keeping land disturbance to a minimum not only involves minimizing the extent of exposure at any one time, but also the duration of exposure. Phasing, sequencing and construction scheduling are interrelated. Phasing divides a large project into distinct sections where construction work over a specific area occurs over distinct periods of time and each phase is not dependent upon a subsequent phase in order to be functional. A sequence is the order in which construction activities are to occur during any particular phase. A sequence should be developed on the premise of "first things first" and "last things last" with proper attention given to the inclusion of adequate erosion and sediment control measures. A construction schedule is a sequence with time lines applied to it and should address the potential overlap of actions in a sequence which may be in conflict with each other.

- Limit areas of clearing and grading. Protect natural vegetation from construction equipment with fencing, tree armoring, and retaining walls or tree wells.
- Route traffic patterns within the site to avoid existing or newly planted vegetation.
- Phase construction so that areas which are actively being developed at any one time are minimized and only that area under construction is exposed. Clear only those areas essential for construction.
- Sequence the construction of storm drainage systems so that they are operational as soon as possible during construction. Ensure all outlets are stable before outletting storm drainage flow into them.
- Schedule construction so that final grading and stabilization is completed as soon as possible.

SLOW THE FLOW

Detachment and transport of eroded soil must be kept to a minimum by absorbing and reducing the erosive energy of water. The erosive energy of water increases as the volume and velocity of runoff increases. The volume and velocity of runoff increases during development as a result of reduced infiltration rates caused by the removal of existing vegetation, removal of topsoil, compaction of soil and the construction of impervious surfaces.

- Use diversions, stone dikes, silt fences and similar measures to break flow lines and dissipate storm water energy.
- Avoid diverting one drainage system into another without calculating the potential for downstream flooding or erosion.

KEEP CLEAN RUNOFF SEPARATED

Clean runoff should be kept separated from sediment laden water and should not be directed over disturbed areas without additional controls. Additionally, prevent the mixing of clean off-site generated runoff with sediment laden runoff generated on-site until after adequate filtration of on-site waters has occurred.

- Segregate construction waters from clean water.
- Divert site runoff to keep it isolated from wetlands, watercourses and drainage ways that flow through or near the development until the sediment in that runoff is trapped or detained.

REDUCE ON SITE POTENTIAL INTERNALLY AND INSTALL PERIMETER CONTROLS

While it may seem less complicated to collect all waters to one point of discharge for treatment and just install a perimeter control, it can be more effective to apply internal controls to many small sub-drainage basins within the site. By reducing sediment loading from within the site, the chance of perimeter control failure and the potential off-site damage that it can cause is reduced. It is generally more expensive to correct off-site damage than it is to install proper internal controls.

- Control erosion and sedimentation in the smallest drainage area possible. It is easier to control erosion than to contend with sediment after it has been carried downstream and deposited in unwanted areas.
- Direct runoff from small disturbed areas to adjoining undisturbed vegetated areas to reduce the potential for concentrated flows and increase settlement and filtering of sediments.
- Concentrated runoff from development should be safely conveyed to stable outlets using rip rapped channels, waterways, diversions, storm drains or similar measures.
- Determine the need for sediment basins. Sediment basins are required on larger developments where major grading is planned and where it is impossible or impractical to control erosion at the source. Sediment basins are needed on large and small sites when sensitive areas such as wetlands, watercourses, and streets would be impacted by off-site sediment deposition. Do not locate sediment basins in wetlands or permanent or intermittent watercourses. Sediment basins should be located to intercept runoff prior to its entry into the wetland or watercourse.
- Grade and landscape around buildings and septic systems to divert water away from them.

SEPTIC SYSTEM CONSTRUCTION NOTES

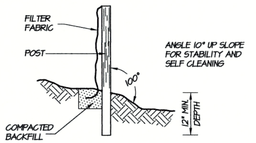
1. The building, septic system and well shall be accurately staked in the field by a licensed Land Surveyor in the State of Connecticut, prior to construction.
2. Topsoil shall be removed and in the area of the primary leaching field scarified, prior to placement of septic fill. Septic fill specifications are as follows:

   - Max. percent of gravel (material between No. 4 & 3 inch sieves) = 45%

   GRADATION OF FILL (MINUS GRAVEL)

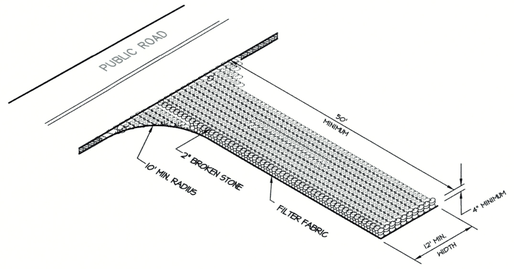
SIEVE SIZE	PERCENT PASSING (WET SIEVE)	PERCENT PASSING (DRY SIEVE)
No. 4	100%	100%
No. 10	70% - 100%	70% - 100%
No. 40	10% - 50%	10% - 75%
No. 100	0% - 20%	0% - 5%
No. 200	0% - 5%	0% - 2.5%

   Fill material shall be approved by the sanitarian prior to placement. It shall be compacted in 6" lifts and shall extend a minimum of ten feet (10') beyond the last leaching trench before tapering off.
3. Septic tank shall be two compartment precast 1250 gallon tank with gas deflector and outlet filter as manufactured by Jolley Precast, Inc. or equal.
4. Distribution boxes shall be 4 hole precast concrete as manufactured by Jolley Precast, Inc. or equal.
5. All precast structures such as septic tanks, distribution boxes, etc. shall be set level on six inches (6") of compacted gravel base at the elevations specified on the plans.
6. Solid distribution pipe shall be 4" diameter PVC meeting ASTM D-3034 SDR 35 with compression gasket joints. It shall be laid true to the lines and grades shown on the plans and in no case have a slope less than 0.125 inches per foot.
7. Perforated distribution pipe shall be 4" diameter PVC meeting ASTM D-2729 or ASTM D-3350, 1500 lb. minimum crush.
8. Sewer pipe from the foundation wall to the septic tank shall be schedule 40 PVC meeting ASTM D 1785. It shall be laid true to the grades shown on the plans and in no case shall have a slope less than 0.25 inches per foot.
9. Force main pressure pipe from pump chamber to the leaching field shall be 2" diameter pvc meeting ASTM D 2241 SDR 21.
10. Solid footing drain outlet pipe shall be 4" Diameter PVC meeting ASTM D 3034, SDR 35 with compression gasketed joints. Footing drain outlet pipe shall not be backfilled with free draining material, such as gravel, broken stone, rock fragments, etc.



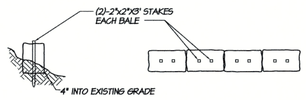
SILT FENCE

NOT TO SCALE



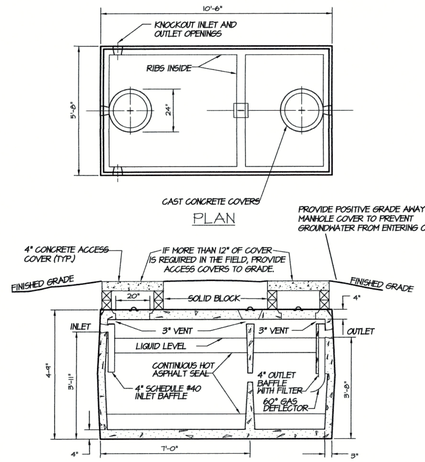
CONSTRUCTION ENTRANCE

NOT TO SCALE



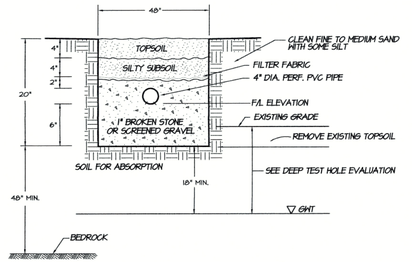
HAYBALE BARRIER

NOT TO SCALE



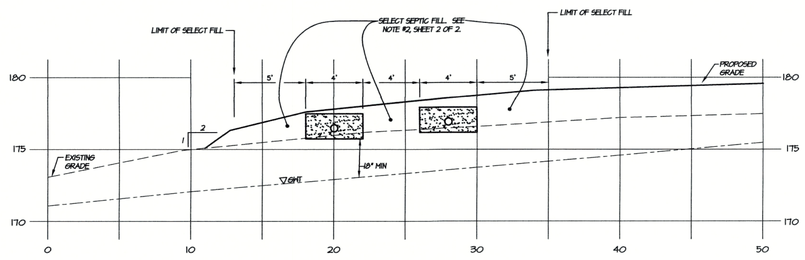
1500 GALLON
2 COMPARTMENT
SEPTIC TANK

NOT TO SCALE



TYPICAL LEACHING
TRENCH SECTION

NOT TO SCALE



CROSS SECTION "A-A"

SCALE: 1" = 5'

KWP associates

SURVEYING ~ ENGINEERING ~ SITE PLANNING

18 Providence Road
Brooklyn, CT 06234

REVISIONS

DATE	DESCRIPTION

Site Development Plan

"Detail Sheet"

Prepared For:

Wayne Jollye & Lori Pike

Allen Hill Road

Brooklyn, Connecticut

ARCHER Surveying LLC

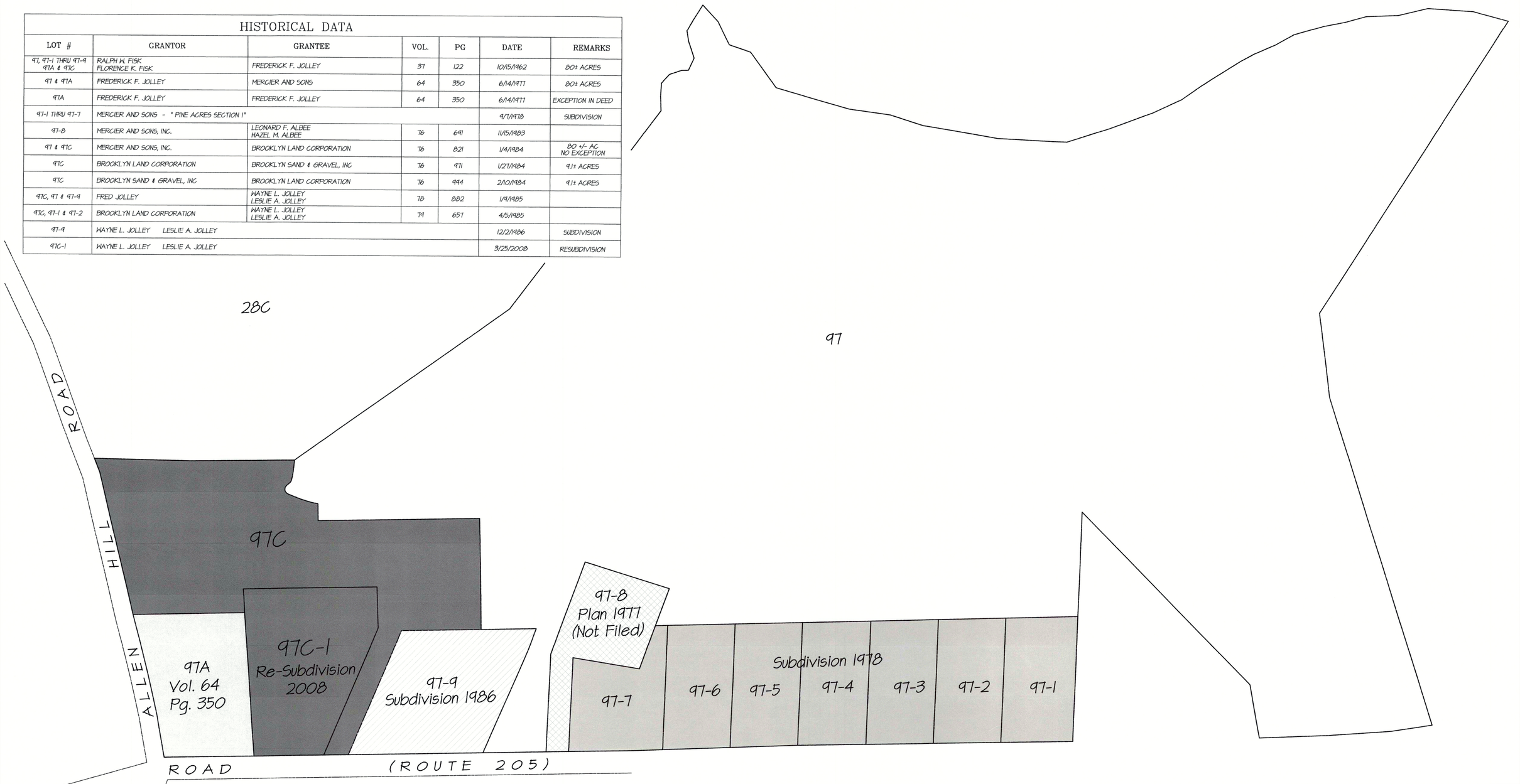
18 Providence Road, Brooklyn, CT
(860) 779-2240

Sheet No.	Project No.	Date:
4 OF 5	2046	November 3, 2022

ARCHER Surveying LLC

HISTORICAL DATA

LOT #	GRANTOR	GRANTEE	VOL.	PG	DATE	REMARKS
97, 97-1 THRU 97-9 97A & 97C	RALPH W. FISK FLORENCE K. FISK	FREDERICK F. JOLLEY	37	122	10/15/1962	80± ACRES
97 & 97A	FREDERICK F. JOLLEY	MERCIER AND SONS	64	350	6/14/1977	80± ACRES
97A	FREDERICK F. JOLLEY	FREDERICK F. JOLLEY	64	350	6/14/1977	EXCEPTION IN DEED
97-1 THRU 97-7	MERCIER AND SONS - "PINE ACRES SECTION I"				9/7/1978	SUBDIVISION
97-8	MERCIER AND SONS, INC.	LEONARD F. ALBEE HAZEL M. ALBEE	76	691	11/15/1983	
97 & 97C	MERCIER AND SONS, INC.	BROOKLYN LAND CORPORATION	76	821	1/4/1984	80 +/- AC NO EXCEPTION
97C	BROOKLYN LAND CORPORATION	BROOKLYN SAND & GRAVEL, INC	76	971	1/27/1984	9.1± ACRES
97C	BROOKLYN SAND & GRAVEL, INC	BROOKLYN LAND CORPORATION	76	994	2/10/1984	9.1± ACRES
97C, 97 & 97-9	FRED JOLLEY	WAYNE L. JOLLEY LESLIE A. JOLLEY	78	882	1/9/1985	
97C, 97-1 & 97-2	BROOKLYN LAND CORPORATION	WAYNE L. JOLLEY LESLIE A. JOLLEY	79	657	4/5/1985	
97-9	WAYNE L. JOLLEY LESLIE A. JOLLEY				12/2/1986	SUBDIVISION
97C-1	WAYNE L. JOLLEY LESLIE A. JOLLEY				3/25/2008	RESUBDIVISION



NOTES:

This survey has been prepared pursuant to the Regulations of Connecticut State Agencies Sections 20-300b-1 through 20-300b-20 and the "Standards for Surveys and Maps in the State of Connecticut" as adopted by the Connecticut Association of Land Surveyors, Inc. on September 26, 1996;

- This survey conforms to a Class "D" horizontal accuracy.
- Survey Type: Compilation Plan
- Intent: Parcel History

2. The boundary information on this plan was compiled form other maps, record research or other sources of information. It is not to be construed as having been obtained as the result of a field survey and is subject to such change as an accurate field survey may disclose.

3. The property lines depicted do not present a surveyor's property / boundary opinion.

To my knowledge and belief, this map is substantially correct as noted hereon.

12/1/2022

Paul M. Archer, Conn. L.S. #70013

No certification is expressed or implied unless this map bears the embossed seal of the land surveyor whose signature appears hereon.

KWP associates

SURVEYING ~ ENGINEERING ~ SITE PLANNING

18 Providence Road
Brooklyn, CT 06234

REVISIONS	
DATE	DESCRIPTION

History Plan

Prepared For:

Wayne Jolley & Lori Pike

Allen Hill Road

Brooklyn, Connecticut

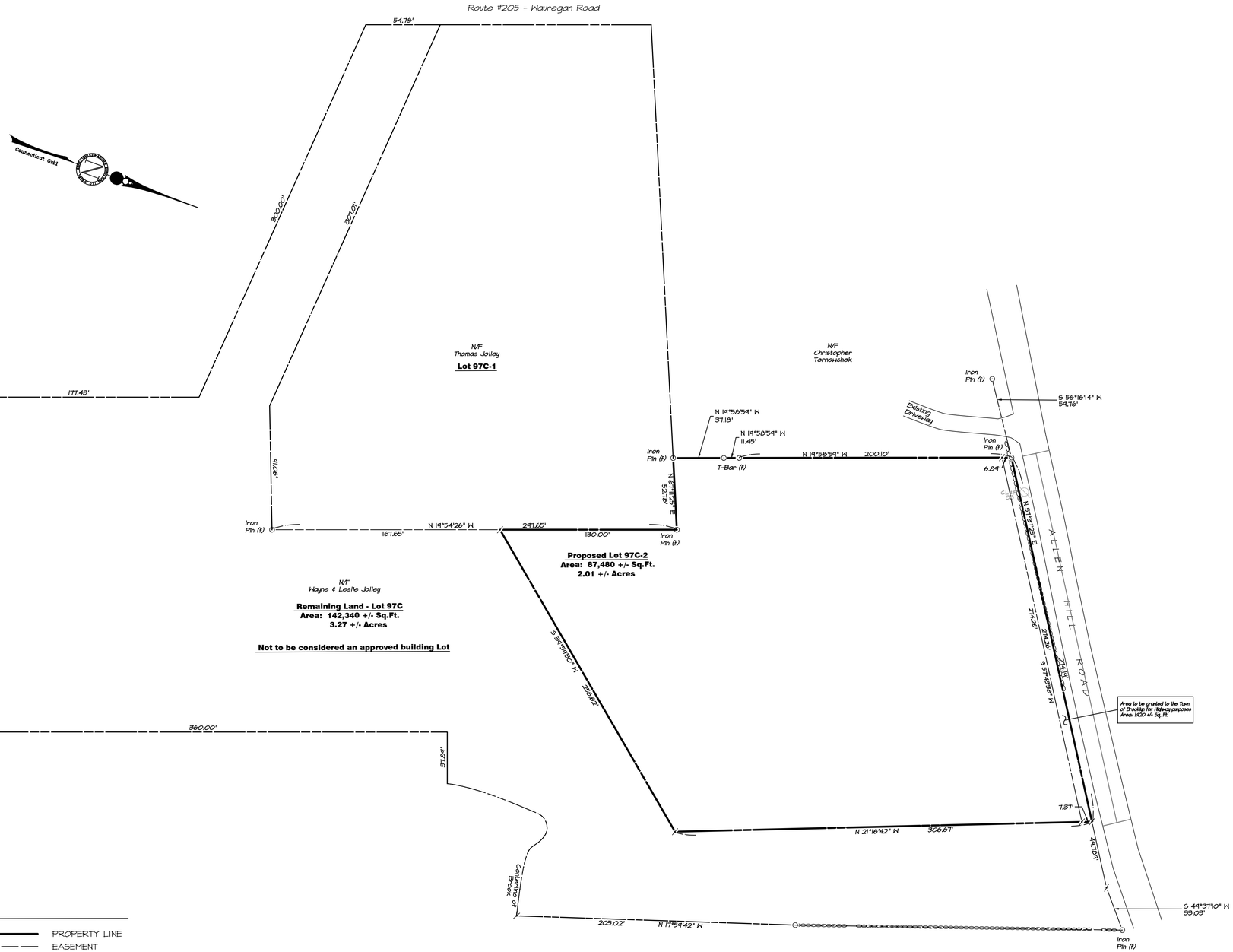
DRAWING SCALE: 1"=100' 0 100 200

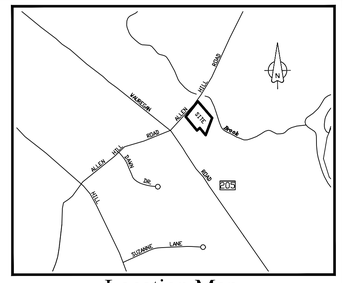
ARCHER Surveying LLC

18 Providence Road, Brooklyn, CT
(860) 779-2240

Sheet No.	Project No.	Date:
5 OF 5	2046	November 2, 2022

ARCHER Surveying LLC





Location Map

SCALE

1000 0 1000

1" = 1000 FT

Notes

1. This survey has been prepared pursuant to the Regulations of Connecticut State Agencies Section 20-300b-20 and the "Standards for Surveys and Maps in State of Connecticut" as adopted by the Connecticut Associations of Land Surveyors, Inc. on September 26, 1996

- This Survey conforms to a Class "A-2" Horizontal Accuracy on Propose Lot
  Class "D" on Remaining Lot
  Class "T-2" Vertical Accuracy
- Survey Type: Subdivision Plan
- Boundary Determination: Resurvey on Existing
  Original on proposed Lot
- Intent: Residential Development

2. Parcels shown as 97C on Assessors Tax Map 31 of the Brooklyn Assessors Office

3. Topographic information obtained from an actual field survey.

4. Wetlands were delineated by Joseph Theroux and field located by Archer Surveying LLC.

5. This Subdivision does not include land areas within the Federal Emergency Management Agency's 100 year flood hazard area

6. There are not Known endangered species or species of special concern on the subject property nor within 1 mile of the subject property per the December 2021 Natural Diversity Data Base Mapping

7. The Subdivision Regulations of the Town of Brooklyn are a part of this plan. Approval of this plan is contingent on completion of the requirements of said regulations, excepting any variances or modifications are on file in the office of the commission.

8. North orientation, bearings and coordinate values shown are based on Map Reference #1

9. Passive Solar Energy techniques were considered in the design of the subdivision

Map References

1. Re-Subdivision Plan Prepared for Wayne L. Jolley & Leslie A. Jolley, Wauregan Road (Route 205) & Allen Hill Road, Brooklyn, Connecticut, Date: March 2008 - Revised May 2009, Prepared by Provost & Robero Inc.

LEGEND

- PROPERTY LINE
- EASEMENT
- STONEWALL
- STONEWALL REMAINS
- EXISTING TREELINE
- SILT FENCE
- EXISTING INDEX CONTOUR
- EXISTING CONTOUR
- PROPOSED CONTOUR
- WETLANDS FLAG
- BUILDING SETBACK
- IRON PIN
- DRILL HOLE
- MONUMENT
- PERCOLATION TEST
- TEST PIT
- PROPERTY POINT
- UTILITY POLE (CL&P 1645)

To my knowledge and belief, this map is substantially correct as noted hereon.

12/1/2022

Paul M. Archer, Conn. L.S. #70013

No certification is expressed or implied unless this map bears the embossed seal of the land surveyor whose signature appears hereon.

KWP associates

SURVEYING ~ ENGINEERING ~ SITE PLANNING

18 Providence Road
Brooklyn, CT 06234

REVISIONS	
DATE	DESCRIPTION
01-30-23	Land granted to Town for Highway
02-01-23	Town Planners Comments

ReSubdivision Plan

"1 Lot Subdivision"

Prepared For:
Wayne Jolley & Lori Pike
Allen Hill Road
Brooklyn, Connecticut

DRAWING SCALE: 1"=40'

0 40 80

ARCHER Surveying LLC

18 Providence Road, Brooklyn, CT
(860) 779-2240

Sheet No.	Project No.	Date:
2 OF 5	2046	November 3, 2022

ARCHER Surveying LLC

PLANNING AND ZONING COMMISSION
TOWN OF BROOKLYN
CONECTICUT

Received Date 12/1/22

RECEIVED
DEC 01 2022
By

Application #SP 22-007
Check # [redacted]

APPLICATION FOR SPECIAL PERMIT

Name of Applicant NICOLE + GREG FISHER Phone 617-955-7734 (N)
Mailing Address 53 BARNARD AVE, WATERTOWN, MA 02472 Phone [redacted]

Name of Engineer/Surveyor DANIEL BLANCHETTE | J+D CIVIL ENGINEERS
Address 401 RAVENELLE RD, N. GROSVENORDALE, CT 06255
Contact Person DANIEL BLANCHETTE Phone 860-923-2920 Fax

Name of Attorney N/A
Address
Phone Fax

Property location/address 459 WOLF DEN RD
Map# 18 Lot# 18A/B Zone RA Total Acres 97
Sewage Disposal: Private X Public Existing X Proposed
Water: Private X Public Existing X Proposed

Proposed Activity SEE ATTACHMENT

Compliance with Article 4, Site Plan Requirements

Is parcel located within 500 feet of an adjoining Town?

The following shall accompany the application when required:

Fee $ 655 **State Fee ($60.00)** 3 copies of plans Sanitary Report
4.5.5 Application/ Report of Decision from the Inland Wetlands Commission
4.5.5 Applications filed with other Agencies
12.1 Erosion and Sediment Control Plans

The owner and applicant hereby grant the Brooklyn Planning and Zoning Commission, the Board of Selectman, Authorized Agents of the Planning and Zoning Commission or Board of Selectman, permission to enter the property to which the application is requested for the purpose of inspection and enforcement of the Zoning regulations and the Subdivision regulations of the Town of Brooklyn

Applicant: Date 11/29/22

Owner: Date 11/29/22

*Note: All consulting fees shall be paid by the applicant

PLANNING AND ZONING COMMISSION

TOWN OF BROOKLYN

CONECTICUT

Received Date ____________ Application #SPR ____________

Action Date ____________ Check# ____________

APPLICATION FOR SITE PLAN REVIEW

Name of Applicant NICOLE + GREG FISHER Phone 617-955-7794 (m)

Mailing Address 53 BARNARD AVE, WATERTOWN, MA 02472 Phone ____________

Name of Owner [illegible] Phone 617-955-7794

Mailing Address 53 BARNARD AVE, WATERTOWN, MA 02472 Phone ____________

Name of Engineer/Surveyor J & D CIVIL ENGINEERS

Address 401 RAVENSDALE RD, NORTH GROSVENORDALE, CT 06255

Contact Person [redacted] DANIEL BLANCHETTE Phone 860-923-2920 Fax ____________

Property Location/Address 459 WAUREGAN RD.

Map # 18 Lot # 18-A Zone RA Total Acres 97

Proposed Activity PLEASE SEE ATTACHMENT

Change of Use: Yes ____ No ____ If Yes, Previous Use ____________

Area of Proposed Structure(s) or Expansion ____________

Utilities: Septic: On Site X Municipal ____ Existing X Proposed ____

Water: Private X Public ____ Existing X Proposed ____

Compliance with Article 4, Site Plan Requirements

The following shall accompany the application when required:

Fee$ 655 **State Fee ($60.00)** ____ 3 copies of plans ____ Sanitary Report ____

4.5.5 Application/ Report of Decision from the Inland Wetlands Commission

4.5.5 Applications filed with other Agencies

12.1 Erosion and Sediment Control Plans

See also Site Plan Review Worksheet

Variances obtained ____________ Date ____________

The owner and applicant hereby grant the Brooklyn Planning and Zoning Commission, the Board of Selectman, Authorized Agents of the Planning and Zoning Commission or Board of Selectman, permission to enter the property to which the application is requested for the purpose of inspection and enforcement of the Zoning regulations and the Subdivision regulations of the Town of Brooklyn

Applicant: [signature] Date 11/29/22

Owner: [signature] Date 11/29/22

*Note: Any consulting fees will be paid by the applicant


©SmartMLS, Inc. 2021

Revised 2-8-23

To the town of Brooklyn Planning and Zoning Committee,

We, Nicole Wineland-Thomson Fisher and Gregory Fisher, are asking you to consider granting our request for a special permit to create an upscale wedding and event venue at 459 Wolf Den Road which we will name Willow Hill.

For over two years we have been searching for a location that not only has the land, but also a wonderful town and community...a place where we can raise our family of six. When we found 459 Wolf Den Road and spoke with community members, we were convinced that Brooklyn was the perfect town for our dream to unfold.

Preserving the land is of the utmost importance to us. Our dream is to utilize the existing spaces and endless open fields predominantly as a wedding venue as well as a community center for corporate events, private events, town events, etc. The incredible Sigfridson barn that is already on site is to be utilized as is. We want to replace the smaller windows with larger, floor to ceiling windows, to enhance the view to the outdoor space, and rolling acres, but otherwise we want to leave it untouched. The same goes for the rest of the property.

We realize there are specific additions we need to incorporate, such as a parking lot, and handicap access, but we want to do these in the most minimally invasive way. Keeping the impact to the environment as low as possible is our goal and our promise to the community of Brooklyn. When we planned everything with our civil engineer and landscape architect we spent a lot of time thinking carefully about lighting and materials. For example, we want a sign and a driveway that echo the beautiful stone walls along Wolf Den and Bush Hill roads. For the parking lot, we plan to excavate into the hill side which will hide the parking lot from the road. We want to plant trees and shrubs, and encase the parking lot so it's not an eyesore. This speaks again to our goal to preserve what is currently there.

Our plan is to create a positive fiscal impact on the town of Brooklyn, not only by promoting local businesses, but also hiring local services ourselves. For example, we will need to hire cleaners to help keep the venue space clean and in immaculate condition between each event, landscapers to keep the lawn and plants healthy and neat, and to partner with a transportation company for our guests, etc. All of these services are necessary for our business, so they would not only create a positive impact for our venue but also a positive impact for the town as we would be hiring these local businesses directly.

Most importantly, speaking to the neighborhood and abutters that surround us at 459 Wolf Den Road, we want to be mindful of the community. Although we are fully aware that a wedding and event venue is allowed in any zone of town (with the approval of a special permit), we are taking extra measures when we consider noise and number of events. Our goal is to have no more than 70 events with amplified noise (community event with speakers or a wedding), and up to 30 events of non-amplified noise (think yoga retreats, for example) in a calendar year. We will have a strict noise ordinance of 10:00p for any and all events. Transportation services will be highly encouraged, as we want to minimize traffic by the use of buses from local hotels, and to

most importantly, keep our clients' guests and surrounding neighbors safe. These will be written into our contract with our clients. Lastly, we will require that each event has a full service catering team to dispose of trash at the end of the evening–consider this a "leave no trace" policy. With these requirements in place, the property will return to its typical state once the event is finished. Keep in mind, this is also our home, so we want it to remain as beautiful, if not more, than how we found it. We believe all of these things will help with the surrounding community.

We look forward to meeting you in person and answering any questions you may have.

Thank you,
Nicole and Greg

J & D CIVIL ENGINEERS, LLC

401 Ravenelle Road
N. Grosvenordale, CT 06255
www.jdcivilengineers.com
(860) 923-2920

November 30, 2022

Town of Brooklyn
Planning and Zoning Commission
4 Wolf Den Road (PO Box 356)
Brooklyn, CT 06234

RE: Job #22172
Project Summary for
Proposed Event Venue
At 459 Wolf Den Road

Dear Commissioners:

J&D Civil Engineers is pleased to submit this project summary for the above referenced project. J&D has been retained by Willow Hill LLC to assist with converting an existing house and barn into a rustic event venue. My client Nicole Wineland-Thomson Fisher recently purchased this property, and is proposing to hold weddings, banquets, yoga retreats, and other similar events at the site. No new buildings are proposed, the only construction will consist of a gravel parking lot and driveway, a drainage system, retaining walls, improving an existing driveway, and some landscaping. This project is located in the Residential-Agricultural (RA) Zone and will require a Special Permit and Public Hearing.

Project Location

The site is located at 459 Wolf Den Road in Brooklyn, approximately 2,000 feet south of the former Gold Lamb Buttery facility. The property is located on the west side of the street, and consists of two separate building lots. The original parcel Lot 18A is 4 acres in size, and contains the existing house and detached garage. The second parcel Lot 18B is 96 acres in size, and consists of several different portions acquired by the previous owner over a number of years. The larger Lot 18B extends all the way west to Blackwell Brook. The major portion of all events shall occur on Lot 18B, in the barn or tent.

Project Description

The historic 5 bedroom house, built in 1790, will not be a permanent residence. This house will be vacant most of the time and only used during events, primarily for the wedding party to stay overnight if preferred. The house will have a maximum occupancy of 10 persons.

The existing barn was built in 2008 and has a capacity of 110 persons. This barn will be used to hold smaller events, or events in inclement weather. A temporary tent will be constructed for larger events, with a maximum occupancy of 225 persons. The maximum numbers of persons on site shall not exceed 225 persons. A portable bathroom trailer will be rented for all events, and the existing septic system in the barn will not be used by guests. No food will be prepared on site, all events will be professionally catered.

My client intends to preserve the rustic and agricultural character of the site to the greatest extent possible. All proposed signage, landscaping, and lighting shall be in a rustic style. Only four residences are located within 1,000 feet of the event site, and no noise or light pollution is expected to impact these sites. The events will occur approximately 500 feet off the road, and 30-40 feet lower than the road elevation, providing a significant natural buffer. Please see the "activity description" and "owner's statement" attached to this application for more information.

Wetland Summary

The site contains a significant amount of wetland soils towards the western edge, where the property borders Blackwell Brook. However, these wetland soils are approximately 1,000 feet downhill of the proposed construction. The area of construction was investigated by licensed soil scientist Richard Zulick, and his report is included with this submission. He determined that no wetland soils exist near the area of construction. He did observe a small pocket of wetland soils at the southeast corner of the site. These wetland soils are at least 500 feet from any proposed construction. Therefore, it is our understanding that a wetland permit is not required for this project. There are no expected impacts to wetland soils as a result of this project.

Drainage Summary

According to the soil scientist, the soils on site appear to be Woodbridge fine sandy loams. This is corroborated by the soils listed on the NRCS website, they describe the soils in the area as Woodbridge fine sandy loam or Paxton/Montauk fine sandy loam. These soils belong to hydrologic group C, and have low permeability and below average capacity to absorb stormwater. The existing land cover is primarily pasture or lawn, with very few trees and no impervious areas. The site is relatively steep, most of the property is between a 10% and 20% slope. The total drainage area towards the parking lot is approximately 3 acres.

Approximately a half-acre of gravel roads and parking lots will be constructed for this project. This will tend to cause a slight increase in the amount of runoff from the site. A drainage system has been designed to reduce peak flows and provide treatment of stormwater from the parking lot. A grass swale is proposed uphill of the parking lot, to capture clean runoff and direct it away from the parking lot. The parking lot itself will drain into two catch basins, which then discharge to a small stormwater basin across the driveway. This basin will provide a small amount of storage to attenuate peak flows. The basin will also act as a level spreader, to reduce the outlet flow velocity and encourage sheet flow. As runoff leaves the basin, it will flow across 400 feet of lawn, and then 900 feet of mature forest before entering Blackwell Brook. This will provide a significant amount of treatment for the runoff, removing pollutants and sediments before it enters any wetlands or watercourses.

The table below provides Peak Flows in cubic feet per second for various storm events:

	10 Year	25 Year	100 Year
Existing	4.05	5.57	8.00
Proposed	3.74	5.08	7.33

Please see the attached drainage model report, which was created using HyroCAD software to model the existing and proposed conditions on site.

Conclusion

This project has been designed to involve the smallest possible impact to the environment and neighborhood, while creating a valuable business opportunity that should benefit the whole community. The applicant is very interested in preserving the rural and agricultural character of northeast Connecticut, which we all value so highly. The applicant and I look forward to working with the town and P&Z Commission to get this project approved. Please let me know if you have any comments or questions.

Sincerely,

Daniel Blanchette, PE
J&D Civil Engineers LLC

NORTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

ENGINEERING PLAN, DRAINAGE REPORT AND WETLANDS REPORT REVIEW PERTAINING TO PROPOSED WILLOW HILL EVENTS WEDDING/EVENT VENUE (ASSESSOR'S MAP 19, BLOCK 18 - LOTS 18A & 18B) WOLF DEN ROAD BROOKLYN, CT

(December 15, 2022)

The comments contained herein pertain to my review of a set of plans, consisting of eleven (11) sheets, entitled "Special Permit Application for Wedding/Event Venue for Willow Hill LLC, 459 Wolf Den Road, Brooklyn, Connecticut, Dated: November 30, 2022, Revised: N/A," prepared by J&D Civil Engineers, LLC. The first six (6) sheets of the plan set were prepared by J&D Civil Engineers, LLC and the remainder by Verdant Landscape Architecture of Brookline, MA, with State of Connecticut Landscape Architect license certification seal.

Sheet 3 of 6 – Existing Conditions Plan

1. The "base of levels" for the elevations shown on the plan is missing. This needs to be added to the plan.

Sheet 4 of 6 – Parking Lot Plan

1. A north arrow is missing
2. Dennis Blanchette's licensed land surveyor seal is missing and needs to be added to the plan with signature.
3. Soil erosion and sedimentation system installation at various locations is missing and needs to be shown on the plan along with its symbol added to the "legend."
4. Proposed grading on the north side of the back half of the parking area appears to be drawn with a slope ratio of 2:1. Recommend a slope to be no less than 3:1 for better success at establishing a lawn, reduction of soil erosion, and for maintenance purposes.
5. Proposed grading/disturbance for construction of the new curvilinear retaining wall needs to be shown on the plan as well as the area where the existing wall is being removed. The proposed grading in this area needs to be re-examined by the engineer as I believe some information is missing.
6. The proposed grading at the new entrance needs to be re-examined because it appears some contour lines may be missing.

7. Recommend extending the swale behind the retaining wall approximately 60' to the east to intercept uphill runoff that could possibly impact the gravel driveway connector from the new driveway to the existing driveway because there is no guarantee that the driveway will be constructed with the proposed highpoint elevation of 449.0 in that exact spot.
8. A wood frame guard rail needs to be installed along the south line of parking at the eastern half of the parking lot to prevent driving off the parking area and onto the landscaped slope and to protect lamp posts.
9. Inverts at the flared end outlets at the stormwater basin need to be noted on the plan as well as the slopes of the pipes.
10. Riprap is needed at the flared end outlets.
11. The stormwater basin with level spreader needs to be dimensioned to eliminate any guesswork during construction and for verification of compliance with the drainage calculations.

Sheet 5 of 6 – Event Area Plan

1. A north arrow is missing
2. Soil erosion and sedimentation system installation at various locations is missing and needs to be shown on the plan.
3. Proposed grading on the north side of the back half of the parking area appears to be drawn with a slope ratio of 2:1. Recommend a slope no less than 3:1 for better success at establishing a lawn and for maintenance purposes.
4. "Squiggly outlines" opposite the north side of the existing barn need to be identified. They do not appear on the landscape architect's plan.
5. The line weight of the septic system connected to the existing barn makes it appear that this will be a new system. However, if it exists, the lineweight should be redrawn less bold and the system labeled as "existing."
6. Do the ADA handicap parking space requirements call for a paved surface rather than plain gravel?
7. Is the well "dug" or "artesian" and how will it be serviced since it appears to very close to a tall wall with no apparent direct access due to a fence that surrounds it?
8. A paved driveway apron is required by the town Public Improvement Specifications and is missing on this plan and the architect's plan. This needs to be added to each plan with a construction detail added to Sheet 6 of 6.
9. How is the "Access Drive of Structured Earth" going to be delineated since it will be covered with grass? What is the basis for the design composition of structured earth described under "Structured Turf Notes" to understand its durability? A detail drawing needs to be included on Sheet 6 of 6.
10. A portion of the "Access Drive of Structured Earth" has a gradient of 10% or greater. The Public Improvement Specifications require this portion of the driveway be paved with bituminous concrete (see PIS Reg. 2.38) and have a gradient no steeper than 12%.

Sheet 6 of 6 – Notes and Details Plan

1. The "Type 'C' or 'C-L' Catch Basin Detail" shows the depth of sump to be 2 feet. Because the catch basins are to be installed in gravel surface areas, the sump depth should be 4' to trap increased amounts of sediment entering it. The detail needs to be revised accordingly.
2. The Redi-Rok retaining wall details on this plan are not actual design details for this project; they are only representations of how this wall is generally constructed. Is J&D taking responsibility for the design of the Redi-Rok walls to be constructed for this project or is there another engineer (with P.E. seal certification with signature required on the plan or separate standalone design documents) who is going to be responsible for the design? This needs to be addressed, beside it being an engineering design issue and one of liability.
3. Under "Lighting Notes," how was it determined that lighting will be less than 1 foot-candle at the property lines?
4. New underground electric service requires a trench detail to be added to this plan showing the conduit and bedding material as well as detectable warning tape if the conduit is non-ferrous. The same applies to any new non-ferrous (PE) water, gas or communications conduits.
5. A "grass swale" detail needs to be included on this sheet.
6. This plan calls for a gravel surface parking lot but the Verdant Landscape Architecture plan (Drawing LP1) calls for crushed stone. Which is it? How will crushed stone perform under the stress of a snowplow if that is what will be installed?

Drainage Report

1. The Drainage Report needs a Title Page with the professional engineer's seal, original signature and date. This information is missing on the report submitted with the Special Permit Application.
2. The analysis in the report is not arranged by increasing storm events, e.g., 10-yr, 25-yr, 100-yr. Instead the information is scattered, making it more difficult and time consuming to follow. Also, it would be helpful to keep the existing runoff calculations in a section separate from the post-development analysis. In short, the report needs to be reorganized.
3. Why was inside corrugated HDPE pipe chosen for this project rather than inside smooth double wall HDPE pipe?
4. Over what time frame will water accumulated in the stormwater basin take to percolate into the underlying ground once flow ceases over the earthen weir? This has not been addressed in the report. This calculation needs to be submitted for review. And, should the basin be modified to include at least two suitably sized drywell structures to induce percolation in order to speed up the time to drain standing water from the basins, especially during winter freeze-thaw-freeze cycles?

Wetlands Report

1. The report is not specific enough as to where the wetlands lie with respect to the closest limit of disturbance, e.g., the approximate number of feet of separation. This is because the land surveyor did not show the locations of flagging on J&D Sheet 2 of 6, "Property Survey" plan. The report needs to be revised slightly to include this kind of information.

General Comments

1. Where applicable, Daniel Blanchette, P.E. needs to affix his signature to the plans.
2. A dumpster location is not shown on any plan. If trash will be picked up from the site by a commercial hauler, a screened dumpster pad will be needed along with a detail to be included on Sheet 6 of 6.
3. How are catch basins to be protected from silt intrusion during construction? This is not addressed on the plans or a construction detail provided on Sheet 6 of 6.
4. Is there a plan available with coordinates to layout the proposed work for a contractor to construct the project as shown on the plans under review?

By: Syl Pauley, Jr., P.E.

Syl Pauley, Jr., P.E., NECCOG Regional Engineer

J & D CIVIL ENGINEERS, LLC

401 Ravenelle Road
N. Grosvenordale, CT 06255
www.jdcivilengineers.com
(860) 923-2920

February 8, 2023

Town of Brooklyn
Planning and Zoning Department

RE: Job #22172
Response to Engineer's Review
Special Permit for
459 Wolf Den Road
Brooklyn, CT

To Whom it May Concern:

My office is assisting Nicole Wineland Thomson-Fisher and Greg Fisher with obtaining a Special Permit to hold weddings or other similar events at their property in Brooklyn. On January 9, 2023 we received a letter from Syl Pauly at NECCOG, dated December 15, 2022, that provides comments or questions on the application. The following constitutes a response by J&D to those comments and questions. Thank you very much for your detailed and prompt attention. We look forward to working with the Town to get this project approved.

Sheet 3 of 6 – Existing Conditions Plan

1. The vertical datum for this project is based off the latest NAVD88 datum. A note has been added Survey Notes on this sheet.

Sheet 4 of 6 – Parking Lot Plan

1. A north arrow has been added to this sheet.
2. Revised plans will include surveyors stamp in addition to signature
3. Erosion controls have been added
4. Grading has been revised to show a 3:1 slope above the parking lot. A small 2:1 slope still exists at the southwest corner, where the swale discharges. This area will be covered with mulch or decorative crushed stone, and will not be a lawn area.
5. On review of the proposed circular retaining wall for the turnaround near the barn, we believe that the proposed grading is correct. The bottom of this retaining wall will be at elevation 434, and a proposed contour of that elevation is shown. There is no proposed grading above this retaining wall. The top will be at elevation 446, and the existing 446 contour goes around the wall.
6. Yes, the contour lines for elevations 450 and 452 were missing on the north side of the proposed driveway. Those lines have been added to the plan.

7. J&D evaluated extending the swale 60 feet to the east, to intercept runoff from the hill before it reaches the proposed gravel driveway. To make the grading work, this would also require an additional retaining wall 60' long, connecting the two other retaining walls in this area. Our preference would be to keep the initial design, and not extend this swale. Erosion of the proposed gravel driveway will be minimal, as any runoff will be travelling over a grassy area and should not develop any significant velocity. If there is a concern about erosion, one alternative would be to install a small berm of earth and/or mulch just above the gravel driveway, to further reduce the velocity of any runoff. The plans have been revised to specify a temporary erosion control blanket on the small 2:1 slope just above the proposed driveway, which will assist in the establishment of good turf.
8. The grading has been revised in the section to show a proposed slope less than 4:1. The revised grading calls for a drop of approximately 1 foot over a distance of 4 feet, and then fairly flat terrain. Therefore, as per Chapter 13 of the CT DOT Highway Design Manual, we do not believe any vehicle barriers are required. Additionally, the proposed lamp post are approximately 5 feet from the edge of the parking lot, and should not require protections from vehicles. If the commission feels strongly that some protection is required, the preference would be to install curb stops in lieu of guard rails.
9. Invert elevations have been added to the plans.
10. Riprap has been specified at the flared end outlets.
11. Dimensions of the basin have been added to the plans.

Sheet 5 of 6 – Event Area Plan

1. A north arrow has been added to the plans.
2. Silt fence has been added to the plans.
3. Grading has been revised to propose a slope of 3:1, please see #4 above.
4. Those lines represent a set of stairs and a stone patio, this information has been added to the plans.
5. The septic system is existing, and has been labelled accordingly and redrawn with a lesser lineweight.
6. We do not believe the handicap accessible parking spaces need to be paved. The official ada.gov website specifies that these parking spaces must have a surface which is "firm, stable, and slip resistant."
7. The existing well near the barn is drilled, to the best of our knowledge. The barn and septic were all constructed circa 2008. Unlike the main house, the barn area is all recent construction. The well will be separated from the parking lot by a 2' high retaining wall, and should still be serviceable from the parking lot, for example if the pump needs to be replaced. The fence in back could always be removed if more severe repairs are necessary.
8. There are no aprons shown on this sheet, we assume this comment refers to the previous sheet where the proposed gravel driveway connects with Wolf Den Road. The Parking Lot Plan has been revised to specify a paved apron, and a detail has been added to Sheet 6. Please note that the existing road has a slope of approximately 11%, therefore the proposed driveway apron must have a cross slope of 11% also. However, the slope along the length of the driveway will be 3% for the first 20 feet.
9. The access drive of structured turf will be delineated by the appearance of the grass itself. The grass will be much sparser, roughly halfway in between a gravel parking lot

and a typical lawn. Our office has specified something similar on other projects in the past, and those structured turf parking or driveways areas appear to be functioning well. We feel the location of this driveway will be fairly evident. Additionally, the property owner will likely be onsite during the delivery of the bathroom trailer, and will point out the appropriate driving area to the delivery person.

10. The grading on this driveway has been revised to specify a maximum slope of 10%.

Sheet 6 of 6 - Notes and Details

1. Plans have been revised to specify a 4' sump in the catch basins.
2. The construction details for the "Redi Rock" modular block retaining walls are generic and only meant to demonstrate the intent and the feasibility of the proposed design. The site plans are calling for an 8 feet high retaining wall above the parking lot, and a 12 feet high retaining wall above the turnaround area by the barn. It is my understanding that the building code requires any retaining walls over 4 feet in height to have their own building permit, and a specific design stamped by a licensed PE. J&D will be performing the final design of these retaining walls. It is our intent to perform the final design of the retaining walls after receiving approval from the P&Z Commission. It would be a large expense to perform the final design of these retaining walls, without knowing if a Special Permit will even be issued.
3. The estimated light trespass of less than 1 foot-candle at the property line is based on past experience with similar projects. No photometric studies or lighting diagrams have been performed. There is at least 160 feet between the property line and the closest proposed lamp post. Lamps of the proposed height and intensity do not have an effective range anywhere near 160 feet. If lamps are installed, and they are determined to be causing light pollution in excess of 1 foot-candle at the eastern boundary, the Town would have cause to require the installation of alternative lamps.
4. An underground electric trench detail has been added to the plans.
5. A grass swale detail has been added to the plans.
6. The existing gravel driveways on site are surfaced with "pea stone gravel." This is a material which is somewhere in between processed gravel and crushed stone. Pea stone gravel is smaller than crushed stone and has a more unform size and rounded shape. It does not compact as well as gravel or crushed stone, and does not perform well under high speed traffic or heavy traffic. But for a driveway, with very low traffic volumes and speeds, it is acceptable. Pea stone gravel will tend to shift and settle slightly over time, and will have to be raked back into place occasionally. The vast majority of events will occur in the spring, summer, and fall, and therefore it is unlikely that any events will occur with snow on the ground. The proposed parking lot will be plowed rarely, if ever.

Drainage Report

1. A title sheet has been added to the drainage report.
2. Our firm uses HydroCAD software to perform drainage analyses. This software groups storm events numerically, meaning in the order of 10, 100, and then 25. The software has limited options for organizing these reports. However, J&D has attempted to reorganize the data to the best of our ability.
3. A corrugated HDPE pipe material was selected help reduce water velocities inside the pipes. The proposed drainage pipes are relatively steep, and using a smooth walled pipe

would tend to increase water velocities and the potential for erosion. A corrugated pipe has almost double the Mannings' roughness coefficient when compared with a smooth walls plastic pipe.

4. Our current drainage calculations do not include any infiltration in the stormwater basin. The soils on site are fairly silty, with limited capacity for infiltration. To be conservative, we removed any infiltration from our drainage model. Therefore, even in a situation where the ground is frozen, our drainage model will still be applicable. The primary purpose of this stormwater basin is to act as a level spreader, and distribute runoff over a wide area, to replicate the pre-construction condition as much as possible. The basin also provides a small amount of storage and treatment. Some infiltration will occur, but that is not the primary purpose.

Wetlands Report

1. We have contacted the soil scientist Rick Zulick and asked him to update his report to be more specific about the wetland soils on site. Mr. Zulick did observe wetland soils at the southeast corner of the site, and at the far west side of the existing field. However, these soils are well over 125' feet from any proposed construction. I will forward you the revised report as soon as it is available.

General Comments

1. Our office typically provides only an engineer's stamp or seal on our plans. However, the latest plans will include both a signature and seal as requested.
2. No commercial dumpsters are proposed. The caterers will be responsible for removing the majority of trash, when cleaning up after events. A standard residential garage can will be used by the owners for their personal residence.
3. A note has been added to the Erosion notes on page 6, with some language describing how to protect catch basin during construction, before the disturbed earth is stabilized.
4. J&D can make our digital DWG drawings available to any contractors upon request. The drawings are based on the latest NAVD88 vertical and NAD83 horizontal datums. Anyone with modern GPS surveying equipment would be able to stake out the proposed construction. Additionally, J&D can set benchmarks or provide construction staking services upon request.

Please do not hesitate to contact me with any further comments or questions. We look forward to discussing this project with the commission at the upcoming Public Hearing.

Sincerely,

Daniel Blanchette, PE
J&D Civil Engineers, LLC

Datum Engineering & Surveying LLC.
Richard Zulick
Certified Forester / Soil Scientist
400 Nott Highway
Ashford, CT
06278
(860) 429-1918

February 8, 2023

Town of Brooklyn
Inland Wetlands and Watercourses Commission
Brooklyn , CT.

Wetland report for property located at :

459 Wolf Den Road, Brooklyn,CT Plan prepared for Willow Hill Events by J & D Civil Engineers , LLC Job # 22172 and dated November 30, 2022.

I have field checked the above referenced property for wetland soils. This parcel is located west of Wolf Den Road in the Town of Brooklyn, CT No wetland soils or watercourses have been identified on this parcel within 125 feet of the area of proposed activity .

A small pocket of wetlands was identified in the southeast corner of the property. This pocked exists near the stone wall at the southwestern perimeter of the existing field. Another very small pocked exists at the northwest edge of the existing open field which is located well to the southwest of the proposed activity.

This field delineation has been done in accordance with the standards of the National Cooperative Soil Survey and the definition of wetlands as found in the Connecticut General Statutes, Chapter 440, Section 22A-38.

Soil observations pits have been conducted by me, the wetter upland soils on this property appear to primarily consist of the Woodbridge fine sandy loam soil series.

WOODBRIDGE SERIES

The Woodbridge series consists of moderately well drained loamy soils formed in lodgment till. They are deep to bedrock and moderately deep to a densic contact. They are nearly level to moderately steep soils on hills, drumlins, till plains, and ground moraines.

TAXONOMIC CLASS: Coarse-loamy, mixed, active, mesic Aquic Dystrudepts

RIDGEBURY SERIES

The wetland soils identified within the southeast corner of the property consist of Ridgebury soil series.

The Ridgebury series consists of very deep, somewhat poorly and poorly drained soils formed in lodgment till derived mainly from granite, gneiss and/or schist. They are commonly shallow to a densic contact. They are nearly level to gently sloping soils in depressions in uplands. They also occur in drainageways in uplands, in toeslope positions of hills, drumlins, and ground moraines, and in till plains.

TAXONOMIC CLASS: Loamy, mixed, superactive, acid, mesic, shallow Aeric Endoaquepts

Please feel free to call me at the above phone number if you have any questions.

Sincerely,

Richard Zulick
Certified Forester and Soil Scientist
Member SSSSNE

23-005

J & D CIVIL ENGINEERS, LLC

401 Ravenelle Road
N. Grosvenordale, CT 06255
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(860) 923-2920

February 8, 2023

Town of Brooklyn
Planning and Zoning Commission
4 Wolf Den Road (PO Box 356)
Brooklyn, CT 06234

RE: Job #22172
Drainage Report for
Proposed Event Venue
At 459 Wolf Den Road

Dear Commissioners:

Please see the description below for a summary of the existing conditions on site and proposed drainage system. According to the soil scientist, the soils on site appear to be Woodbridge fine sandy loams. This is corroborated by the soils listed on the NRCS website, they describe the soils in the area as Woodbridge fine sandy loam or Paxton/Montauk fine sandy loam. These soils belong to hydrologic group C, and have low permeability and below average capacity to absorb stormwater. The existing land cover is primarily pasture or lawn, with very few trees and no impervious areas. The site is relatively steep, most of the property is between a 10% and 20% slope. The total drainage area towards the parking lot is approximately 3 acres.

Approximately a half-acre of gravel roads and parking lots will be constructed for this project. This will tend to cause a slight increase in the amount of runoff from the site. A drainage system has been designed to reduce peak flows and provide treatment of stormwater from the parking lot. A grass swale is proposed uphill of the parking lot, to capture clean runoff and direct it away from the parking lot. The parking lot itself will drain into two catch basins, which then discharge to a small stormwater basin across the driveway. This basin will provide a small amount of storage to attenuate peak flows. The basin will also act as a level spreader, to reduce the outlet flow velocity and encourage sheet flow. As runoff leaves the basin, it will flow across 400 feet of lawn, and then 900 feet of mature forest before entering Blackwell Brook. This will provide a significant amount of treatment for the runoff, removing pollutants and sediments before it enters any wetlands or watercourses.

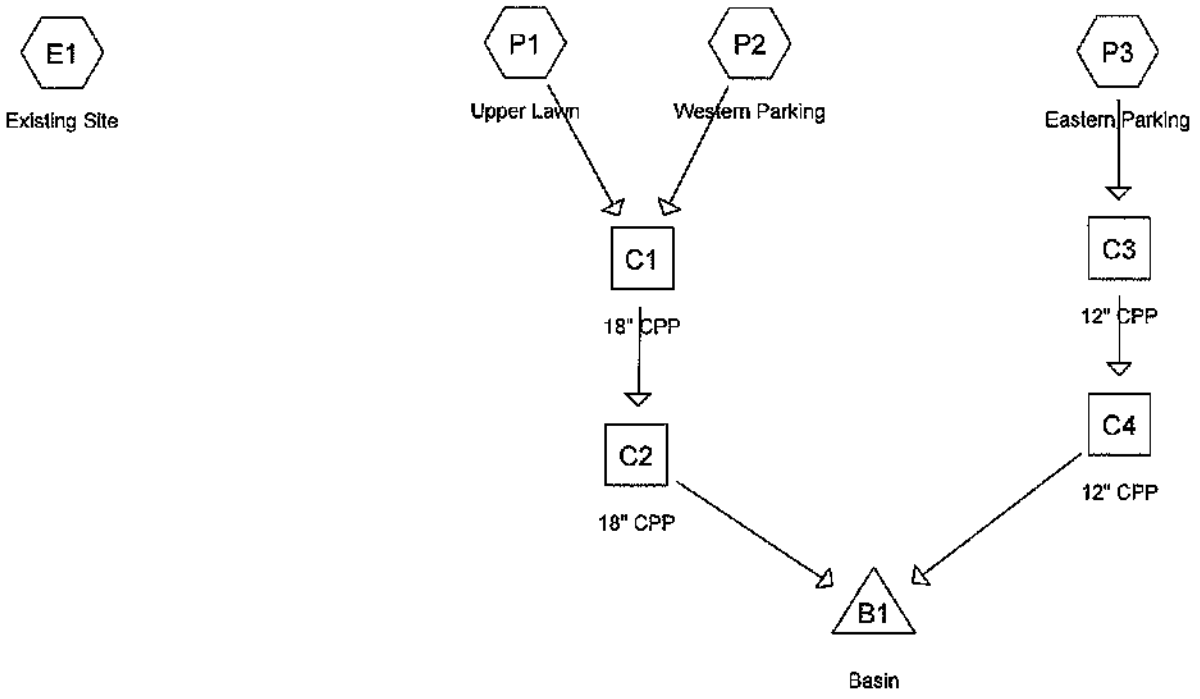
The table below provides Peak Flows in cubic feet per second for various storm events:

	10 Year	25 Year	100 Year
Existing	4.05	5.57	8.00
Proposed	3.74	5.08	7.33

Please see the attached drainage model report, which was created using HyroCAD software to model the existing and proposed conditions on site.

Sincerely,

Daniel Blanchette, PE
J&D Civil Engineers LLC



Subcat Reach Pond Link

Routing Diagram for 22172 Wineland - Drainage Modle 2022-11-28
Prepared by J&D Civil Engineers LLC, Printed 12/1/2022
HydroCAD® 10.10-6a s/n 02673 © 2020 HydroCAD Software Solutions LLC

Summary for Subcatchment E1: Existing Site

Runoff = 4.05 cfs @ 12.61 hrs, Volume= 0.612 af, Depth= 2.52"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 10-year Rainfall=5.19"

Area (sf)	CN	Description
127,071	74	Pasture/grassland/range, Good, HSG C
127,071		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
28.7	300	0.0290	0.17		**Sheet Flow, lawn** Grass: Dense n= 0.240 P2= 3.40"
10.2	730	0.0290	1.19		**Shallow Concentrated Flow, Pasture - Flatter** Short Grass Pasture Kv= 7.0 fps
4.6	570	0.0880	2.08		**Shallow Concentrated Flow, Pasture - Steeper** Short Grass Pasture Kv= 7.0 fps
43.5	1,600	Total			

Summary for Subcatchment E1: Existing Site

Runoff = 5.57 cfs @ 12.61 hrs, Volume= 0.838 af, Depth= 3.45"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 25-year Rainfall=6.31"

Area (sf)	CN	Description
127,071	74	Pasture/grassland/range, Good, HSG C
127,071		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
28.7	300	0.0290	0.17		**Sheet Flow, lawn** Grass: Dense n= 0.240 P2= 3.40"
10.2	730	0.0290	1.19		**Shallow Concentrated Flow, Pasture - Flatter** Short Grass Pasture Kv= 7.0 fps
4.6	570	0.0880	2.08		**Shallow Concentrated Flow, Pasture - Steeper** Short Grass Pasture Kv= 7.0 fps
43.5	1,600	Total			

Summary for Subcatchment E1: Existing Site

Runoff = 8.00 cfs @ 12.61 hrs, Volume= 1.206 af, Depth= 4.96"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 100-year Rainfall=8.04"

Area (sf)	CN	Description
127,071	74	Pasture/grassland/range, Good, HSG C
127,071		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
28.7	300	0.0290	0.17		**Sheet Flow, lawn** Grass: Dense n= 0.240 P2= 3.40"
10.2	730	0.0290	1.19		**Shallow Concentrated Flow, Pasture - Flatter** Short Grass Pasture Kv= 7.0 fps
4.6	570	0.0880	2.08		**Shallow Concentrated Flow, Pasture - Steeper** Short Grass Pasture Kv= 7.0 fps
43.5	1,600	Total			

Summary for Subcatchment P1: Upper Lawn

Runoff = 3.50 cfs @ 12.64 hrs, Volume= 0.544 af, Depth= 2.52"
Routed to Reach C1 : 18" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 10-year Rainfall=5.19"

Area (sf)	CN	Description
112,971	74	Pasture/grassland/range, Good, HSG C
112,971		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
28.7	300	0.0290	0.17		**Sheet Flow, lawn** Grass: Dense n= 0.240 P2= 3.40"
10.2	730	0.0290	1.19		**Shallow Concentrated Flow, Pasture - Flatter** Short Grass Pasture Kv= 7.0 fps
4.0	500	0.0880	2.08		**Shallow Concentrated Flow, Pasture - Steeper** Short Grass Pasture Kv= 7.0 fps
2.8	250	0.0100	1.50		**Shallow Concentrated Flow, swale** Grassed Waterway Kv= 15.0 fps
45.7	1,780	Total			

Summary for Subcatchment P2: Western Parking

Runoff = 0.67 cfs @ 12.07 hrs, Volume= 0.051 af, Depth= 4.72"
Routed to Reach C1 : 18" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 10-year Rainfall=5.19"

Area (sf)	CN	Description
5,600	96	Gravel surface, HSG C
5,600		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment P3: Eastern Parking

Runoff = 1.01 cfs @ 12.07 hrs, Volume= 0.077 af, Depth= 4.72"
Routed to Reach C3 : 12" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 10-year Rainfall=5.19"

Area (sf)	CN	Description
8,500	96	Gravel surface, HSG C
8,500		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Parking**

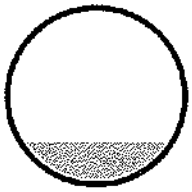
Summary for Reach C1: 18" CPP

Inflow Area = 2.722 ac, 0.00% Impervious, Inflow Depth = 2.62" for CT 10-year event
Inflow = 3.58 cfs @ 12.64 hrs, Volume= 0.594 af
Outflow = 3.58 cfs @ 12.64 hrs, Volume= 0.594 af, Atten= 0%, Lag= 0.1 min
Routed to Reach C2 : 18" CPP

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 11.15 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 3.98 fps, Avg. Travel Time= 0.3 min

Peak Storage= 24 cf @ 12.64 hrs
Average Depth at Peak Storage= 0.36' , Surface Width= 1.28'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 28.97 cfs

18.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 75.0' Slope= 0.1800 '/'
Inlet Invert= 442.00', Outlet Invert= 428.50'



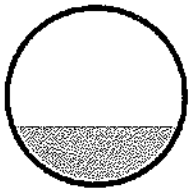
Summary for Reach C2: 18" CPP

Inflow Area = 2.722 ac, 0.00% Impervious, Inflow Depth = 2.62" for CT 10-year event
Inflow = 3.58 cfs @ 12.64 hrs, Volume= 0.594 af
Outflow = 3.58 cfs @ 12.65 hrs, Volume= 0.594 af, Atten= 0%, Lag= 0.1 min
Routed to Pond B1 : Basin

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 6.97 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.49 fps, Avg. Travel Time= 0.4 min

Peak Storage= 32 cf @ 12.65 hrs
Average Depth at Peak Storage= 0.50' , Surface Width= 1.41'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 15.02 cfs

18.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 62.0' Slope= 0.0484 '/'
Inlet Invert= 428.00', Outlet Invert= 425.00'



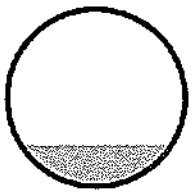
Summary for Reach C3: 12" CPP

Inflow Area = 0.195 ac, 0.00% Impervious, Inflow Depth = 4.72" for CT 10-year event
Inflow = 1.01 cfs @ 12.07 hrs, Volume= 0.077 af
Outflow = 1.01 cfs @ 12.07 hrs, Volume= 0.077 af, Atten= 0%, Lag= 0.1 min
Routed to Reach C4 : 12" CPP

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.27 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 2.34 fps, Avg. Travel Time= 0.5 min

Peak Storage= 9 cf @ 12.07 hrs
Average Depth at Peak Storage= 0.23' , Surface Width= 0.85'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 8.49 cfs

12.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 67.0' Slope= 0.1343 '/'
Inlet Invert= 444.00', Outlet Invert= 435.00'



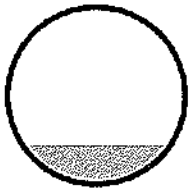
Summary for Reach C4: 12" CPP

Inflow Area = 0.195 ac, 0.00% Impervious, Inflow Depth = 4.72" for CT 10-year event
Inflow = 1.01 cfs @ 12.07 hrs, Volume= 0.077 af
Outflow = 1.01 cfs @ 12.07 hrs, Volume= 0.077 af, Atten= 0%, Lag= 0.1 min
Routed to Pond B1 : Basin

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.80 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.51 fps, Avg. Travel Time= 0.4 min

Peak Storage= 8 cf @ 12.07 hrs
Average Depth at Peak Storage= 0.22' , Surface Width= 0.83'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 9.37 cfs

12.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 58.0' Slope= 0.1638 '/'
Inlet Invert= 434.50', Outlet Invert= 425.00'



Summary for Pond B1: Basin

Inflow Area =	2.917 ac,	0.00% Impervious,	Inflow Depth =	2.76"	for CT 10-year event
Inflow =	3.69 cfs @	12.64 hrs,	Volume=	0.671 af	
Outflow =	3.74 cfs @	12.65 hrs,	Volume=	0.653 af,	Atten= 0%, Lag= 0.3 min
Primary =	3.74 cfs @	12.65 hrs,	Volume=	0.653 af	

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 424.09' @ 12.65 hrs Surf.Area= 820 sf Storage= 798 cf

Plug-Flow detention time= 26.4 min calculated for 0.653 af (97% of inflow)
Center-of-Mass det. time= 10.4 min (862.1 - 851.7)

Volume	Invert	Avail.Storage	Storage Description
#1	422.00'	798 cf	**Custom Stage Data (Irregular)**Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
422.00	96	99.0	0	0	96
424.00	820	140.0	798	798	912

Device	Routing	Invert	Outlet Devices
#1	Primary	424.00'	**60.0' long x 6.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.37 2.51 2.70 2.68 2.68 2.67 2.65 2.65 2.65 2.65 2.66 2.66 2.67 2.69 2.72 2.76 2.83

Primary OutFlow Max=3.72 cfs @ 12.65 hrs HW=424.09' (Free Discharge)
↑—**1=Broad-Crested Rectangular Weir** (Weir Controls 3.72 cfs @ 0.70 fps)

Summary for Subcatchment P1: Upper Lawn

Runoff = 4.82 cfs @ 12.64 hrs, Volume= 0.745 af, Depth= 3.45"
Routed to Reach C1 : 18" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 25-year Rainfall=6.31"

Area (sf)	CN	Description
112,971	74	Pasture/grassland/range, Good, HSG C
112,971		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
28.7	300	0.0290	0.17		**Sheet Flow, lawn** Grass: Dense n= 0.240 P2= 3.40"
10.2	730	0.0290	1.19		**Shallow Concentrated Flow, Pasture - Flatter** Short Grass Pasture Kv= 7.0 fps
4.0	500	0.0880	2.08		**Shallow Concentrated Flow, Pasture - Steeper** Short Grass Pasture Kv= 7.0 fps
2.8	250	0.0100	1.50		**Shallow Concentrated Flow, swale** Grassed Waterway Kv= 15.0 fps
45.7	1,780	Total			

Summary for Subcatchment P2: Western Parking

Runoff = 0.82 cfs @ 12.07 hrs, Volume= 0.063 af, Depth= 5.84"
Routed to Reach C1 : 18" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 25-year Rainfall=6.31"

Area (sf)	CN	Description
5,600	96	Gravel surface, HSG C
5,600		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment P3: Eastern Parking

Runoff = 1.24 cfs @ 12.07 hrs, Volume= 0.095 af, Depth= 5.84"
Routed to Reach C3 : 12" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 25-year Rainfall=6.31"

Area (sf)	CN	Description
8,500	96	Gravel surface, HSG C
8,500		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Parking**

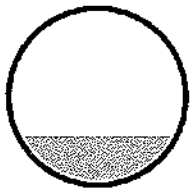
Summary for Reach C1: 18" CPP

Inflow Area = 2.722 ac, 0.00% Impervious, Inflow Depth = 3.56" for CT 25-year event
Inflow = 4.92 cfs @ 12.64 hrs, Volume= 0.808 af
Outflow = 4.92 cfs @ 12.64 hrs, Volume= 0.808 af, Atten= 0%, Lag= 0.1 min
Routed to Reach C2 : 18" CPP

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 12.21 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 4.32 fps, Avg. Travel Time= 0.3 min

Peak Storage= 30 cf @ 12.64 hrs
Average Depth at Peak Storage= 0.42' , Surface Width= 1.35'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 28.97 cfs

18.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 75.0' Slope= 0.1800 '/'
Inlet Invert= 442.00', Outlet Invert= 428.50'



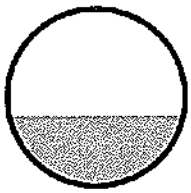
Summary for Reach C2: 18" CPP

Inflow Area = 2.722 ac, 0.00% Impervious, Inflow Depth = 3.56" for CT 25-year event
Inflow = 4.92 cfs @ 12.64 hrs, Volume= 0.808 af
Outflow = 4.91 cfs @ 12.64 hrs, Volume= 0.808 af, Atten= 0%, Lag= 0.1 min
Routed to Pond B1 : Basin

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.61 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.70 fps, Avg. Travel Time= 0.4 min

Peak Storage= 40 cf @ 12.64 hrs
Average Depth at Peak Storage= 0.59' , Surface Width= 1.47'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 15.02 cfs

18.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 62.0' Slope= 0.0484 '/'
Inlet Invert= 428.00', Outlet Invert= 425.00'



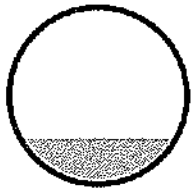
Summary for Reach C3: 12" CPP

Inflow Area = 0.195 ac, 0.00% Impervious, Inflow Depth = 5.84" for CT 25-year event
Inflow = 1.24 cfs @ 12.07 hrs, Volume= 0.095 af
Outflow = 1.24 cfs @ 12.07 hrs, Volume= 0.095 af, Atten= 0%, Lag= 0.1 min
Routed to Reach C4 : 12" CPP

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.71 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.49 fps, Avg. Travel Time= 0.4 min

Peak Storage= 11 cf @ 12.07 hrs
Average Depth at Peak Storage= 0.26' , Surface Width= 0.87'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 8.49 cfs

12.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 67.0' Slope= 0.1343 '/'
Inlet Invert= 444.00', Outlet Invert= 435.00'



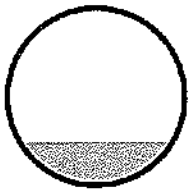
Summary for Reach C4: 12" CPP

Inflow Area = 0.195 ac, 0.00% Impervious, Inflow Depth = 5.84" for CT 25-year event
Inflow = 1.24 cfs @ 12.07 hrs, Volume= 0.095 af
Outflow = 1.24 cfs @ 12.07 hrs, Volume= 0.095 af, Atten= 0%, Lag= 0.1 min
Routed to Pond B1 : Basin

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 8.27 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.67 fps, Avg. Travel Time= 0.4 min

Peak Storage= 9 cf @ 12.07 hrs
Average Depth at Peak Storage= 0.25' , Surface Width= 0.86'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 9.37 cfs

12.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 58.0' Slope= 0.1638 '/'
Inlet Invert= 434.50', Outlet Invert= 425.00'



Summary for Pond B1: Basin

Inflow Area = 2.917 ac, 0.00% Impervious, Inflow Depth = 3.71" for CT 25-year event
Inflow = 5.06 cfs @ 12.64 hrs, Volume= 0.902 af
Outflow = 5.08 cfs @ 12.65 hrs, Volume= 0.884 af, Atten= 0%, Lag= 0.6 min
Primary = 5.08 cfs @ 12.65 hrs, Volume= 0.884 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 424.11' @ 12.65 hrs Surf.Area= 820 sf Storage= 798 cf

Plug-Flow detention time= 20.7 min calculated for 0.884 af (98% of inflow)
Center-of-Mass det. time= 8.5 min (853.6 - 845.1)

Volume	Invert	Avail.Storage	Storage Description
#1	422.00'	798 cf	**Custom Stage Data (Irregular)**Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
422.00	96	99.0	0	0	96
424.00	820	140.0	798	798	912

Device	Routing	Invert	Outlet Devices
#1	Primary	424.00'	**60.0' long x 6.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.37 2.51 2.70 2.68 2.68 2.67 2.65 2.65 2.65 2.65 2.66 2.66 2.67 2.69 2.72 2.76 2.83

Primary OutFlow Max=5.07 cfs @ 12.65 hrs HW=424.11' (Free Discharge)
1=Broad-Crested Rectangular Weir (Weir Controls 5.07 cfs @ 0.78 fps)

Summary for Subcatchment P1: Upper Lawn

Runoff = 6.93 cfs @ 12.64 hrs, Volume= 1.072 af, Depth= 4.96"
Routed to Reach C1 : 18" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 100-year Rainfall=8.04"

Area (sf)	CN	Description
112,971	74	Pasture/grassland/range, Good, HSG C
112,971		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
28.7	300	0.0290	0.17		**Sheet Flow, lawn** Grass: Dense n= 0.240 P2= 3.40"
10.2	730	0.0290	1.19		**Shallow Concentrated Flow, Pasture - Flatter** Short Grass Pasture Kv= 7.0 fps
4.0	500	0.0880	2.08		**Shallow Concentrated Flow, Pasture - Steeper** Short Grass Pasture Kv= 7.0 fps
2.8	250	0.0100	1.50		**Shallow Concentrated Flow, swale** Grassed Waterway Kv= 15.0 fps
45.7	1,780	Total			

Summary for Subcatchment P2: Western Parking

Runoff = 1.04 cfs @ 12.07 hrs, Volume= 0.081 af, Depth= 7.56"
Routed to Reach C1 : 18" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 100-year Rainfall=8.04"

Area (sf)	CN	Description
5,600	96	Gravel surface, HSG C
5,600		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment P3: Eastern Parking

Runoff = 1.58 cfs @ 12.07 hrs, Volume= 0.123 af, Depth= 7.56"
Routed to Reach C3 : 12" CPP

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr CT 100-year Rainfall=8.04"

Area (sf)	CN	Description
8,500	96	Gravel surface, HSG C
8,500		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Parking**

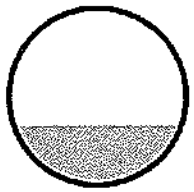
Summary for Reach C1: 18" CPP

Inflow Area = 2.722 ac, 0.00% Impervious, Inflow Depth = 5.08" for CT 100-year event
Inflow = 7.05 cfs @ 12.64 hrs, Volume= 1.153 af
Outflow = 7.05 cfs @ 12.64 hrs, Volume= 1.153 af, Atten= 0%, Lag= 0.0 min
Routed to Reach C2 : 18" CPP

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 13.53 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 4.79 fps, Avg. Travel Time= 0.3 min

Peak Storage= 39 cf @ 12.64 hrs
Average Depth at Peak Storage= 0.50' , Surface Width= 1.42'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 28.97 cfs

18.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 75.0' Slope= 0.1800 '/'
Inlet Invert= 442.00', Outlet Invert= 428.50'



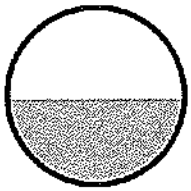
Summary for Reach C2: 18" CPP

Inflow Area = 2.722 ac, 0.00% Impervious, Inflow Depth = 5.08" for CT 100-year event
Inflow = 7.05 cfs @ 12.64 hrs, Volume= 1.153 af
Outflow = 7.05 cfs @ 12.64 hrs, Volume= 1.153 af, Atten= 0%, Lag= 0.1 min
Routed to Pond B1 : Basin

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 8.36 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.99 fps, Avg. Travel Time= 0.3 min

Peak Storage= 52 cf @ 12.64 hrs
Average Depth at Peak Storage= 0.72' , Surface Width= 1.50'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 15.02 cfs

18.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 62.0' Slope= 0.0484 '/'
Inlet Invert= 428.00', Outlet Invert= 425.00'



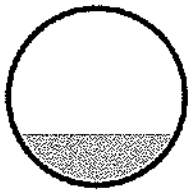
Summary for Reach C3: 12" CPP

Inflow Area = 0.195 ac, 0.00% Impervious, Inflow Depth = 7.56" for CT 100-year event
Inflow = 1.58 cfs @ 12.07 hrs, Volume= 0.123 af
Outflow = 1.58 cfs @ 12.07 hrs, Volume= 0.123 af, Atten= 0%, Lag= 0.1 min
Routed to Reach C4 : 12" CPP

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 8.27 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.69 fps, Avg. Travel Time= 0.4 min

Peak Storage= 13 cf @ 12.07 hrs
Average Depth at Peak Storage= 0.29' , Surface Width= 0.91'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 8.49 cfs

12.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 67.0' Slope= 0.1343 '/'
Inlet Invert= 444.00', Outlet Invert= 435.00'



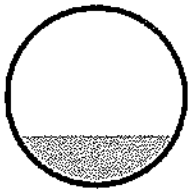
Summary for Reach C4: 12" CPP

Inflow Area = 0.195 ac, 0.00% Impervious, Inflow Depth = 7.56" for CT 100-year event
Inflow = 1.58 cfs @ 12.07 hrs, Volume= 0.123 af
Outflow = 1.58 cfs @ 12.07 hrs, Volume= 0.123 af, Atten= 0%, Lag= 0.1 min
Routed to Pond B1 : Basin

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Max. Velocity= 8.88 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.88 fps, Avg. Travel Time= 0.3 min

Peak Storage= 10 cf @ 12.07 hrs
Average Depth at Peak Storage= 0.28' , Surface Width= 0.90'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 9.37 cfs

12.0" Round Pipe
n= 0.020 Corrugated PE, corrugated interior
Length= 58.0' Slope= 0.1638 '/'
Inlet Invert= 434.50', Outlet Invert= 425.00'



Summary for Pond B1: Basin

Inflow Area = 2.917 ac, 0.00% Impervious, Inflow Depth = 5.25" for CT 100-year event
Inflow = 7.23 cfs @ 12.64 hrs, Volume= 1.276 af
Outflow = 7.33 cfs @ 12.64 hrs, Volume= 1.258 af, Atten= 0%, Lag= 0.2 min
Primary = 7.33 cfs @ 12.64 hrs, Volume= 1.258 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 424.14' @ 12.64 hrs Surf.Area= 820 sf Storage= 798 cf

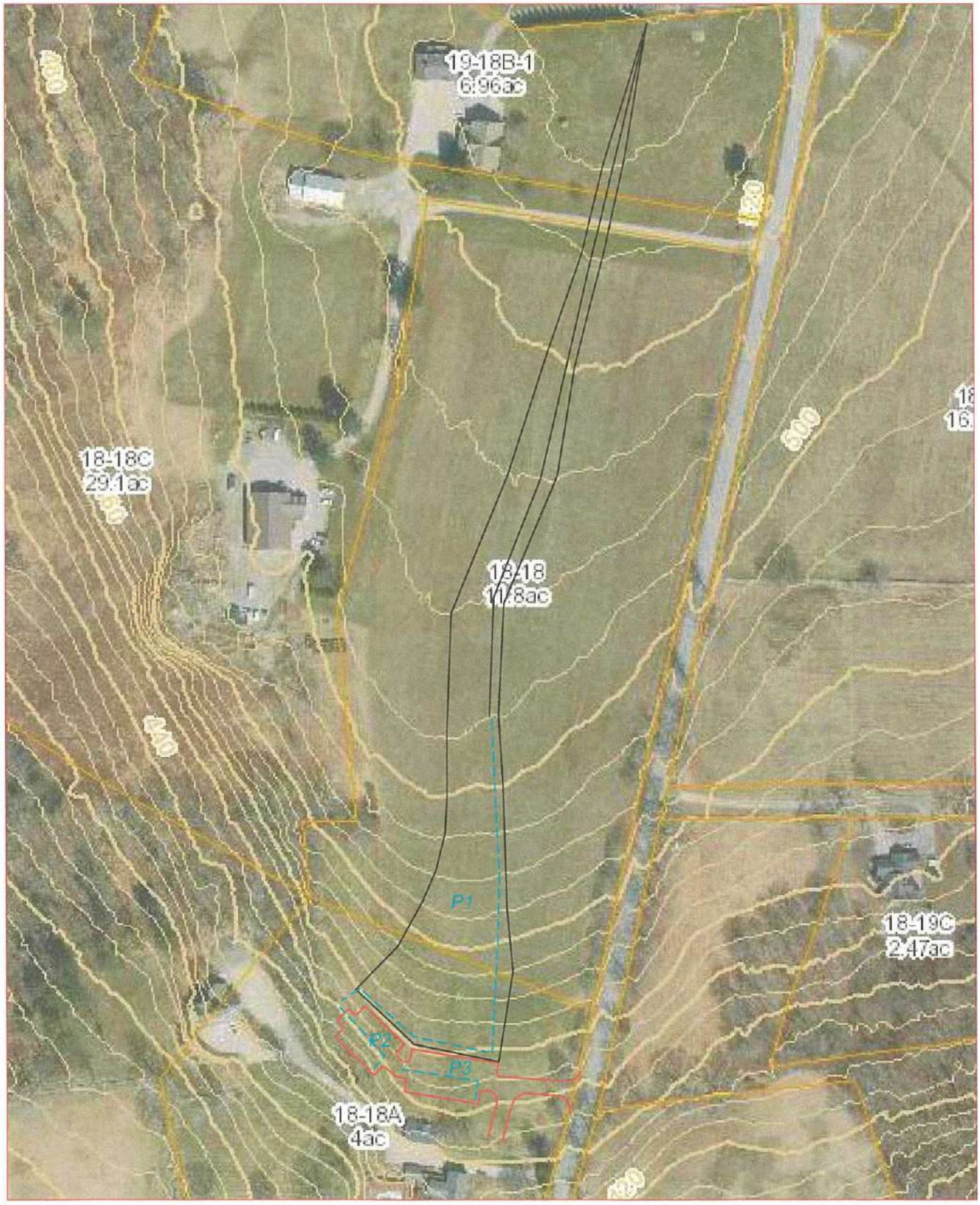
Plug-Flow detention time= 15.6 min calculated for 1.258 af (99% of inflow)
Center-of-Mass det. time= 6.7 min (843.8 - 837.0)

Volume	Invert	Avail.Storage	Storage Description
#1	422.00'	798 cf	**Custom Stage Data (Irregular)**Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
422.00	96	99.0	0	0	96
424.00	820	140.0	798	798	912

Device	Routing	Invert	Outlet Devices
#1	Primary	424.00'	**60.0' long x 6.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.37 2.51 2.70 2.68 2.68 2.67 2.65 2.65 2.65 2.65 2.66 2.66 2.67 2.69 2.72 2.76 2.83

Primary OutFlow Max=7.33 cfs @ 12.64 hrs HW=424.14' (Free Discharge)
1=Broad-Crested Rectangular Weir (Weir Controls 7.33 cfs @ 0.88 fps)



DRAINAGE AREA MAP

SCALE 1" = 200'

Traffic Impact Study

459 Wolf Den Road

Brooklyn, Connecticut

Prepared for:

J&D Civil Engineers, LLC

Prepared by:

KWH Enterprise, LLC

November 2022

Traffic Impact Study
459 Wolf Den Road
Brooklyn, Connecticut
November 2022

This study examines the traffic impact of a proposed event venue at 459 Wolf Den Road in Brooklyn, Connecticut. Peak-hour site trips generated by events, roadway traffic volumes, and traffic capacity at a site driveway were reviewed. For the purpose of this traffic study, 2023 was assumed to be the year during which improvements are built and events are held at this location.

I. Summary

- The proposed event venue is estimated to generate approximately 90 trips for both weekday afternoon and Saturday midday peak hours.

- The traffic impact of this site will be limited. All traffic approaches at a proposed event driveway will operate at favorable LOS (levels of service) A with short delays during the weekday afternoon and Saturday midday peak hours. The development will not create traffic hazards and will not block or hamper the circulation pattern of adjacent roadways.

II. Project Description

The site is located west of Wolf Den Road and about 1,800 feet south of the Bush Hill Road intersection. Proposed improvements will include a wider event driveway, entrance identification, new parking areas, and other site features for events. An existing narrower driveway will be maintained. Next to the site, Wolf Den Road measures about 19 feet in width for two-way traffic. The posted speed limit on Wolf Den Road is 25 mph.

III. Traffic Volumes

Automatic traffic count data were collected on Wolf Den Road on weekdays and on a Saturday in January 2022. Seasonal adjustment factors based on CTDOT data and an annual traffic growth rate of 0.7 percent recommended by CTDOT were applied to the traffic counts to generate 2023 peak-month traffic volumes for Wolf Den Road.

IV. Future Traffic Conditions

Peak-hour site trips in Table 1 were estimated by considering three traffic components during events. Guests will arrive and leave on a bus, which will result in about 20 bus trips (ten entry trips and ten exit trips). There will be about ten delivery vehicles, which will translate into 20 trips (ten entry trips and ten exit trips). Other vehicular trips will total about 100 trips for 50 vehicles. It was assumed that the site trips during the weekday afternoon and Saturday peak hours will consist of exit trips for the bus and delivery vehicles and all entry trips. This is likely to be a conservative assumption; in reality, guest arrivals and deliveries can last more than an hour. During the weekday afternoon peak hour and the Saturday midday peak hour, an event is estimated to generate 90 peak-hour trips (70 entry trips and 20 exit trips).

Table 1 Estimated Site Trips (vph)

Event Venue at 459 Wolf Den Road, Brooklyn, Connecticut			
	Entry	Exit	Entry & Exit
Weekday or Saturday Daily	70	70	140
Weekday Afternoon Peak Hour of Adjacent Road.	70	20	90
Saturday Midday Peak Hour	70	20	90

vph Vehicles per hour

Table 2 details the distribution of the site-generated trips along Wolf Den Road. The distribution takes into account the existing traffic volumes and the roadway network in this part of Brooklyn.

Table 2 Trip Distribution

To / From Route	Entry and Exit
North: Wolf Den Road	35%
South: Wolf Den Road	65%
Total	100%

V. Traffic Capacity Analysis

To assess the quality of traffic flow, intersection capacity analysis was conducted for the future traffic conditions. Capacity analysis provides an indication of how well roadway facilities serve the traffic demands placed upon them. Synchro 10, a software package that includes the evaluation criteria of the *Highway Capacity Manual, 6th Edition*, was used to analyze the intersections.

Level of service (LOS) is the term used to describe the different operating conditions that occur on a given roadway segment or intersection under various traffic conditions. It is a qualitative measure of the effects of a number of factors including roadway geometry, speed, travel delay, freedom to maneuver, and safety. Six levels of service can be defined for each type of facility. Each level of service (LOS) is given a letter designation from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

Table 3 that follows shows the capacity analysis results for the event driveway intersection under the 2023 build traffic conditions. During the two peak hours, all traffic movements at the event driveway intersection will operate at favorable LOS A with minimal traffic delays. The detailed output sheets are attached to this report.

Table 3 Capacity Analyses for Build Conditions

Intersection	2023 Build Conditions			
	Weekday Afternoon Peak Hour of Adjacent Streets		Saturday Midday Peak Hour of Adjacent Streets	
	Delay (sec)	LOS	Delay (sec)	LOS
Wolf Den Road and Event Driveway (Unignalized)				
NB Wolf Den Road Left Turn	7.5	A	7.5	A
NB Wolf Den Road Through	0.0	A	0.0	A
EB Event Driveway	9.0	A	9.0	A

EB Eastbound
WB Westbound
NB Northbound
SB Southbound
LOS Level of Service

VI. Conclusions

Area traffic operation was analyzed for a proposed event venue at 459 Wolf Den Road under 2023 traffic conditions. When the improvements are built and the facility is in operation, the event driveway intersection will operate at favorable LOS A during peak hours. The traffic impact of future events at this site will be limited and will be adequately and safely accommodated by Wolf Den Road.

Kermit Hua

Kermit Hua, PE, PTOE
Principal
KWH Enterprise, LLC
(203) 606-3525
kermit.hua@kwhenterprise.com

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY & PLANNING - ROADWAY INFORMATION SYSTEMS
TRAFFIC DATA COLLECTION & VERIFICATION SECTION

FACTORS FOR EXPANDING 24-HOUR COUNTS TO
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
(BASED ON 2018 CONTINUOUS COUNT STATION DATA)

GROUP - 1 * * INTERSTATE * *
STATION(S): 7, 12, 24, 30, 31, 32, 53, 54

AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY	1.08	1.03	1.21	1.41
FEBRUARY	1.04	0.96	1.13	1.45
MARCH	1.05	0.93	1.05	1.21
APRIL	0.99	0.91	1.03	1.17
MAY	0.94	0.83	0.98	1.10
JUNE	0.95	0.90	0.99	1.08
JULY	0.95	0.91	0.97	1.08
AUGUST	0.94	0.86	0.99	1.06
SEPTEMBER	0.99	0.89	0.99	1.08
OCTOBER	0.98	0.90	1.00	1.12
NOVEMBER	0.98	0.98	1.03	1.13
DECEMBER	1.00	0.96	1.04	1.22

GROUP - 2 * * RURAL * *
STATION(S): 4, 10, 16, 20, 50, 51

AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY	1.12	1.08	1.17	1.48
FEBRUARY	1.12	1.05	1.16	1.55
MARCH	1.08	1.04	1.06	1.32
APRIL	1.05	0.95	0.94	1.29
MAY	0.95	0.89	0.95	1.04
JUNE	0.91	0.80	0.87	0.95
JULY	0.93	0.84	0.87	0.98
AUGUST	0.89	0.83	0.90	0.93
SEPTEMBER	0.97	0.88	0.91	1.02
OCTOBER	0.98	0.88	0.97	1.08
NOVEMBER	1.00	1.02	1.09	1.21
DECEMBER	1.08	1.09	1.11	1.29

GROUP - 3 * * INTERSTATE * *
STATION(S): 27 (I-84 FROM ROUTE 195 TO MASS. STATE LINE)

AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY	1.02	1.10	1.25	0.99
FEBRUARY	0.86	0.81	1.02	1.22
MARCH	1.46	0.91	0.94	0.93
APRIL	1.22	0.96	1.00	1.00
MAY	1.07	0.73	0.99	0.90
JUNE	1.04	0.84	0.96	0.71
JULY	0.98	0.84	0.80	0.74
AUGUST	0.81	0.75	0.89	0.79
SEPTEMBER	1.11	1.09	1.13	0.81
OCTOBER	1.04	1.06	1.30	0.99
NOVEMBER	1.26	1.24	1.15	0.64
DECEMBER	1.14	0.33	0.43	0.79

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY & PLANNING - ROADWAY INFORMATION SYSTEMS
TRAFFIC MONITORING & DATA ANALYSIS SECTION

FACTORS FOR EXPANDING 24-HOUR COUNTS TO
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
(BASED ON 2018 CONTINUOUS COUNT STATION DATA)

GROUP - 4 * * URBAN * *
STATION(S): 8, 9, 11, 15, 17, 22, 23, 28, 47, 48, 52

AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY	1.03	1.00	1.18	1.46
FEBRUARY	1.03	0.95	1.14	1.49
MARCH	0.97	0.94	1.07	1.30
APRIL	0.98	0.90	1.03	1.26
MAY	0.92	0.83	1.01	1.21
JUNE	0.91	0.85	1.01	1.15
JULY	0.95	0.89	1.06	1.22
AUGUST	0.95	0.89	1.09	1.23
SEPTEMBER	0.96	0.88	1.03	1.20
OCTOBER	0.95	0.86	1.05	1.16
NOVEMBER	0.97	0.97	1.08	1.27
DECEMBER	0.99	0.96	1.06	1.24

GROUP - 5 * *NORTHWEST RECREATIONAL * *
STATION(S): 1 (Station 18 not available on 2018)

AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY	1.29	1.18	1.05	1.21
FEBRUARY	1.24	1.10	1.02	1.34
MARCH	1.28	1.06	1.14	1.24
APRIL	1.04	0.88	0.96	0.85
MAY	1.00	0.83	0.78	0.80
JUNE	0.96	0.80	0.79	0.77
JULY	0.91	0.80	0.71	0.61
AUGUST	0.94	0.75	0.76	0.71
SEPTEMBER	0.99	0.85	0.69	0.73
OCTOBER	0.95	0.71	0.69	0.68
NOVEMBER	1.15	1.05	1.08	1.06
DECEMBER	1.13	1.11	1.09	1.25

GROUP - 6 * * SOUTHEAST RECREATIONAL * *
STATION(S): 5, 33, 44, 46

AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY	1.24	1.08	1.05	1.22
FEBRUARY	1.17	1.00	0.98	1.21
MARCH	1.19	0.98	0.93	1.06
APRIL	1.13	0.91	0.86	1.00
MAY	1.04	0.85	0.84	0.92
JUNE	1.00	0.80	0.81	0.88
JULY	0.91	0.77	0.75	0.79
AUGUST	0.92	0.75	0.77	0.80
SEPTEMBER	1.07	0.89	0.84	0.92
OCTOBER	1.10	0.89	0.93	0.98
NOVEMBER	1.17	0.97	0.93	1.04
DECEMBER	1.16	1.00	0.97	1.15

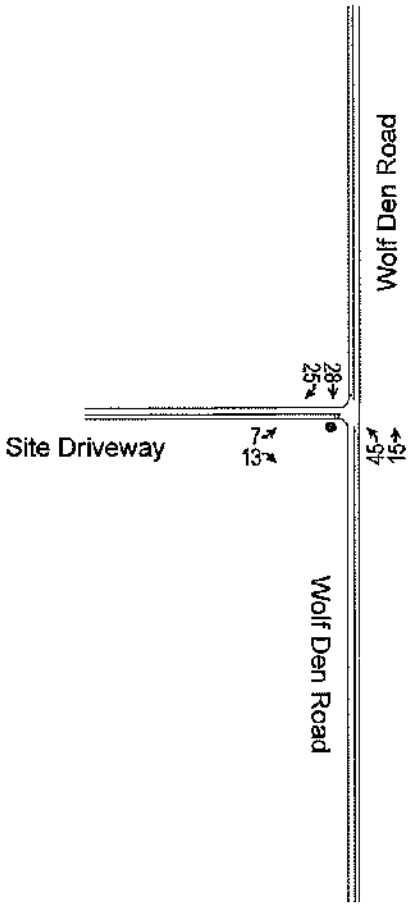


Figure 1 Weekday Afternoon Peak-Hour Traffic Volumes
2023 Build Traffic Conditions

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	13	45	15	28	25
Future Vol, veh/h	7	13	45	15	28	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	8	14	49	16	30	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	158	44	57	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	815	1004	1498	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	788	1004	1498	-	-	-
Mov Cap-2 Maneuver	788	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	916	-	-
HCM Lane V/C Ratio	0.033	-	0.024	-	-
HCM Control Delay (s)	7.5	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

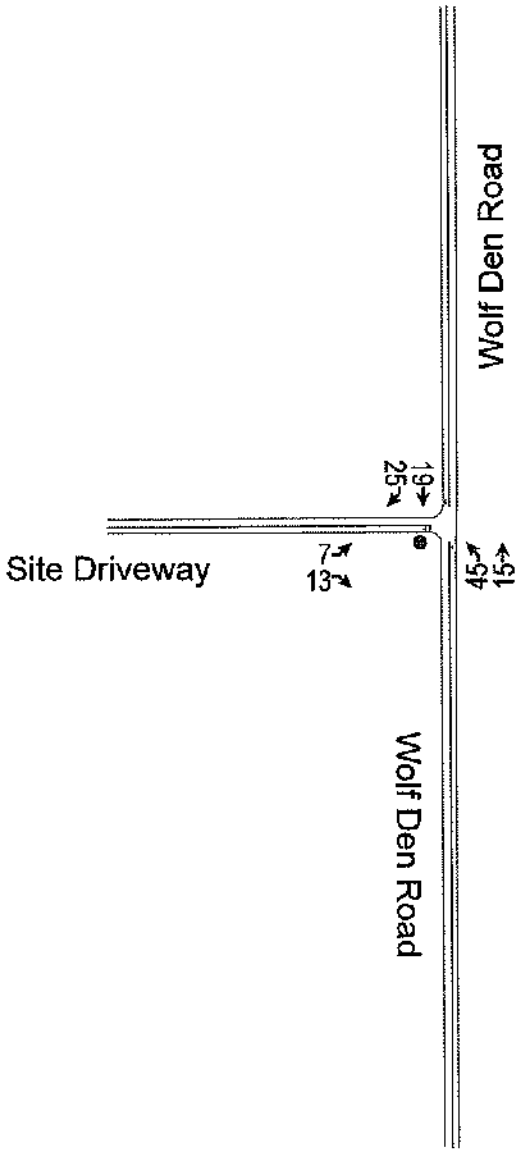


Figure 2 Saturday Midday Peak-Hour Traffic Volumes
2023 Build Traffic Conditions

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	13	45	15	19	25
Future Vol, veh/h	7	13	45	15	19	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	8	14	49	16	21	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	149	35	48	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	825	1015	1509	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	798	1015	1509	-	-	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	927	-	-
HCM Lane V/C Ratio	0.032	-	0.023	-	-
HCM Control Delay (s)	7.5	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

From: Syl Pauley <Syl.pauley@neccog.org>
Sent: Wednesday, February 08, 2023 4:35 PM
To: Jana Roberson
Cc: Margaret Washburn
Subject: Willow Hill Events Wedding/Event Venue, 459 Wolf Den Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jana,

I have reviewed all the revised documentation sent to me today (2/8/2023), via email, from Daniel Blanchette, P.E. This includes the following items: revised plans (6 sheets - revision date of February 8, 2023); Daniel Blanchette's letter of February 8, 2023 addressing my comments of December 15, 2022; drainage report dated February 8, 2023; and Rick Zulick's revised wetlands report dated February 8, 2023.

Mr. Blanchette's letter with his item-by-item response to my previous review comments is acceptable. Furthermore, I found the plans and other pertinent documentation to be modified as stated in his letter and also acceptable.

I have no further comments regarding this matter.

Syl

NORTHEAST DISTRICT DEPARTMENT OF HEALTH
69 South Main Street · Unit 4 · Brooklyn, CT 06234
Phone (860) 774-7350 · Fax (860) 774-1308 · Web Site www.nddh.org

February 14, 2023

Nicole Wineland Thomas-Fisher
68 Forest St, Unit B
Watertown, MA 02472

B100/APPLICATION
SUBJECT: FILE #23000165 -- WOLF DEN ROAD, MAP #18, LOT #18B, BROOKLYN, CT

Dear Nicole Wineland Thomas-Fisher:

On January 30, 2023 this department received an application proposing the change of use from a barn to a wedding venue. Rented bathroom trailer to be used by guests (not the existing septic system).

Based on the information provided and paperwork in our files this request has been approved under the following conditions:

1. Owner to verify exact location of septic.
2. Bathroom trailer not to be tied into the existing septic system.
3. Maximum number of guests not to exceed 225 persons; Guests not to use barn restrooms.
4. Kitchen in barn not to be used to prepare food for events.

Approval is being granted under Section 19-13-B100a of the CT Public Health Code. This approval is given with the understanding that you will provide proper care and maintenance of the existing system (the septic tank is to be pumped every 3 years).

THE OWNER IS RESPONSIBLE TO SEEK PROPER AUTHORIZATION FROM ALL TOWN AGENCIES PRIOR TO START OF CONSTRUCTION.

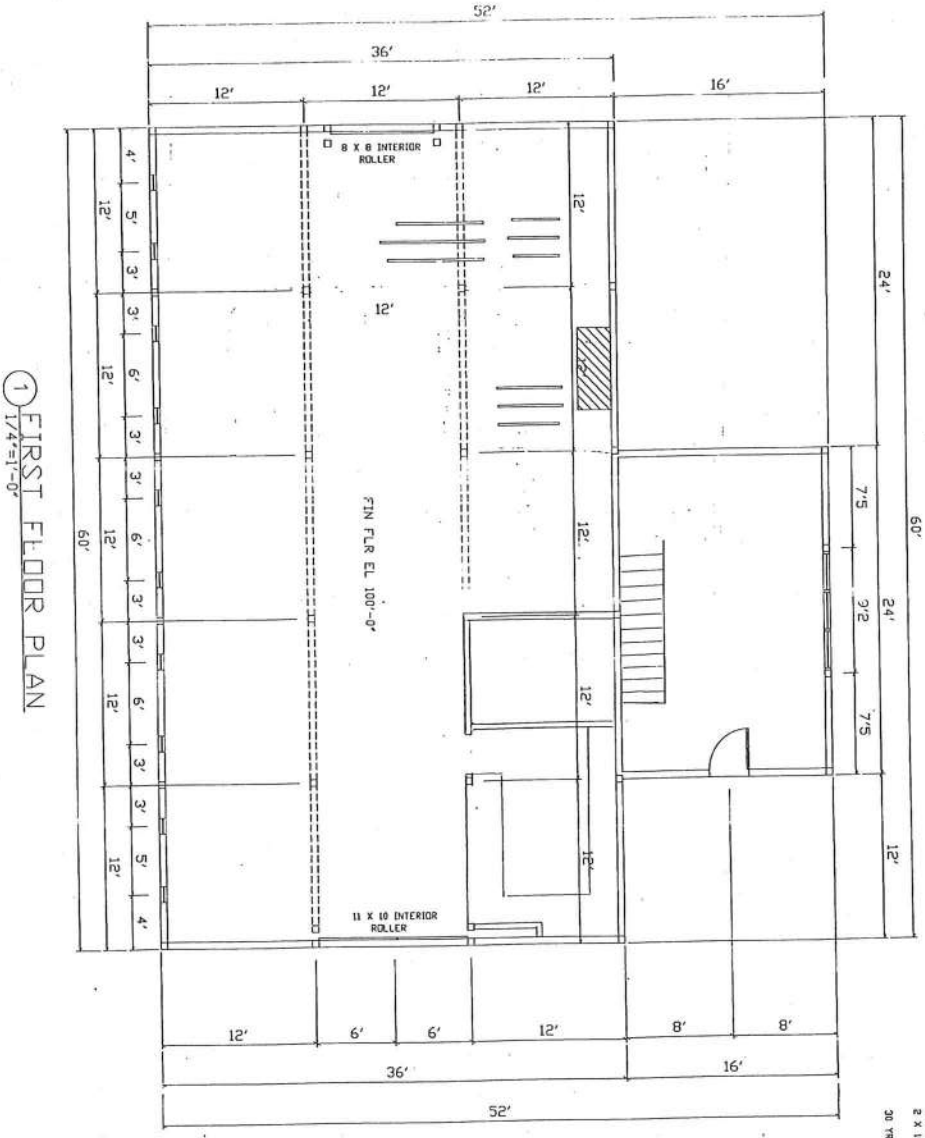
Should you have any questions, please do not hesitate to contact this office.

Sincerely,

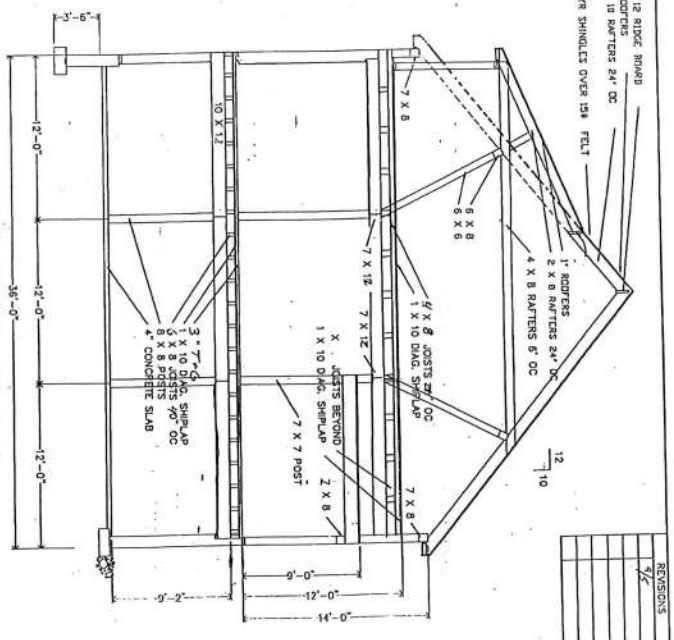
Donovan Moe

Donovan Moe, EHS
Environmental Health Specialist-NDDH

cc: Brooklyn Building Official; J&D Civil Engineers, LLC.



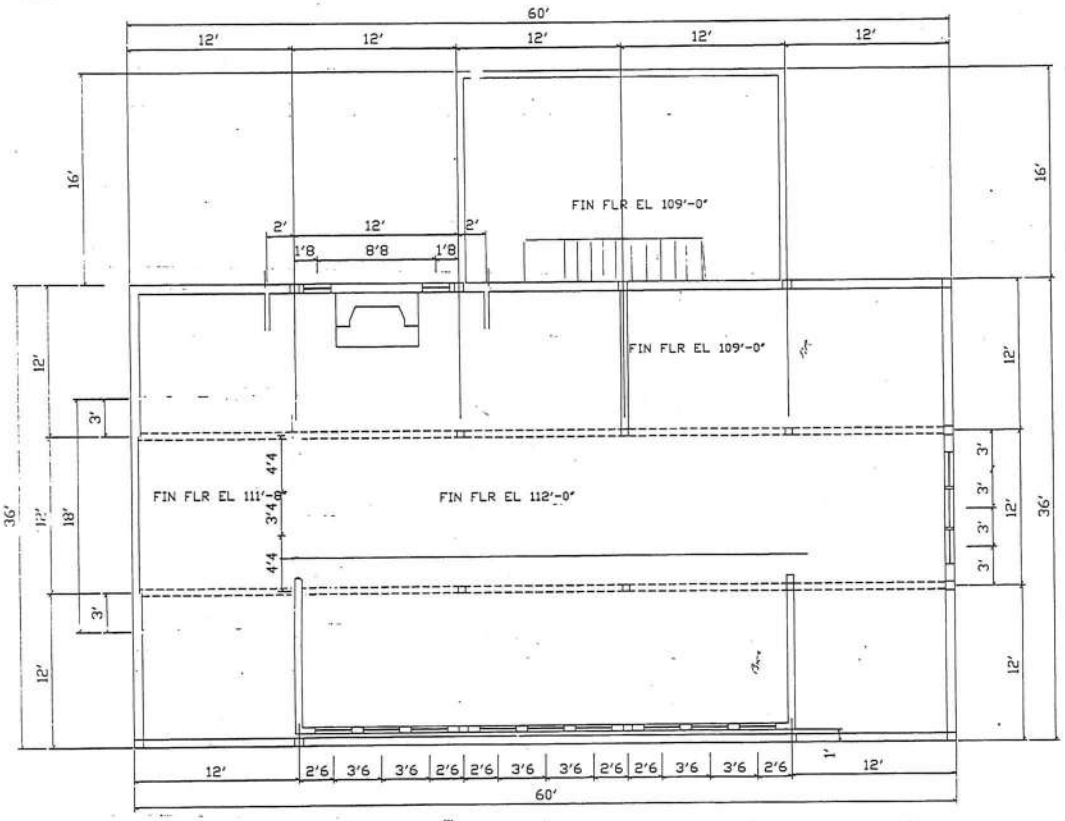
1 FIRST FLOOR PLAN
1/4"=1'-0"



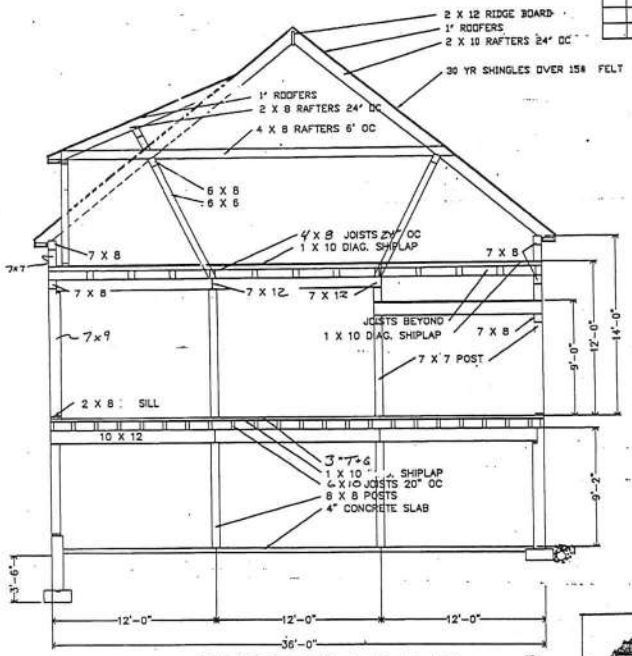
2 INTERIOR FRAME
1/4"=1'-0"
FRAMES 4 & 5

SHEET NO. 1 OF 2	#2641
DATE: 11-29-22	BOZORGMANESH
SCALE: AS NOTED	

REVISIONS



1 SECOND FLOOR PLAN
1/4"=1'-0"

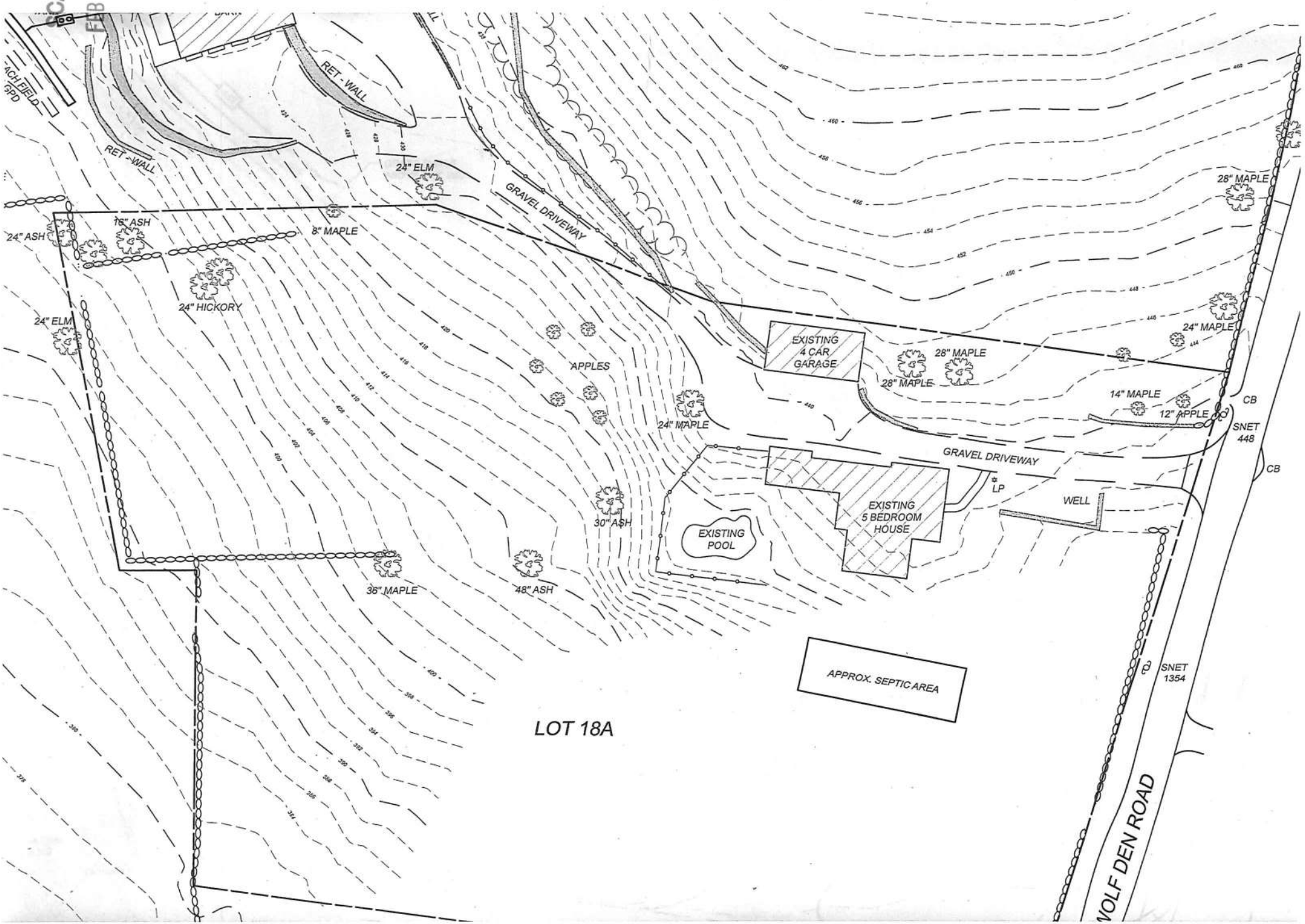


2 INTERIOR FRAME
1/4"=1'-0" FRAME 3

REVISIONS
No.

#2641 BOZORGMANESH
DATE: 11/28/06
SCALE: AS NOTED
SHEET
NO. 5
OF 8


80
160
SCANNED
FEB 14 2023
LOT 18B
24" OAK
WELL
RET - WALL
RET - WALL
RET - WALL
RET - WALL
RET - WALL
RET - WALL
SEPTIC TANK
EXISTING BARN
EXISTING LEACH FIELD 495 SF - 300 GPD
12" HICKORY
28" MAPLE
3" JAP MAPLE
24" ASH
16" ASH
8" MAPLE
24" ELM
24" HICKORY
24" ELM
GRAVEL DRIVEWAY



LEGEND

- BUILDING SETBACK LINE
- PROPERTY LINE
- EXISTING MAJOR CONTOUR LINE
- EXISTING MINOR CONTOUR LINE
- 246 PROPOSED CONTOUR LINE
- LEACHING TRENCH
- STONEWALL
- UTILITIES
- TREELINE
- FENCE

EXISTING CONDITIONS PLAN

PREPARED FOR

WILLOW HILL EVENTS

459 WOLF DEN ROAD, BROOKLYN, CT

MAP 18 - ~~LOTS 18 & 18A~~ L#18B

J&D CIVIL ENGINEERS, LLC
401 RAVENELLE ROAD
N. GROSVENORDALE, CT 06255
860-923-2920

STATE OF CONNECTICUT
DANIEL D. BLANCHETTE
31338
LICENSED PROFESSIONAL ENGINEER

DESIGNED: DDB CHECKED: DRB	REVISIONS:
JOB NO: 22172	DATE: NOVEMBER 30, 2022
SCALE: 1" = 40'	SHEET: 3 OF 6

J & D CIVIL ENGINEERS, LLC
401 Ravenelle Road
N. Grosvenordale, CT 06255
www.jdcivilengineers.com
(860) 923-2920

January 26, 2023

Northeast District Dept of Health
69 South Main St, Unit 4
Brooklyn, CT 06340

RE: Job #22172
Weddings or Events at
459 Wolf Den Road
Brooklyn, CT

To Whom it May Concern:

My office is assisting Nicole Wineland Thomson-Fisher with obtaining a Special Permit to hold weddings or other similar events at their property in Brooklyn. This project may be considered a change in use, and therefore require a B100a permit. The site consists of two separate parcels, which are not depicted accurately on the NECCOG website. The property known as 459 Wolf Den Road (Lot 18A) is approximately 4 acres in size, and includes a historic 5 bedroom house and detached garage. The property known as 0 Wolf Den Road (Lot 18B) is approximately 100 acres in size, and includes a large barn that was constructed in 2008. Please see the attached site plans for more information on the locations of these parcels and structures.

According to the owner, the barn was constructed with two bedrooms and three full bathrooms. From NDDH records, the leach field consists of an 84' long trench of 18" high concrete galleries, for a total effective leaching area of 520 square feet. The "permit to discharge" letter from NDDH dated October 2, 2008, states the discharge volume is not to exceed 100 gallons per bedroom, for three bedrooms. We could not find any information on the septic system for the 5 bedroom house.

The existing house will remain a private residence. The weddings or other events will primarily occur outside, in a large portable tent. The maximum number of guests shall not exceed 225 persons. Those guests will utilize a portable bathroom trailer, and will not be using the bathrooms inside the barn. The bridal party may use the bathrooms in the barn when getting dressed, doing makeup, etc. We assume up to 20 people are in the bridal party, and are in the barn for up to 3 hours. Using an application rate of 15 GPD such as a Bar/Cocktail lounge, the total design flow would be equivalent to 300 GPD. Therefore, no additional flow will be imposed on the existing septic system, and no upgrades should be required.

Sincerely,

Daniel Blanchette, PE

Northeast District Department of Health
69 South Main Street, Unit 4
Brooklyn, CT 06234
Phone – (860) 774-7350 / Fax – (860) 774-1308
www.nddh.org email@nddh.org

B100a /Change in Use Application

To conform to PHC 19-13-B100a – Building Conversions/Changes in Use, Building Additions, Garages/Accessory Structures, Swimming Pools, Sewage Disposal Area Preservation

Street #: 459 **Street:** Wolf Den Road **Town:** Brooklyn

Assessor's Map: 18 **Block:** n/a **Lot:** 18A **Dev. Lot:** n/a **Lot Size:** 100+ ac

Barn Actually on Lot #18B

Legal Owner: Nicole Wineland Thomson-Fisher

Mailing Address: 68 Forest St, Unit B

Town: Watertown State: MA Zip: 02472

Contact Phone: 617-955-7734 Email Address: nicole.winelandthomson@gmail.com

Year Built: 2008 No. of Bedrooms: 2 (3?)

Description of proposed change/addition: Applicant is proposing to hold weddings or other events at the subject property. Guest will be using a rented bathroom trailer, not the exsting septic systems. Please see the attached memo for more information.

Agent for Owner: Daniel Blanchette, J&D Civil Engineers LLC

Agent's Mailing Address: 401 Ravenelle Road

Town: North Grosvenordale State: CT Zip: 06255

Agent's Phone Number: 860-923-2920 Email Address: daniel@jdcivilengineers.com

****

PROPERTY OWNER: By signing above, you certify that the information provided is a true and accurate description of the addition, accessory structure, or pool. No services will be rendered until payment is received. This form may be submitted by email, mail, or fax. In the event of application withdrawal by the applicant, NDDH reserves the right to retain a non-refundable processing fee.

(If working on behalf of owner, please attach signed Letter of Consent)

Signature of Legal Property Owner 1/19/23 **Date**

****

NDDH Use Only *File #* 23000165

Date: 1/30/23 *Fee:* $65. *Check #* 1831 *CC E-Check Cash Receipt #* 1007910

VOL: 708 PGS: 165 - 165

TOWN OF BROOKLYN
Land Use Department
69 South Main Street • Suite 22
BROOKLYN, CONNECTICUT 06234
860-779-3411 Ext. 12

Town of Brooklyn
Record of Variance

In accordance with the Connecticut General Statutes, this record is to be filed in the land records of the Town of Brooklyn and indexed by the Town Clerk in the grantor's index, under the name of the record owner of the property as of the date when the variance was approved. The record owner shall pay the cost of such recording and the variance shall not be effective until after this record is so filed.

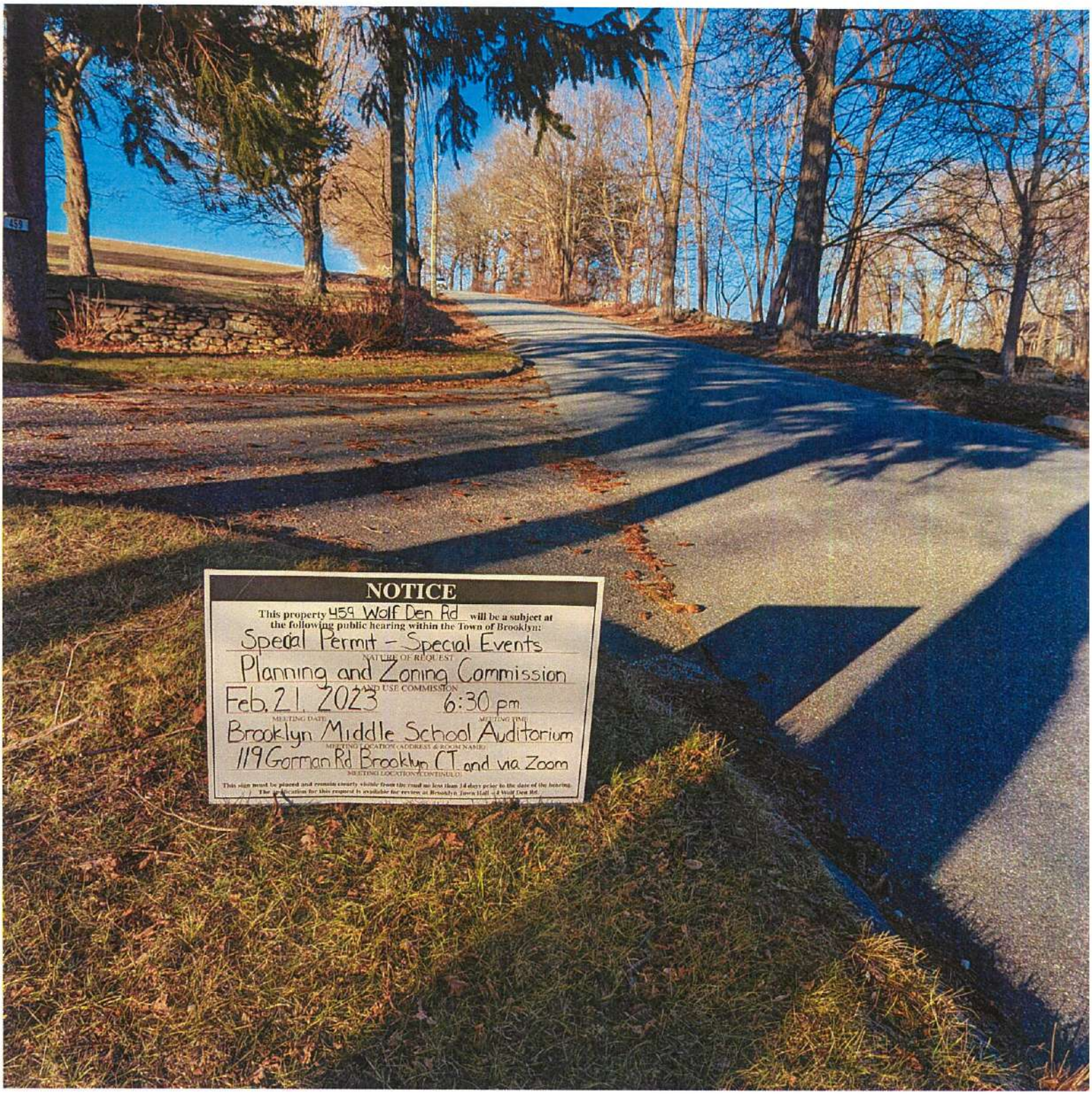
1. Owners: **Nicole Wineland-Thomson Fisher and Gregory Fisher**
2. The property for which the variance is granted is recorded in the Brooklyn Land Records in Volume 699 Page No. 168
3. Brief Description of the Property Location: **459 Wolf Den Road, Map 18 Lot 18B**
4. Zoning District in which property is located: **RA**
5. Date of issuance of variance by Zoning Board of Appeals: **12/01/22**
6. Section of the Zoning Regulations varied: **Section 6.J.3.3 to use an existing building as an Events Facility by reducing the property line setbacks from 200 ft to 175 ft to an abutter's property line, and from 200 ft to 77 ft to a property line of other property owned by the applicants.**
7. Normal application of the Zoning Regulations is so varied as to permit the following use, development, or activity: **To use an existing building as an Events Facility although it is less than 200 feet from two property lines.**
8. Additional Stipulations (if any) of the variance: **N/A**
9. Reasons for granting the variance: **Hardship exists because the current location of the existing building affects the ability to obtain a Special Permit from the Planning & Zoning Commission.**

I certify that the above is a true record of the variance granted for the subject property.

12/5/22
Date

Bruce Parsons
Bruce Parsons, Chairman
Zoning Board of Appeals

RECEIVED TOWN CLERK'S OFFICE
ON FEB 07, 2023 AT 10:47 AM
INST# 20230116
KATHERINE BISSON
TOWN CLERK, BROOKLYN CT


459
NOTICE
This property 459 Wolf Den Rd will be a subject at the following public hearing within the Town of Brooklyn:
Special Permit - Special Events
NATURE OF REQUEST
Planning and Zoning Commission
LAND USE COMMISSION
Feb. 21, 2023
MEETING DATE
6:30 pm
MEETING TIME
Brooklyn Middle School Auditorium
MEETING LOCATION (ADDRESS & ROOM NAME)
119 Gorman Rd Brooklyn CT and via Zoom
MEETING LOCATION (CONTINUED)
This sign must be placed and remain clearly visible from the road no less than 14 days prior to the date of the hearing.
The application for this request is available for review at Brooklyn Town Hall at 4 Wolf Den Rd.

J & D CIVIL ENGINEERS, LLC

401 Ravenelle Road
N. Grosvenordale, CT 06255
www.jdcivilengineers.com
(860) 923-2920

January 31, 2023

To Whom it May Concern:

The purpose of this letter is to notify you of an upcoming Public Hearing for a Special Permit on an adjacent property. The zoning regulations require the applicant to notify all abutters via certified mail of this Public Hearing.

The subject property for this Public Hearing is 459 Wolf Den Road, also know as Map 19, Block 18, Lots 18A and 18B. The owners of this property, Nicole and Greg Fisher, are seeking approval from the Planning and Zoning Commission to hold Special Events such as weddings or retreats at the property. The application number for this Special Permit is SP 22-007.

The Public Hearing is scheduled for February 21, 2023, at 6:30 PM. The hearing will be held at the Brooklyn Middle School Auditorium at 119 Gorman Road, Brooklyn CT, and also via Zoom. Please see the town website for a full agenda and link to the Zoom meeting. We encourage you to attend the P&Z meeting to learn more about this project. You may also contact me directly with any questions or concerns.

Sincerely,

Daniel Blanchette, PE

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02/01/2023

GUDEAHN DONALD K JR & DIANE E
419 WOLF DEN RD
BROOKLYN CT 06234-1903

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7021 2720 0000 8273 7014

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- Adult Signature Restricted Delivery $

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Total $8.13

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02/01/2023

BOOTH JAMES L & JACQUELINE M
549 WOLF DEN RD
BROOKLYN CT 06234-1421

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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02/01/2023

BOZORGMANESH HADI & CHERYL
100 1ST AVENUE N UNIT 3605
ST PETERSBURG FL 33701

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02/01/2023

PHILLIPS KENNETH E
104 ELLIOTT RD
BROOKLYN CT 06234-1407

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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02/01/2023

JILMAN STEVEN A
14 WOODWARD RD
BROOKLYN CT 06234-1425

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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02/01/2023

CLARK TODD A & AMY E
454 WOLF DEN RD
BROOKLYN CT 06234-1417

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LADD PATRICIA G & NELSON I
140 ELLIOTT RD
BROOKLYN CT 06234-1407

7021 2720 0000 8273 6944

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WOODWARD DANIEL B & BEVERLY R
70 ELLIOTT RD
BROOKLYN CT 06234-1407

7021 2720 0000 8273 7002

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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West Roxbury, MA 02132

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THE LITTLE DIPPER FARM LLC
41 LYALL ST
BOSTON MA 02132

7021 2720 0000 8273 6937

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DESCHENES MURIEL C
80 ELLIOTT RD
BROOKLYN CT 06234

7021 2720 0000 8273 6920

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- ☐ Adult Signature Restricted Delivery $

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LINKKILA CAROL JEAN
140 ELLIOTT RD
BROOKLYN CT 06234

7021 2720 0000 8273 6982

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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HADFIELD ANDREW & TALBOT DIANNE
419 WOLF DEN RD
BROOKLYN CT 06234

7021 2720 0000 8273 6913

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

November 28, 2022

Town of Brooklyn
Attn: Michelle Sigfridson
Planning & Zoning Commission
4 Wolf Den Road
Brooklyn CT 06234

Dear Ms. Sigfridson and Planning & Zoning Commission Board,

Please note that we are in full support of our neighbors, Nicole and Greg Fisher of 459 Wolf Den Road, Brooklyn, who are requesting a special permit for events and weddings on their property.

Our daughter, Katie Bogert, formerly owned the Golden Lamb Buttery and hosted numerous events and weddings each year. The Golden Lamb was directly across the street from where we live at 529 Wolf Den Road and property we own at 523 Wolf Den Road, Brooklyn. The events and weddings were a beautiful asset to the community. In over 25 years of events and weddings, The Golden Lamb Buttery never received a complaint regarding noise or traffic.

Please consider a special permit for events and weddings at 459 Wolf Den Road, Brooklyn.

Thank you.

Sincerely,

Jim Booth Jacqueline Booth

Jim and Jacqueline Booth

860-465-6602

January 9, 2023

Re: SP 22-007 Special Permit for Event Facility

Greg and Nicole Fisher

459 Wolf Den Road, Brooklyn, CT 06234

Dear Jana and Members of the Planning and Zoning Commission,

My name is Judy Hendrickson and I have been a resident of Brooklyn for forty years. I also worked as a town employee at Brooklyn School and developed the bus routes for the town during the late 1980s and 1990s when I became keenly aware of all neighborhoods and new developments in this lovely town. In 2003, I moved to 549 Wolf Den Road and have enjoyed living on this gorgeous property for the past 20 years. I have no affiliation with the Fishers or the property at 459 Wolf Den Road but am writing in support of their application.

The Fisher's plan has been well thought-out and only existing buildings will be used. They do plan to make some changes to the interior of the beautiful barn, which is building 2 on this property map. In addition, they plan to add a driveway to direct guests to a parking area toward the rear of the building. They have detailed plans for making this area aesthetically pleasing and a beautiful addition to this pristine property.

Nicole and Greg have been very cordial to all neighbors and invited property owners with abutting property to a gathering in the barn to explain their plans and answer any questions or concerns neighbors might have. I hope the members of the commission will consider this application on its own merits and not be influenced by the outpouring of comments and concerns by the neighbors in this area regarding the zoning change requested by Little Dipper Farm. In my opinion, the two applications would be like comparing apples to oranges as this application is for existing buildings.

I want to share that I worked for 32 years at the Golden Lamb Buttery. We hosted hundreds of weddings, Theater in the Barn, and other fund raising events with music and 100 plus guests in the barn. We never had a problem with complaints from neighbors and I don't foresee any problems with the events the Fisher's plan to have at their property. When the Bozorgmaneshs owned the property, they held many events for DKH, Authors Nights, Garden Club parties, and other gatherings. As far as I know, the neighbors never complained.

Nicole has worked in the tourist business for years and traveled extensively. This experience has served her well in preparation to develop this property as a wedding/special events venue. I am writing to say that I strongly support approval of this application. Bringing high-end guests to this area will add to the exposure of our lovely area and community.

Respectfully,

Judy Hendrickson

Jana Roberson

From: Jackie Igliozzi <jackieigliozzi@charter.net>
Sent: Friday, February 10, 2023 1:31 PM
To: Jana Roberson
Subject: 9.I.6.3. POSTING OF SIGN

Hello Jana,

This email is in regards to:
SP 22-007: Special Permit for an Events Facility at 459 Wolf Den Road, Applicants: Nicole and Greg Fisher,

I wanted to call your attention to the fact that the posted sign is not in compliance with regulations. The lower case lettering is at most, 1.5" tall and the upper case are about 2" tall. The lettering is written in what looks to be magic marker and the sign is at ground level.

The result is that the sign is not legible from the street. I could only read it when I was out for a walk. Up till then, I never actually noticed it. The regulations clearly state that:

2. The sign shall be at least two feet by three feet with letters at least three inches (3") in height.
3. The sign shall:
   c. be clearly legible from the street, and
5. Failure to post and maintain the signs as required by this Section or unclear signage shall constitute grounds for denial of the application.

Please check this out and inform the applicants that revisions to sign must be made.

Thank you for following through in this matter.

Jackie Igliozzi

Jana Roberson

From: Jackie Igliozzi <jackieigliozzi@charter.net>
Sent: Saturday, February 11, 2023 6:07 PM
To: Jana Roberson
Subject: RE: 9.I.6.3. POSTING OF SIGN
Attachments: SIGN 1.jpg; SIGN 2.jpg; SIGN from car.jpg; SIGN Standing 2-3 ft away.jpg

Hello Jana,
Here are the pics you requested.

You can see pics 1 & 2 show the size of the lettering. Most hand printed letters are 1 - 2.25" tall. The pre-printed letters are less than 1" about .5" - .75".

From the Car - this one is taken from the driver's seat looking out the open window (which is a much better view than seeing it through the windshield).

Thank you.
Jackie

From: "Jana Roberson"
To: "Jackie Igliozzi"
Cc:
Sent: Friday February 10 2023 1:39:02PM
Subject: RE: 9.I.6.3. POSTING OF SIGN

Jackie,

I can relay your concerns to the Commission. The sign is legible in these photos provided by the applicant.

If you think these pictures do not reflect current conditions, please take a picture for me and thank you.

Jana Butts Roberson, AICP

Director of Community Development/Town Planner

69 South Main Street, Suite 22

Brooklyn, CT 06234

(860) 779-3411 x.14


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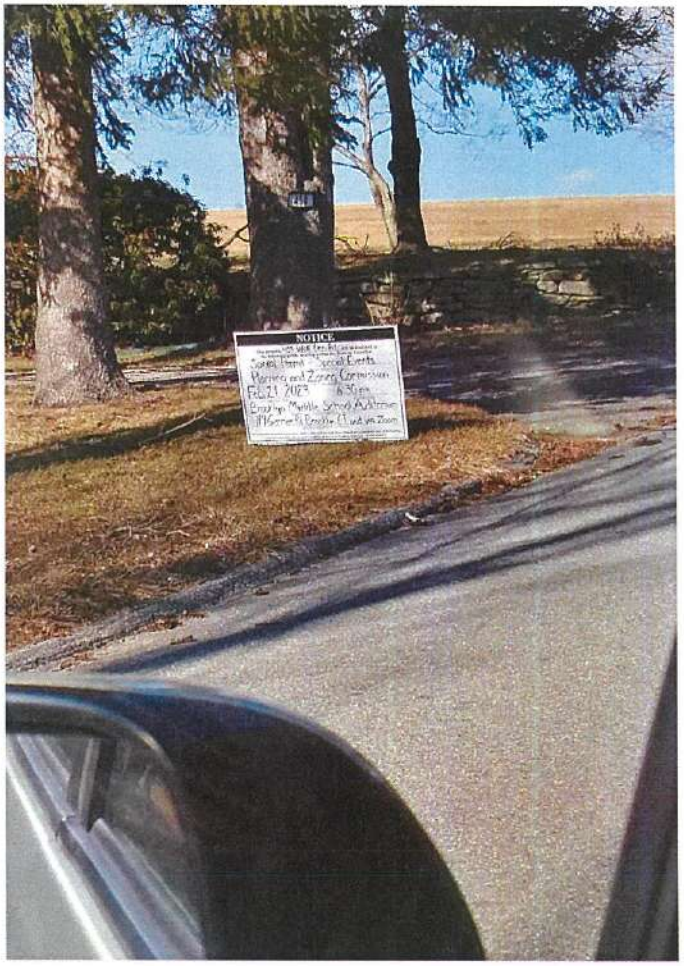
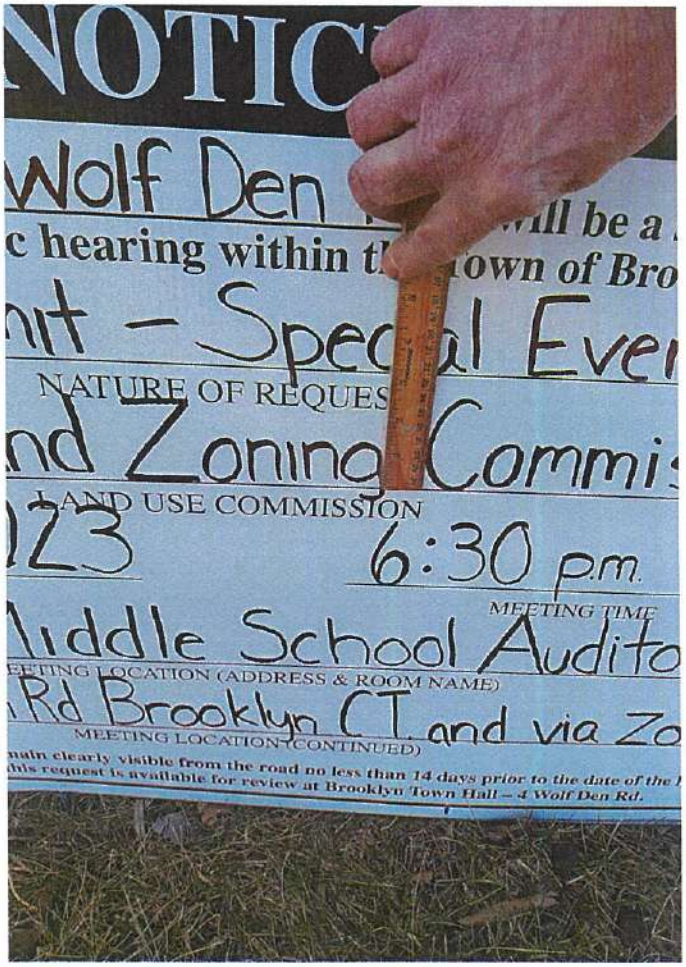

NOTICE


NOTICE
This property 459 Wolf Den Rd will be a subject at the following public hearing within the Town of Brooklyn:
Special Permit – Special Events
NATURE OF REQUEST
Planning and Zoning Commission
LAND USE COMMISSION
Feb 21 2023
6:30 pm
MEETING TIME
Brooklyn Middle School Auditorium
MEETING LOCATION (ADDRESS & ROOM NAME)
119 Gorman Rd Brooklyn CT and via Zoom
MEETING LOCATION (CONTINUED)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NATURE OF REQUES
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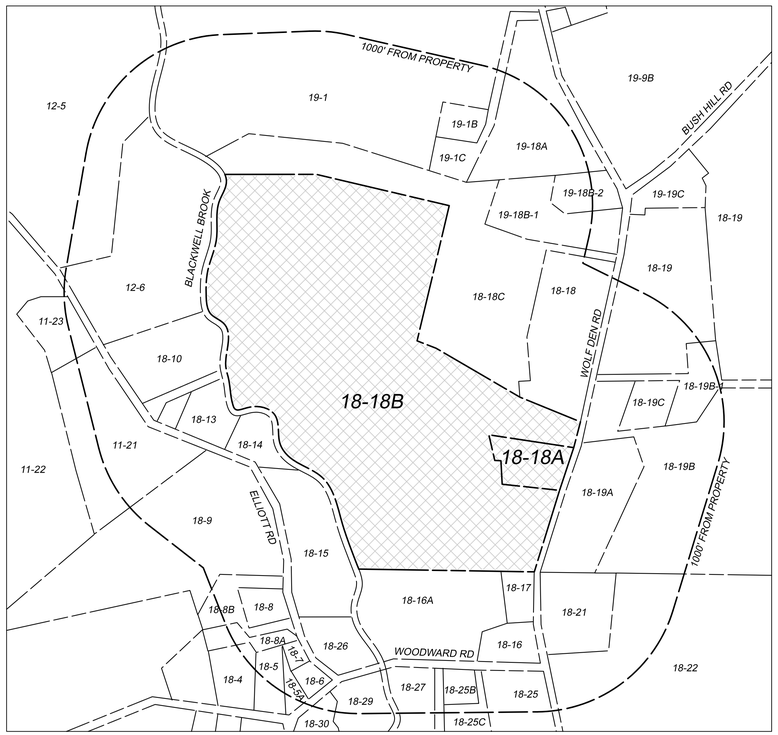
AND USE COMMISSION
023
6:30 p.m.
MEETING TIME
Middle School Audito
ETING LOCATION (ADDRESS & ROOM NAME)
Rd Brooklyn CT and via Zo
MEETING LOCATION (CONTINUED)
main clearly visible from the road no less than 14 days prior to the date of the
this request is available for review at Brooklyn Town Hall – 4 Wolf Den Rd.

SPECIAL PERMIT APPLICATION
FOR WEDDING/EVENT VENUE FOR
WILLOW HILL LLC
459 WOLF DEN ROAD
BROOKLYN, CONNECTICUT
DATED: NOVEMBER 30, 2022
REVISED: FEBRUARY 8, 2023

PREPARED FOR:

WILLOW HILL LLC, CARE OF
NICOLE WINELAND-THOMSON FISHER
AND GREGORY FISHER
53 BARNARD AVENUE
WATERTOWN, MA 02472

INDEX OF DRAWINGS



LOCATION MAP
1" = 500'

ZONE: RESIDENTIAL AGRICULTURAL (RA)
USE: SPECIAL EVENTS

ITEM	REQUIRED	EXISTING	PROPOSED
FRONTAGE	150'	>336'	> 336'
FRONT SETBACK	50'	115'	115'
SIDE SETBACK	40'	5'	5'
REAR SETBACK	50'	293'	293'
LOT SIZE	2 ACRES	4+ ACRES	4+ ACRES
EVENT SETBACK*	200'	77.6'	77.6'
PARKING SPACES	57	15	59

*SEE VARIANCE NOTES ON SHEET 6

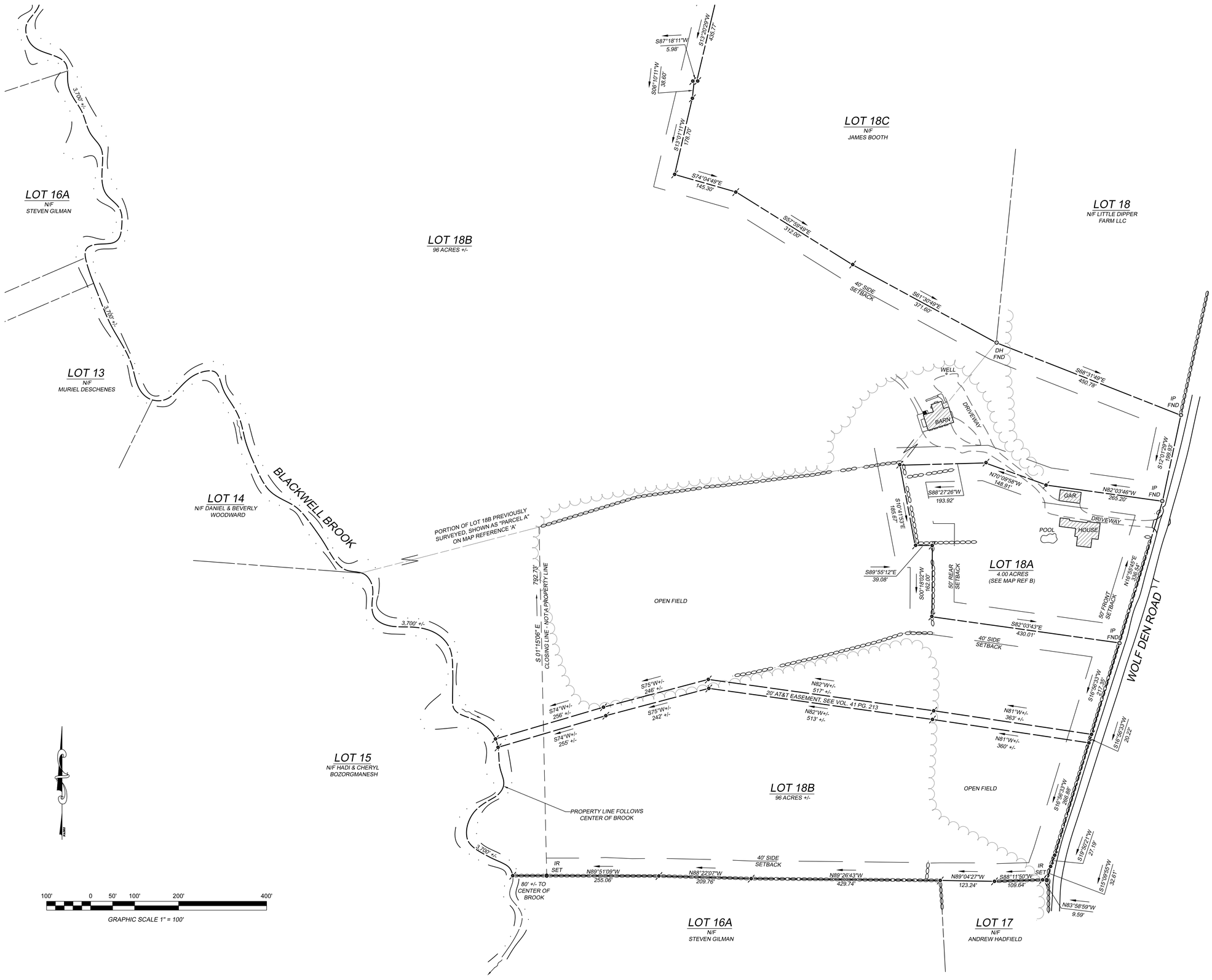
SPECIAL PERMIT APPROVAL BY THE BROOKLYN
PLANNING AND ZONING COMMISSION

CHAIRMAN DATE

TOWN OF BROOKLYN
RECEIVED FOR RECORDING

TOWN CLERK DATE TIME MAP #

J & D CIVIL ENGINEERS, LLC
401 RAVENELLE ROAD
THOMPSON, CT 06255
JDCIVILENGINEERS.COM
860-923-2920



SURVEY NOTES

1. THIS MAP HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE "STANDARD FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT " AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPTEMBER 26, 1996.

SURVEY TYPE: PROPERTY SURVEY

BOUNDARY DETERMINATION CATEGORY: FIRST SURVEY / DEPENDENT RESURVEY

HORIZONTAL ACCURACY: CLASS A2

PURPOSE: TO DEPICT BOUNDARY LINES

2. REFERENCE PLANS:
   (A) COMPILATION PLAN / PROPERTY SURVEY PREPARED FOR HILLANDALE FAMILY LIMITED PARTNERSHIP, WOLF DEN ROAD BROOKLYN CONNECTICUT SCALE: 1" = 160' DATE 3/7/2007 SHEET 1 OF 1 BY KWP ASSOCIATES

   (B) PLAN OF LAND TO BE CONVEYED TO JUDITH C. TOLDORF OF WOLF DEN ROAD BROOKLYN, CONNECTICUT. SCALE: 1" = 40' DATE SEPT/1970 KIELTYKA & WOODIS LAND SURVEYORS

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

JOHN A. BARTOLOMEI	DATE	17244 LICENSE #

THIS MAP IS NOT VALID WITHOUT A LIVE SIGNATURE

ZONING INFORMATION:
ZONE: RESIDENTIAL AGRICULTURAL
MINIMUM LOT AREA: 87,120 SF (2 ACRES)
MINIMUM FRONTAGE: 150'
MINIMUM FRONT YARD: 50'
MINIMUM SIDE YARD: 40'
MINIMUM REAR YARD: 50'

PROPERTY OWNER
NICOLE WINELAND-THOMSON FISHER
AND WARWICK THOMSON

REFERENCE DEED
BROOKLYN LAND RECORDS
VOL. 699 PG. 168

ASSESSORS REFERENCE
MAP 19 - BLOCK 18 - LOTS 18B AND 18A

LEGEND

- IRON ROD SET
- ANGLE POINT
- EXISTING IRON ROD OR DRILL HOLE
- EXISTING PROPERTY LINE
- ABUTTING PROPERTY LINE
- BUILDING SETBACK
- EDGE OF EASEMENT
- STONE WALL
- TREELINE
- EDGE OF WATER

PROPERTY SURVEY
PREPARED FOR
WILLOW HILL LLC
459 WOLF DEN ROAD, BROOKLYN, CT

J&D CIVIL ENGINEERS, LLC
401 RAVENELLE ROAD
N. GROSVENORDALE, CT 06255
860-923-2920

DESIGNED: APS
CHECKED: JAB

REVISIONS:

JOB NO: 22172
DATE: NOVEMBER 30, 2022
SCALE: 1" = 100'
SHEET: 2 OF 6

SURVEY NOTES

1. THIS MAP HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE "STANDARD FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT " AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPTEMBER 26, 1996.

SURVEY TYPE: GENERAL LOCATION & TOPOGRAPHIC

PURPOSE: TO DEPICT EXISTING CONDITIONS

BOUNDARY DETERMINATION CATEGORY: NONE

HORIZONTAL ACCURACY: CLASS B
VERTICAL ACCURACY: CLASS T-2

HORIZONTAL DATUM: NAD83
VERTICAL DATUM: NAVD88

PROPERTY LINES DO NOT EXPRESS A BOUNDARY OPINION.

THIS MAP WAS PREPARED FROM RECORD RESEARCH, OTHER MAPS, LIMITED FIELD MEASUREMENTS AND OTHER SOURCES. IT IS NOT TO BE CONSTRUED AS A PROPERTY/BOUNDARY OR LIMITED PROPERTY/BOUNDARY SURVEY AND IS SUBJECT TO SUCH FACTS AS SAID SURVEYS MAY DISCLOSE.

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

DENNIS R. BLANCHETTE	DATE	12107 LICENSE NUMBER

THIS MAP IS NOT VALID WITHOUT A LIVE SIGNATURE

LEGEND

- BUILDING SETBACK LINE
- PROPERTY LINE
- EXISTING MAJOR CONTOUR LINE
- EXISTING MINOR CONTOUR LINE
- 246 PROPOSED CONTOUR LINE
- LEACHING TRENCH
- STONEWALL
- UTILITIES
- TREELINE
- FENCE

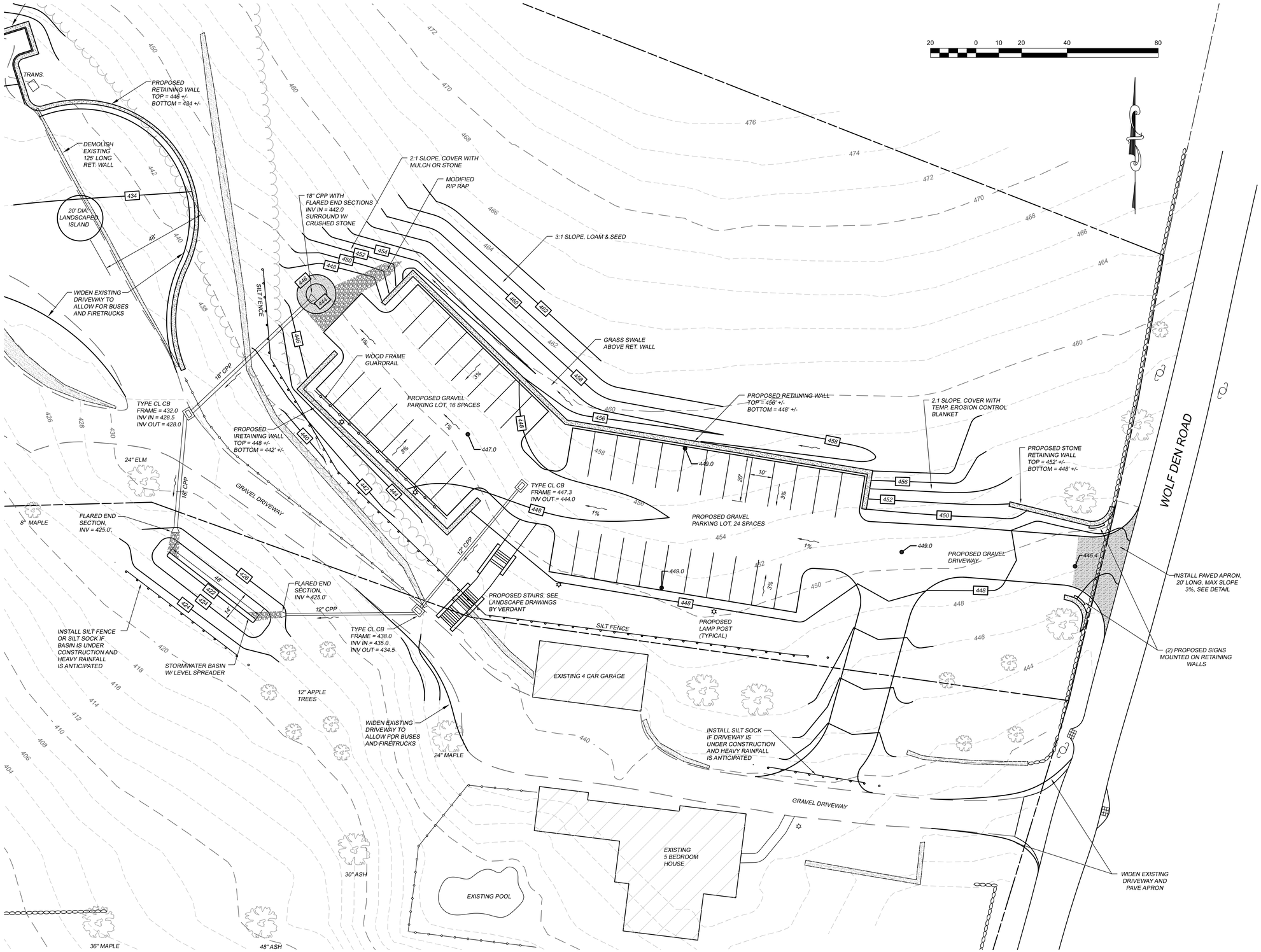
EXISTING CONDITIONS PLAN
PREPARED FOR
WILLOW HILL EVENTS
459 WOLF DEN ROAD, BROOKLYN, CT
MAP 18 - LOTS 18 & 18A

J&D CIVIL ENGINEERS, LLC
401 RAVENELLE ROAD
N. GROSVENORDALE, CT 06255
860-923-2920

DESIGNED: DDB
CHECKED: DRB

REVISIONS:
2023-02-08 TOWNS COMMENTS

JOB NO: 22172 | DATE: NOVEMBER 30, 2022
SCALE: 1" = 40' | SHEET: 3 OF 6



SURVEY NOTES

1. THIS MAP HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE "STANDARD FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT " AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPTEMBER 26, 1996.

SURVEY TYPE: GENERAL LOCATION

PURPOSE: TO DEPICT EXISTING CONDITIONS

BOUNDARY DETERMINATION CATEGORY: NONE

HORIZONTAL ACCURACY: CLASS B

VERTICAL ACCURACY: CLASS T-2

PROPERTY LINES DO NOT EXPRESS A BOUNDARY OPINION.

THIS MAP WAS PREPARED FROM RECORD RESEARCH, OTHER MAPS, LIMITED FIELD MEASUREMENTS AND OTHER SOURCES. IT IS NOT TO BE CONSTRUED AS A PROPERTY/BOUNDARY OR LIMITED PROPERTY/BOUNDARY SURVEY AND IS SUBJECT TO SUCH FACTS AS SAID SURVEYS MAY DISCLOSE.

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

DENNIS R. BLANCHETTE	DATE	12107 LICENSE NUMBER

THIS MAP IS NOT VALID WITHOUT A LIVE SIGNATURE

LEGEND

- BUILDING SETBACK LINE
- PROPERTY LINE
- EXISTING MAJOR CONTOUR LINE
- EXISTING MINOR CONTOUR LINE
- 246 PROPOSED CONTOUR LINE
- STONEWALL
- UTILITIES
- TREELINE
- FENCE
- SILT FENCE OR SILT SOCK

PARKING LOT PLAN
PREPARED FOR
WILLOW HILL LLC
459 WOLF DEN ROAD, BROOKLYN, CT
MAP 18 - LOTS 18 & 18A

J&D CIVIL ENGINEERS, LLC
401 RAVENELLE ROAD
N. GROSVENORDALE, CT 06255
860-923-2920

DESIGNED: DDB CHECKED: DRB	REVISIONS: 2023-02-08 TOWNS COMMENTS
JOB NO: 22172	DATE: NOVEMBER 30, 2022
SCALE: 1" = 20'	SHEET: 4 OF 6

20 0 10 20 40 80

REMOVE TREE
20" ASH
GRAVEL PATH
24" OAK
PROPOSED RETAINING WALL TOP = 442 +/- BOTTOM = 436 +/-
WELL
TRANS.
PROPOSED RETAINING WALL TOP = 446 +/- BOTTOM = 434 +/-
DEMOLISH EXISTING 125' LONG RET. WALL
STAIRS
PATIO
RET. WALL
20' DIA LANDSCAPED ISLAND
2:1 SLOPE, COVER I MULCH OR STONE
MODIF RIP RA
18" CPP WITH FLARED END SECTIONS INV IN = 442.0 SURROUND W/ CRUSHED STONE
SILT FENCE
12" HICKORY
EXISTING 1000 GAL SEPTIC TANK
EXISTING BARN
EXISTING SEPTIC: 4H OF 1W CONCRETE GALLERIES
RESERVE AREA
WIDEN EXISTING DRIVEWAY TO ALLOW FOR BUSES AND FIRETRUCKS
GRAVEL DRIVEWAY
TYPE CL CB FRAME = 432.0 INV IN = 428.5 INV OUT = 428.0
18" CPP
WOOD FRAME GUARDRAIL
PROPOSED GRAVEL PARKING LOT, 16 SP.
PROPOSED ACCESS DRIVE, "STRUCTURED TURF" 12' WIDE, 10% MAX SLOPE, CROSS SLOPE TO THE WEST, AWAY FROM SEPTIC SYSTEM. SEE NOTES.
PROPOSED RETAINING WALL TOP = 448 +/- BOTTOM = 442' +/-
24" ELM
28" MAPLE
3" JAP MAPLE
BATHROOM TRAILER LOCATION
STONE WALL
16" ASH
24" ASH
8" MAPLE
FLARED END SECTION, INV = 425.0'
18" CPP
GRAVEL DRIVEWAY
24" HICKORY
FLARED END SECTION, INV = 425.0'
12" CPP
INSTALL SILT FENCE OR SILT SOCK IF BASIN IS UNDER CONSTRUCTION AND HEAVY RAINFALL IS ANTICIPATED
STORMWATER BASIN W/ LEVEL SPREADER
TYPE CL CB FRAME = 438.0 INV IN = 435.0 INV OUT = 434.5
CEREMONY LOCATION WITH ARBOR AND TEMPORARY CHAIRS SEE LANDSCAPE DRAWINGS BY VERDANT
DECORATIVE STONE PATH, SEE LANDSCAPE DRAWINGS BY VERDANT
12" APPLE TREES
WIDEN EXISTING DRIVEWAY TO ALLOW FOR BUSES AND FIRETRUCKS
24" MAPLE
30" ASH
36" MAPLE
48" ASH
PRIMARY TENT LOCATION. OTHER LOCATIONS IN THIS AREA MAY BE USED AT THE CLIENT'S PREFERENCE
86' X 66' - 5,672 SF

SURVEY NOTES

1. THIS MAP HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE "STANDARD FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT " AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPTEMBER 26, 1996.

SURVEY TYPE: GENERAL LOCATION

PURPOSE: TO DEPICT EXISTING CONDITIONS

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HORIZONTAL ACCURACY: CLASS B

VERTICAL ACCURACY: CLASS T-2

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TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

DENNIS R. BLANCHETTE	DATE	12107 LICENSE NUMBER

LEGEND

- BUILDING SETBACK LINE
- PROPERTY LINE
- EXISTING MAJOR CONTOUR LINE
- EXISTING MINOR CONTOUR LINE
- PROPOSED CONTOUR LINE
- LEACHING TRENCH
- STONEWALL
- UTILITIES
- TREELINE
- FENCE

EVENT AREA PLAN
PREPARED FOR
WILLOW HILL LLC
459 WOLF DEN ROAD, BROOKLYN, CT
MAP 18 - LOTS 18 & 18A

J&D CIVIL ENGINEERS, LLC
401 RAVENELLE ROAD
N. GROSVENORDALE, CT 06255
860-923-2920

DESIGNED: DDB
CHECKED: DRB

REVISIONS:
2023-02-08 TOWNS COMMENTS

JOB NO: 22172 | DATE: NOVEMBER 30, 2022
SCALE: 1" = 20' | SHEET: 5 OF 6

PROJECT DESCRIPTION:

1. THE APPLICANT IS PROPOSING TO HOLD WEDDINGS, BANQUETS, AND OTHER SIMILAR EVENTS AT THE PROPERTY. THE MAXIMUM NUMBER OF GUESTS SHALL BE LIMITED TO 225 PERSONS.
2. THE EXISTING FIVE BEDROOM HOUSE SHALL BE USED AS A PRIVATE RESIDENCE BY THE OWNER AND APPLCANT.
3. THE EXISTING BARN MAY BE USED TO HOLD SMALLER EVENTS. ADDITIONALLY, A TEMPORARY TENT OR TENTS MAY BE INSTALLED TO HOLD LARGER EVENTS.
4. GUESTS SHALL NOT BE ALLOWED TO USE THE RESTROOMS INSIDE THE BARN. A PORTABLE RESTROOM TRAILER SHALL BE DELIVERED TO THE SITE FOR ALL EVENTS.
5. NO FOOD SHALL BE PREPARED ON SITE. ALL FOOD SHALL BE PROFESSIONALLY CATERED AND DELIVERED TO THE SITE.
6. NO NEW BUILDINGS ARE PROPOSED WITH THIS APPLICATION. THE ONLY CONSTRUCTION SHALL CONSIST OF DRIVEWAYS, PARKING LOTS, DRAINAGE STRUCTURES, UTILITIES, AND LANDSCAPING.
7. THE MAXIMUM NUMBER OF EVENTS TO BE HELD IN A TWELVE MONTH PERIOD IS ESTIMATED AT 70 EVENTS WITH AMPLIFIED MUSIC, AND 30 EVENTS WITHOUT AMPLIFIED MUSIC.
8. NO SINGLE EVENT SHALL LAST FOR MORE THAN 3 CONSECUTIVE DAYS.
9. AMPLIFIED MUSIC, BOTH INDOOR AND OUTDOOR, SHALL BE TURNED OFF AT 10:00 PM
10. THE MAXIMUM OCCUPANCY OF THE BARN SHALL BE 110 PERSONS. THE MAXIMUM OCCUPANCY OF A TEMPORARY TENT SHALL BE 225 PERSONS.

PARKING NOTES:

1. THE SITE CURRENTLY CONTAINS PARKING FOR APPROXIMATELY 15 CARS.
2. THE APPLICANT IS PROPOSING TO CONSTRUCT AN UPPER PARKING LOT FOR AN ADDITIONAL 40 CARS.
3. GUESTS WILL BE ENCOURAGED TO PARK OFF SITE AT LOCAL HOTELS, AND SHALL BE TRANSPORTED TO THE SITE BY BUS OR SHUTTLE.
4. A LARGE 96' DIAMETER CIRCLE IS PROPOSED NEAR THE BARN, TO ALLOW FOR LARGE BUSES AND FIRETRUCKS TO TURN AROUND.
5. TWO ADDITIONAL PARKING SPACES ARE PROPOSED NEAR THE BARN, FOR DELIVERIES AND DROP-OFFS.
6. TWO HANDICAP ACCESSIBLE SPACES ARE PROPOSED NEAR THE BARN, FOR DISABLED GUESTS.
7. THE TOTAL NUMBER OF PROPOSED PARKING SPACES IS 59.

LANDSCAPING NOTES:

ALL LANDSCAPING ON SITE SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST APPROVED LANDSCAPING PLANS BY "VERDANT LANDSCAPE ARCHITECTURE." THESE PLANS HAVE BEEN INCLUDED WITH THE APPLICATION PACKAGE.

STRUCTURED TURF NOTES:

1. THE PROPOSED ACCESS DRIVE BELOW THE BARN SHALL BE CONSTRUCTED FOR THE PURPOSE OF DELIVERING A BATHROOM TRAILER TO THE CEREMONY AND TENT AREA.
2. NO OTHER VEHICLES ARE ANTICIPATED TO USE THIS DRIVEWAY.
3. THE DRIVEWAY SHALL BE CONSTRUCTED WITH A 50-50 MIXTURE OF PROCESSED GRAVEL AND LOAM, COMPACTED, WITH A MINIMUM THICKNESS OF 12".
4. THE DRIVEWAY SHALL BE SEEDED AS SOON AS POSSIBLE UPON COMPLETION.

ZONING NOTES:

1. THIS PROJECT WILL REQUIRE A VARIANCE FROM THE BROOKLYN ZONING BOARD OF APPEALS. THIS VARIANCE IS EXPECTED TO BE APPROVED ON DECEMBER 1, 2022.
2. SECTION 6.J.3 OF THE BROOKLYN ZONING REGULATIONS REQUIRE THAT ANY STRUCTURE USED FOR SPECIAL EVENTS MUST BE AT LEAST 200 FEET FROM ALL PROPERTY LINES.
3. THE EXISTING BARN IS 176 FEET FROM LOT 18C, NOW OR FORMERLY OWNED BY JAMES BOOTH.
4. THE EXISTING BARN IS 77 FEET FROM LOT 18A, WHICH IS UNDER THE SAME OWNERSHIP AS LOT 18B.

SIGN NOTES

1. THE APPLICANT IS PROPOSING TO INSTALL TWO SIGNS AT THE NEW ENTRANCE TO THE SITE.
2. EACH SIGN SHALL BE LESS THAN 3 FEET LONG AND LESS THAN 1 FOOT HIGH.
3. SIGNS SHALL BE MOUNTED ON RETAINING WALLS, AT A HEIGHT OF 2-3 FEET.
4. NO LIGHTING IS PROPOSED FOR THE SIGNS.
5. SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS IN 7.A.3.1 OF THE BROOKLYN ZONING REGULATIONS.

GENERAL CONSTRUCTION NOTES:

LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. THE CONTRACTOR SHALL NOTIFY CALL BEFORE YOU DIG AND FIELD VERIFY THE LOCATION, DEPTH AND ALIGNMENT OF ALL EXISTING PIPES, CABLES, ETC.

CONSTRUCTION SHALL BE IN CONFORMANCE WITH CONNDOT FORM 818 UNLESS OTHERWISE NOTED ON THE PLANS. UTILITY INSTALLATION SHALL BE IN CONFORMANCE WITH THE APPROPRIATE UTILITY COMPANY.

THE CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH EACH UTILITY AND ALL COSTS ASSOCIATED WITH THE PROTECTION OF EXISTING FACILITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN IN SERVICE ALL EXISTING PIPING UNLESS OTHERWISE INDICATED ON THE DRAWINGS.

TYPICAL DETAILS SHOWN ARE TO ILLUSTRATE THE ENGINEER'S INTENT AND ARE NOT PRESENTED AS A SOLUTION TO ALL CONSTRUCTION PROBLEMS ENCOUNTERED IN THE FIELD. THE CONTRACTOR MAY SUBMIT PROPOSALS FOR ALTERNATE METHODS TO SUIT FIELD CONDITIONS.

ALL PIPING SHALL HAVE WARNING TAPE INSTALLED. IN ADDITION, ALL NONMETALLIC PIPE MUST BE PARALLELED BY A METALLIC WIRE OR METALLIC DETECTION TAPE FOR EASE OF LOCATING.

ALL PIPING SHALL BE CLEANED AND TESTED IN ACCORDANCE WITH THE APPLICABLE UTILITY'S REQUIREMENTS. COPIES OF ALL TESTS SHALL BE PROVIDED TO THE OWNER PRIOR TO ACCEPTANCE. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL NECESSARY TESTING EQUIPMENT.

ALL TRENCHING SHALL BE DONE IN COMPLIANCE WITH OSHA REGULATIONS AND THE INSTALLATION REQUIREMENTS OF THE PIPE MANUFACTURER. IF SHORING IS REQUIRED, IT MUST BE DESIGNED BY A LICENSED CT PROFESSIONAL ENGINEER.

BENCHMARKS WILL BE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR IN LAYING OUT THE PROJECT. ANY DISCREPANCIES BETWEEN FIELD MEASUREMENTS AND THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.

THE CONTRACTOR SHALL PROTECT BENCHMARKS, PROPERTY CORNERS AND SURVEY MONUMENTS FROM DAMAGE OR DISPLACEMENT. ANY SUCH ITEMS WHICH NEED TO BE REPLACED SHALL BE AT THE CONTRACTOR'S EXPENSE.

SOIL EROSION AND SEDIMENT CONTROL

THE PURPOSE OF THIS PROJECT IS TO CONSTRUCT AN VENUE FOR WEDDINGS AND OTHER SIMILAR EVENTS. SITE WORK WILL INCLUDE CONSTRUCTION OF ACCESS DRIVEWAYS, PARKING AREAS, DRAINAGE STRUCTURES, AND NECESSARY UTILITIES.

ATTENTION SHALL BE GIVEN TO THE INSTALLATION AND MAINTENANCE OF EROSION CONTROL MEASURES. NO ERODED SEDIMENTS SHALL BE PERMITTED TO FLOW OFF THE SITE. IF FIELD CONDITIONS WARRANT IT OR THE TOWN REQUESTS IT, ADDITIONAL E & S CONTROL MEASURES, BEYOND WHAT IS SHOWN ON THE PLAN, SHALL BE INSTALLED.

THE SEQUENCE OF MAJOR CONSTRUCTION ACTIVITIES WILL BE APPROXIMATELY AS FOLLOWS:

1. INSTALLATION OF EROSION CONTROL DEVICES
2. CLEARING & GRUBBING
3. ROUGH SITE GRADING
4. INSTALLATION OF UTILITIES INCLUDING DRAINAGE PIPES AND CB'S
5. PREPARATION OF ACCESS DRIVEWAYS AND PARKING LOT BASE
6. AFTER SITE IS STABILZED, CONSTRUCT DRAINAGE BASIN
7. PERMANENT STABILIZATION INCLUDING LANDSCAPING
8. REMOVAL OF EROSION CONTROL MEASURES

SEDIMENT AND EROSION CONTROL DEVICES WILL BE INSTALLED AS DETAILED ON THIS SHEET AND CHECKED REGULARLY FOR REPLACEMENT AND AFTER EVERY RAIN FOR REMOVAL OF DEPOSITED MATERIALS. RESPONSIBILITY FOR COMPLIANCE WITH THIS PLAN SHALL BELONG TO THE CONTRACTOR. THE CONTRACTOR SHALL BE THE DESIGNATED ON-SITE AGENT RESPONSIBLE FOR ENSURING TO THE TOWN THAT E & S CONTROL MEASURES ARE STRICTLY ENFORCED.

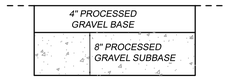
CATCH BASINS SHALL BE PROTECTED WITH FILTER FABRIC AND/OR SURROUNDED BY SILT SOCKS DURING CONSTRUCTION, WHEN DISTURBED AREAS ARE NOT STABILIZED.

OPERATIONS AND MAINTENANCE

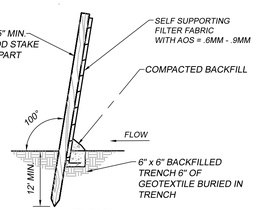
1. ALL PROPOSED WORK SHALL CONFORM TO "2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL" BY THE CONNECTICUT COUNCIL OF SOIL AND WATER CONSERVATION AND TOWN REGULATIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE GOALS OF THIS EROSION CONTROL PLAN ARE MET BY WHATEVER MEANS ARE NECESSARY. THE CONTRACTOR SHALL PLAN ALL LAND DISTURBING ACTIVITIES IN A MANNER AS TO MINIMIZE THE EXTENT OF DISTURBED AREAS.
3. PRIOR TO CONSTRUCTION OR EXCAVATION, SEDIMENT BARRIERS SHALL BE INSTALLED IN LOCATIONS AS SHOWN ON THE PLAN OR AS REQUIRED BY THE TOWN AND MAINTAINED THROUGHOUT CONSTRUCTION.
4. UPON FINAL GRADING, DISTURBED AREAS SHALL COVERED WITH A MINIMUM OF 6" LOAM AND SEEDED WITH PERENNIAL GRASSES AS SPECIFIED FOR THE PROJECT. IMMEDIATELY AFTER SEEDING, MULCH THE SEEDED AREA WITH HAY OR STRAW AT THE RATE OF 2 TONS PER ACRE. SEEDING DATES ARE TO BE BETWEEN APRIL 1 THRU JUNE 15 AND AUGUST 15 THRU OCTOBER 15.
5. DAILY INSPECTIONS SHALL BE MADE OF EROSION AND SEDIMENT CONTROL MEASURES TO INSURE EFFECTIVENESS AND IMMEDIATE CORRECTIVE ACTION SHALL BE TAKEN IF FAILURE OCCURS. ADDITIONAL EROSION CONTROL MEASURES BEYOND WHAT IS SHOWN ON THE PLAN MAY BE NECESSARY.
6. EROSION AND SEDIMENT CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL DISTURBED AREAS HAVE BEEN STABILIZED AND VEGETATIVE COVER HAS BEEN ESTABLISHED, AT WHICH TIME THEY SHALL BE REMOVED.
7. SITE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION AND MAINTENANCE OF THIS EROSION AND SEDIMENT CONTROL PLAN.

LIGHTING NOTES

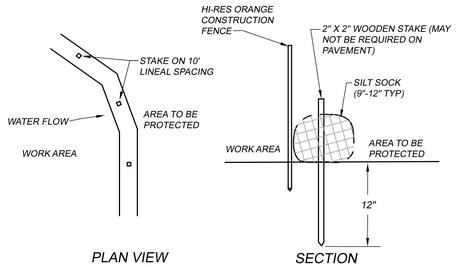
1. LAMP POSTS SHALL BE INSTALLED SOUTH OF THE PROPOSED 40 CAR PARKING LOT, AS INDICATED ON THE SITE PLANS.
2. THE SPECIFIC MANUFACTURER AND MODEL OF LIGHT IS TO BE DETERMINED.
3. LAMP POSTS SHALL BE OF A RURAL OR RUSTIC STYLE.
4. LAMPS SHALL BE INSTALLED ON POLES 10-12 FEET TALL.
5. LAMPS SHALL BE FULL CUTOFF, WITH LED BULBS.
6. LAMP INTENSITY SHALL BE IN THE RANGE OF 8,000 - 12,000 LUMENS, OR 80-120 WATTS.
7. LAMP TEMPERATURE SHALL BE APPROXIMATELY 5,000 K.
8. ALL LAMPS SHALL CONFORM WITH THE REQUIREMENTS IN SECTION 7.G OF THE BROOKLYN ZONING REGULATIONS.
9. ALL LAMPS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANFUCTURER'S INSTRUCTIONS.
10. SUFFICIENT EXTERIOR LIGHTING EXISTS ON ALL OTHER PORTIONS OF THE SITE, SUCH AS THE BUILDINGS AND DRIVEWAY.
11. THE PROPOSED LIGHTING IS EXPECTED TO PROVIDE LESS THAN 1 FOOT-CANDLE AT THE PROPERTY LINES.



GRAVEL PARKING SECTION
NOT TO SCALE



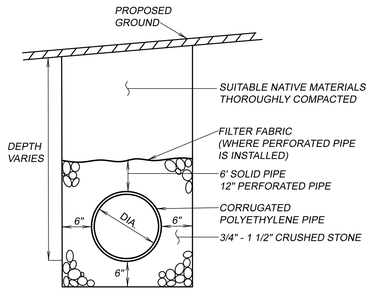
SILT FENCE INSTALLATION
NOT TO SCALE



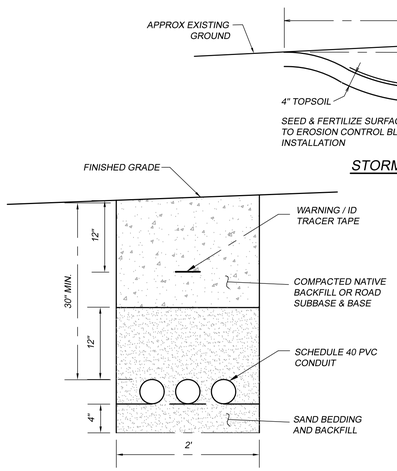
NOTES

1. SILT SOCK MANUFACTURER SHALL BE SILT SOXX OR ENGINEER APPROVED EQUAL
2. ALL MATERIAL TO MEET MANUFACTURER'S SPECIFICATIONS
3. SEDIMENT SILT SOCK TO BE FILLED WITH LEAF COMPOST AND/OR WOODY MULCH PER MANUFACTURER'S REQUIREMENTS.
4. FOLLOWING CONSTRUCTION AND SITE STABILIZATION, COMPOST MATERIAL SHALL BE REMOVED OR DISPERSED ON SITE, AS APPROVED BY THE ENGINEER.

SILT SOCK DETAIL
NOT TO SCALE

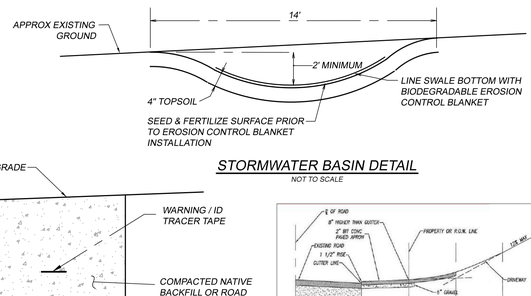


DRAINAGE PIPE INSTALLATION DETAIL
N.T.S.

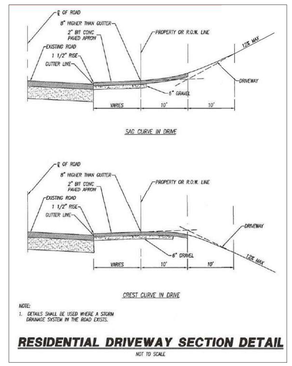


1) NUMBER AND SIZE OF CONDUITS SHALL BE AS REQUIRED BY OWNER & UTILITY COMPANY
2) CONSTRUCTION METHODS, MATERIALS & DIMENSIONS SHALL CONFORM TO THE SPECIFICATIONS OF THE APPLICABLE UTILITY COMPANIES

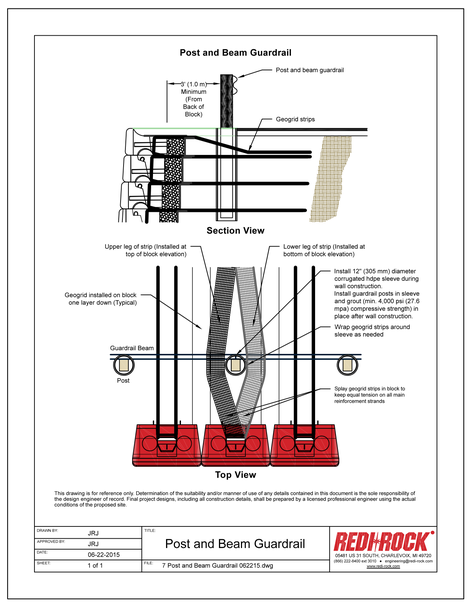
TYPICAL UTILITY TRENCH DETAIL
NOT TO SCALE

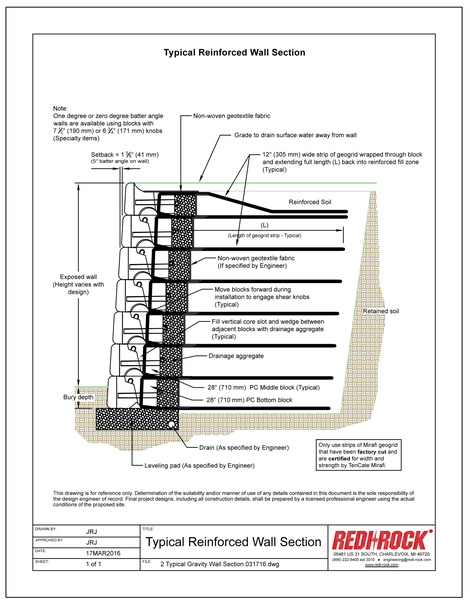


STORMWATER BASIN DETAIL
NOT TO SCALE

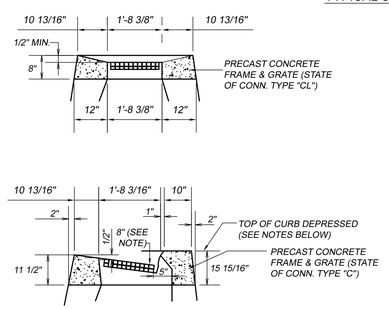


RESIDENTIAL DRIVEWAY SECTION DETAIL
NOT TO SCALE





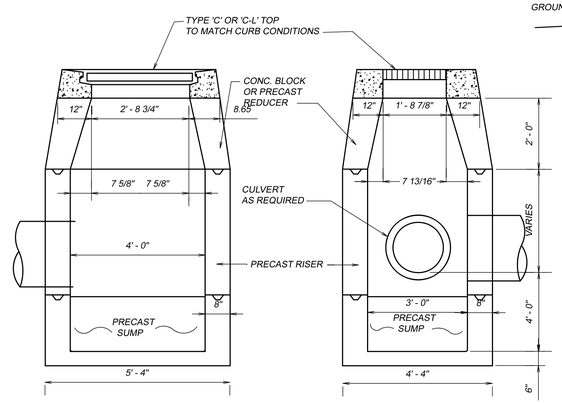
NOTE: FRAME EL. SHOWN ON PLAN IS GUTTER GRADE AT CENTER OF CATCHBASIN



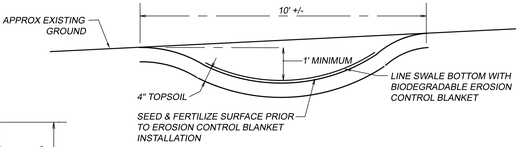
NOTES: 1. 8" HEIGHT IS FOR BITUMINOUS CONCRETE LIP CURB
2. 7" HEIGHT WILL BE USED FOR CONCRETE CURB.
3. TRANSITION ELEVATION OF TOP OF CURB TO MATCH

STANDARD GRADE 5' EACH SIDE OF CATCH BASIN.

FRAME AND GRATE FOR TYPE "C" OR "CL" CATCH BASIN
N.T.S.



TYPE "C" OR "C-L" CATCH BASIN WITH SUMP
NOT TO SCALE



GRASS SWALE DETAIL
NOT TO SCALE

NOTES AND DETAILS
PREPARED FOR
WILLOW HILL EVENTS
459 WOLF DEN ROAD, BROOKLYN, CT
MAP 18 - LOTS 18 & 18A

J&D CIVIL ENGINEERS, LLC
401 RAVENELLE ROAD
N. GROSVENORDALE, CT 06255
860-923-2920

DESIGNED: DDB
CHECKED: DRB

REVISIONS:
2023-02-08 TOWN'S COMMENTS

JOB NO: 22172
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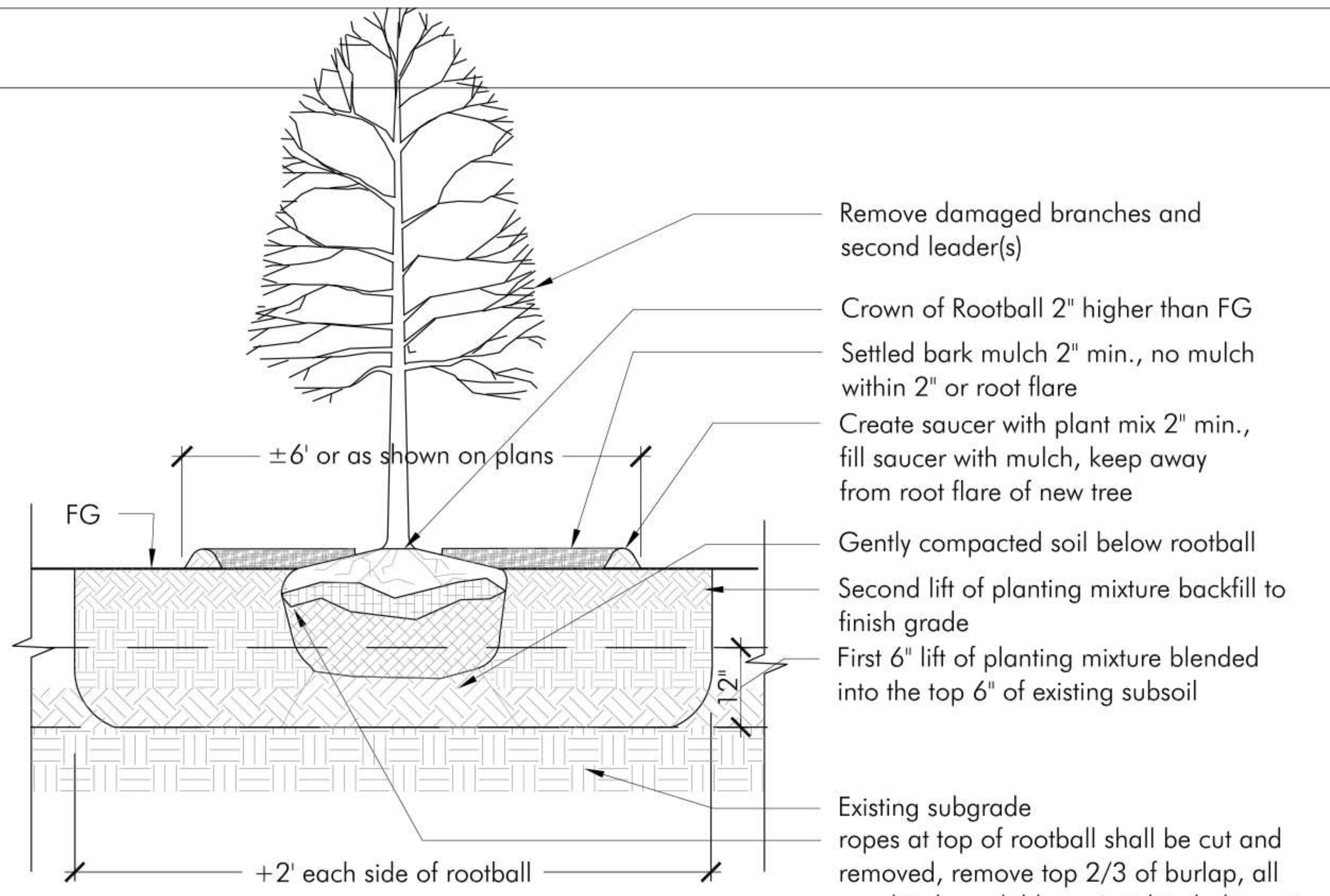
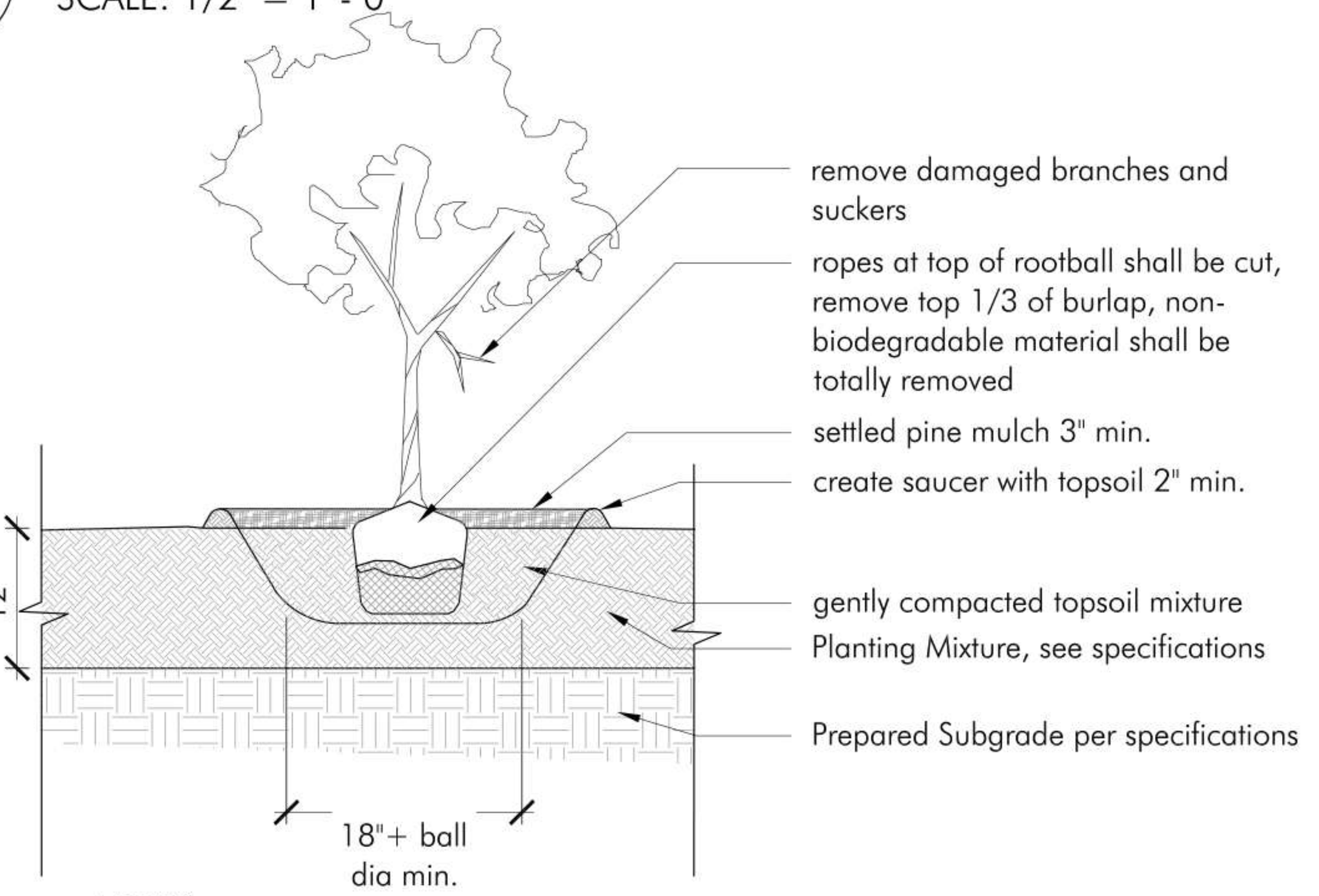
SHEET: 6 OF 6



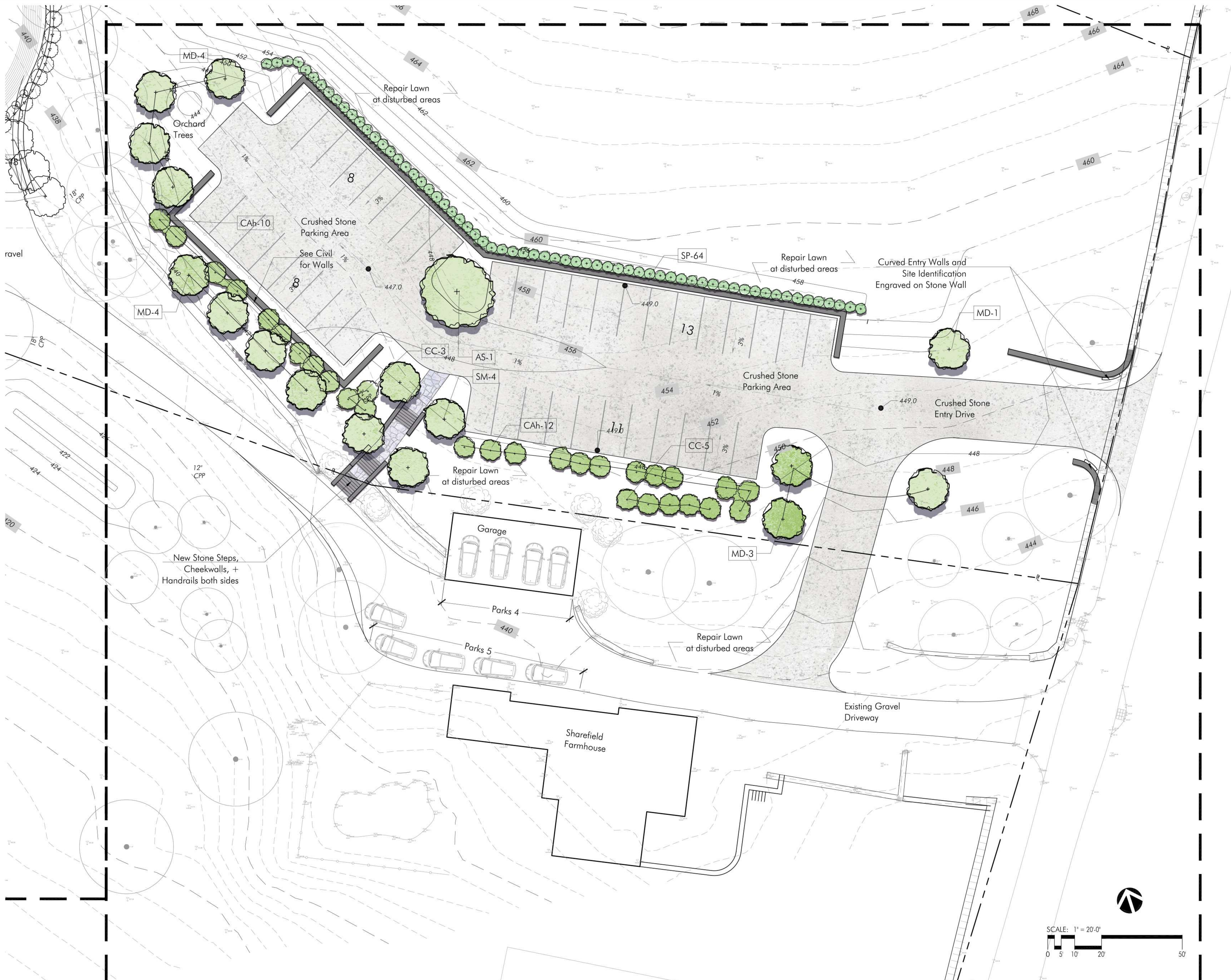
NOTES:
1. Gently remove excess soil around root flare which may have collected during tree spading/B+B operations
2. Provide wooden stakes (3 per tree) and guy wire (rubber hose cover at trunk)
3. Provide one slow release watering bag per tree

1 Tree Planting
SCALE: 1/2" = 1' - 0"



NOTES:
1. See Specifications

2 Shrub Planting
SCALE: 3/4" = 1' - 0"



PLANTING NOTES
1. The Landscape Subcontractor shall coordinate with the General Contractor and Site Subcontractor all the requirements for subsoil testing and preparation and testing and placing of approved topsoil and planting soil mixes as described in the specifications. Failure of the site or General Contractor to perform required testing, subsoil and topsoil preparation does not relieve the Landscape Contractor from the requirements of the work as set forth in the specifications.
2. All plant material shall be approved by the Landscape Architect prior to arrival on the site.
3. All plant material shall conform to the American Standard for Nursery Stock established by "American Hort" americanhort.org
4. No invasive plants as per the Connecticut Invasive Plant List shall be used on the site.
5. Plantings shall be installed in such a way that when mature they will remain at least 18 inches away from the structure of the building.
6. No substitution of plant species will be allowed without the written approval of the Landscape Architect. Any proposed substitutions of plant species shall be a plant of equivalent overall form, height and branching habit, flower, leaf and fruit, color and time of bloom.
7. The Contractor shall locate and verify all utility line locations prior to excavation for tree pits and report any conflicts to the Landscape Architect.
8. All plants shall be placed in their approximate location by the Contractor. The Contractor shall adjust the locations as required by the Landscape Architect. Trees shall be placed first, then shrubs, then perennials and last, groundcovers. Final locations must be approved by the Landscape Architect prior to planting.
9. The rootballs of trees shall be planted 2" above adjacent finished grade. The rootballs of shrubs shall be planted 1" above adjacent finished grade. The rootflare of perennials shall be set at the level at which the plant was growing.
10. All planting to be done under the full time supervision of a certified arborist, nurseryman or licensed Landscape Architect.
11. *All plants are to be thoroughly watered after installation, at least twice within the first 24 hours.*

LEGEND: SEE PLANT LIST

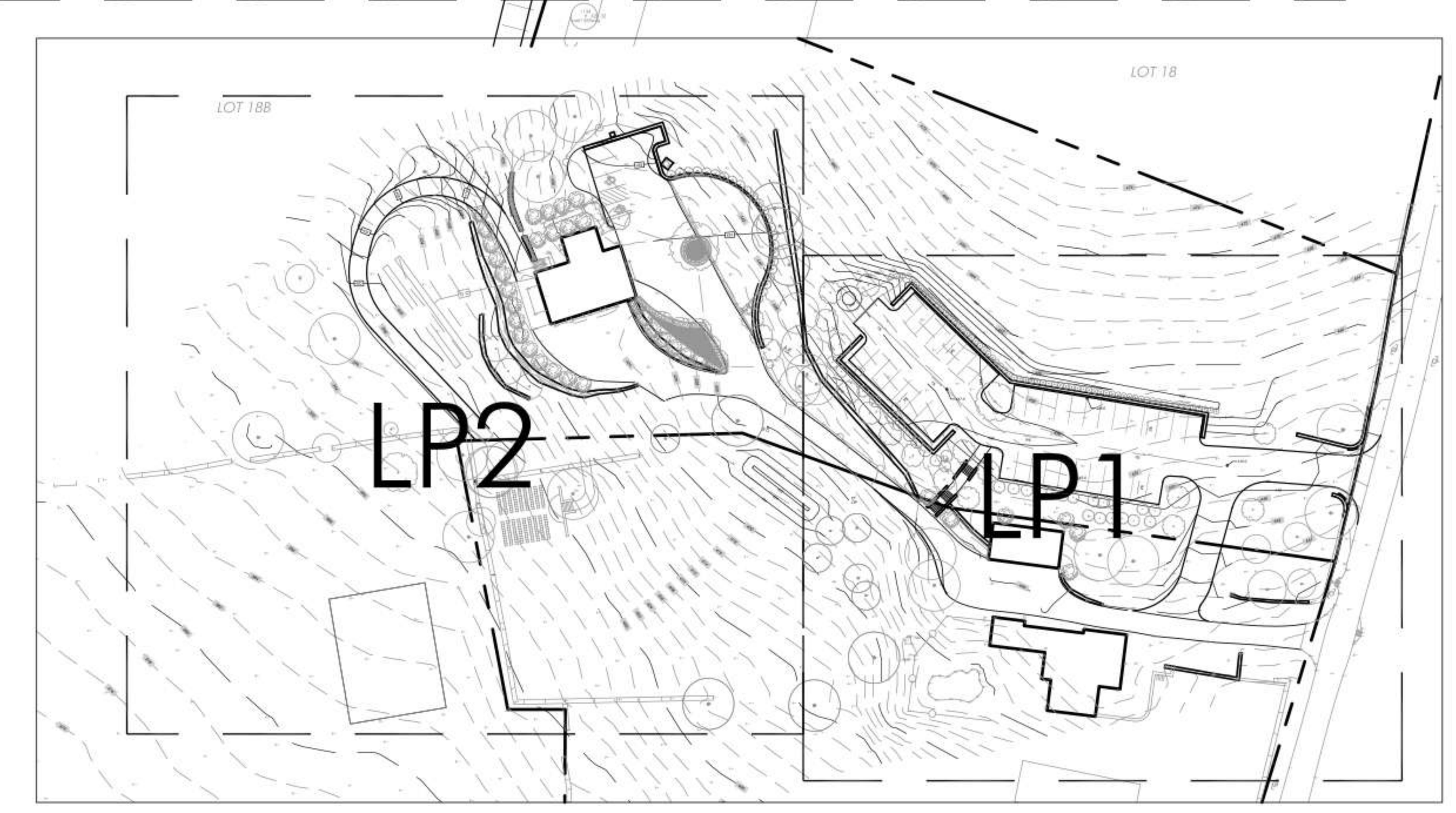
DECIDUOUS TREE, typ.

SHRUBS, typ.

PERENNIALS + ORNAMENTAL GRASSES typ.

LAWN, typ. See specifications

EXISTING TREE + SHRUB, typ.



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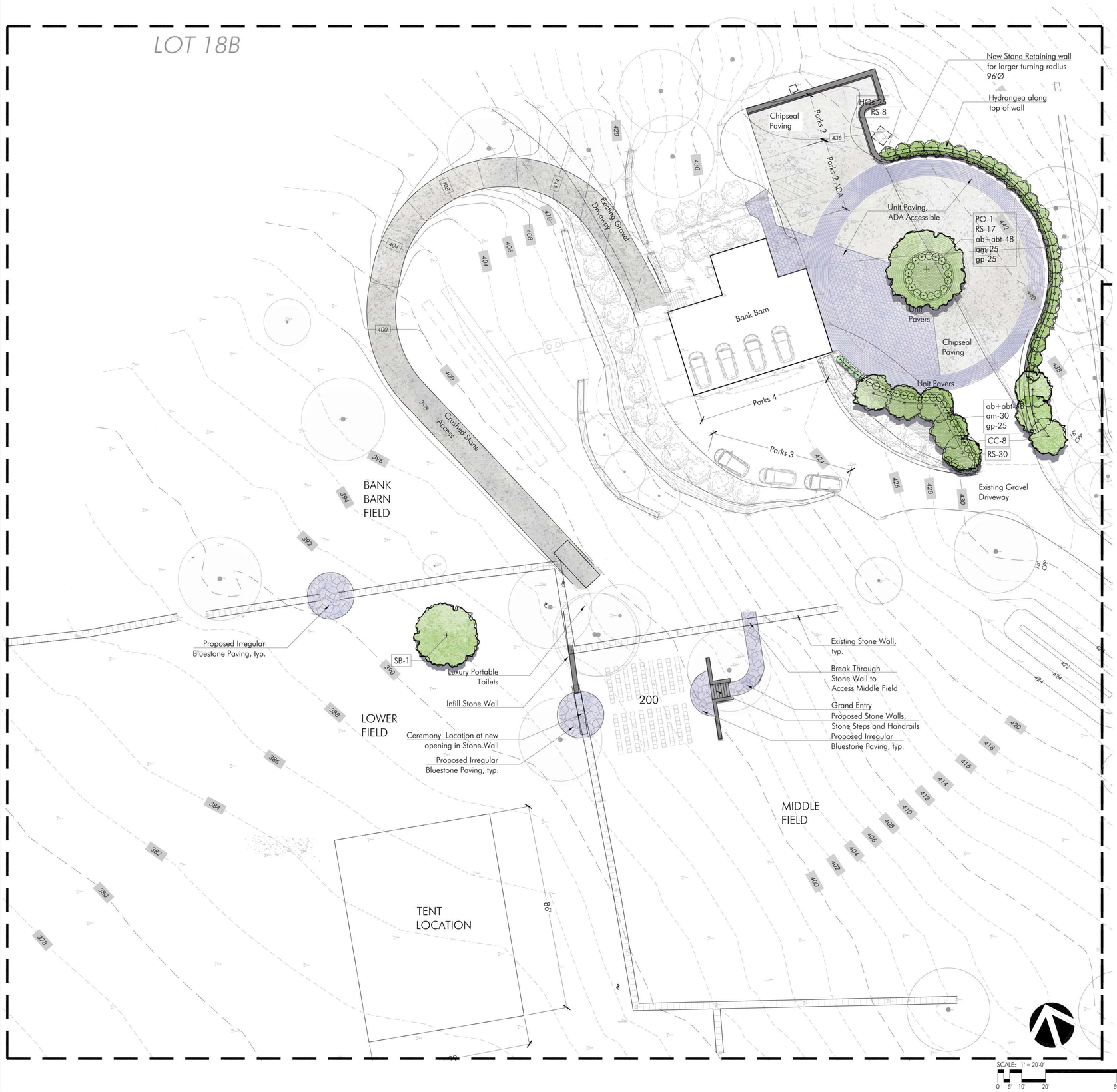


PLANT LIST

KEY	QTY	LATIN NAME	COMMON NAME	SIZE	NOTES
DECIDUOUS TREES					
AS	1	Acer saccharum	Sugar Maple	3-3.5"cal.	B&B
CC	16	Cercis canadensis 'Alba'	White Redbud	1.5" cal.	B&B
MD	12	Malus domestica	Granny Smith Apple	#10 or available	Pot
PO	1	Platanus occidentalis	American Sycamore	3" cal.	B&B
SB	1	Salix x blanda	Wisconsin Weeping Willow	3" cal.	B&B
SM	4	Salix matsudana 'Tortuosa'	Corkscrew Willow	#7	Pots
SHRUBS/VINES					
CAh	22	Corylus americana	American Hazelnut	5 gal.	Pots
HQs	25	Hydrangea quercifolia 'Sikes Dwarf'	Sikes Dwarf Hydrangea	3 gal.	Pots
RS	8	Rosa 'Sea Foam'	Sea Foam Groundcover Rose	3 gal.	Pots
SP	64	Spiraea 'Bridal Veil'	Bridal Veil Spirea	5 gal.	Pots
PERENNIALS/GRASSES					
ab	48	Allium Bulbs (Small White)	White Allium (Late Summer)	Ea.	Rose Garden
abt	48	Allium Bulbs (Tall White)	White Allium (Spring)	Ea.	
am	55	Alchemilla mollis	Lady's Mantle	2 gal.	Rose Garden
gp	50	Gypsophila paniculata 'Festival White'	White Baby's Breath	1 gal.	Rose Garden

LEGEND: SEE PLANT LIST

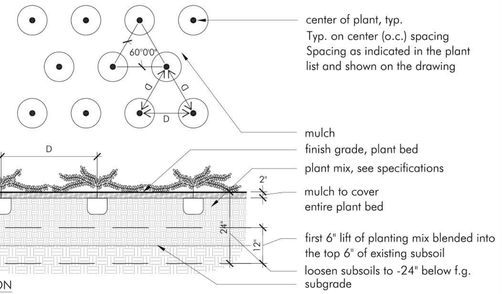
DECIDUOUS TREE, typ.

SHRUBS, typ.

PERENNIALS + ORNAMENTAL GRASSES typ.

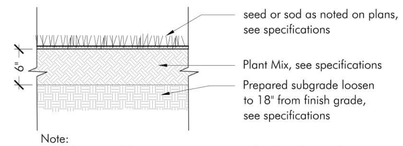
LAWN, typ. See specifications

EXISTING TREE + SHRUB, typ.



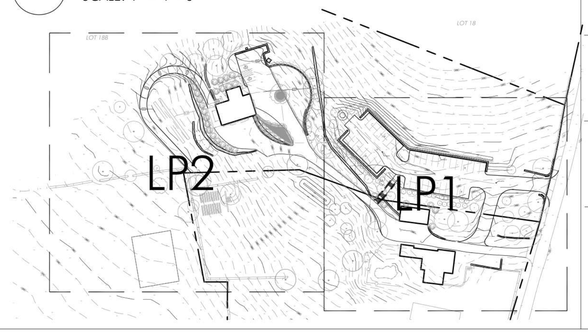
NOTE: Prior to planting, remove plant from container and comb out roots.

1 Penerrials and Groundcovers
SCALE: 1/2" = 1' - 0"



Note:
If seeding or sodding operations are completed too late in the fall for adequate growth of grass, then maintenance shall continue into the following spring, or until final acceptance, at no cost to the owner.

2 LAWN
SCALE: 1" = 1' - 0"



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SECTION 32 30 00

SITE IMPROVEMENTS

PART 1 - GENERAL

GENERAL PROVISIONS

A. Attention is directed to the CONTRACT AND GENERAL CONDITIONS and all Sections within DIVISION 01 - GENERAL REQUIREMENTS which are hereby made a part of this Section of the Specifications.

DESCRIPTION OF WORK

The work of this Section consists of all site improvement work as shown on Drawings, and as specified herein. Work Included but not limited to:

1. Unit Paving
2. Chipseal Paving
3. Irregular Bluestone Paving
4. Stone Walls
5. Stone Steps
6. Metal Hand Railings

DEFINITIONS

The following related items are included herein and shall mean:

A. ASTM: American Society of Testing Materials

B. ASTM: American Society for Testing and Materials

C. A1011/A1011M Standard Specification for Steel, Sheet and Strip, Hot-Rolled, Carbon, Structural, High-Strength Low-Allow and High Strength Low-alloy with Improved Formability

D. A500-99 Standard Specification for Cold-Formed Welded and Seamless Carbon Steel Structural Tubing in Rounds and Shapes

E. B-6-00 Standard Specification for Zinc

F. B-117-97 Standard Practice for Operating Salt Spray (Fog) Apparatus

G. F1083-97 Standard Specification for Pipe, Steel, Hot-Dipped Zinc-Coated (Galvanized) Welded, for Fence Structures

H. AASHTO: American Association of State Highway and Transportation Officials

I. American Iron and Steel Institute, applicable standards.

J. American Institute for Steel Construction (AISC): Code of Standard Practice for Steel Buildings and Bridges: Specifications for the Design, Fabrication and Erection of Structural Steel for Buildings.

K. Federal Specs: QQ_1_652A, Iron Gray Castings; QQ_S741a, Steel Plates, Shapes and Bars, Carbon, Structural: WW_P521 Malleable Iron.

L. American Welding Society Code: Standard Code for Arc and Gas Welding in Building Construction.

SUBMITTALS

A. Contractor to submit shop drawings for review by Architect or Structural Engineer as required. Shop drawings shall show all fasteners, inserts and connections for all elements as outlined below. Complete Shop drawings for:
   1. Handrails at Front Entry Granite Steps

B. Contractor to submit samples of the following items:
   1. Unit Paving
   2. Irregular Bluestone Paving

C. Mockup (maybe incorporated into finished product) of the following items:
   1. Stone Wall at Barn
   2. Unit Paving at Drop off
   3. Stone Steps
   4. Irregular Bluestone Paving

PART 2 - PRODUCTS AND INSTALLATION:

CHIPSEAL PAVING

A. Finished stone to be slate grey or as approved by Owner.

B. Insure 8" Process Base, Fine grade and roll to compact. Add layer of 3/4" clean stone to be paved down and roll to compact. A layer of hot liquid asphalt will then be applied and covered by a layer of 1/2" or 3/8" clean stone. Roll to compact. A second layer of hot liquid asphalt will then be applied and covered with Owner's choice of finished stone. Roll and compact to finish surface.

IRREGULAR BLUESTONE PAVING

1. Irregular stone shall be irregular shaped angular natural bluestone, split face or other hard, durable natural stone approved by Owner
2. 80% of stone pavers shall be larger than 4 square feet - Random sizes and shapes
3. Up to 20% of the stones may be chinking stones of less than 1 sq. ft. each

INSTALLATION

A. Establish compacted subgrade base to dimensions shown on plan and to an elevation no greater than 10" below finish grade.

B. Spread 8" Compacted Processed Gravel

C. Spread Sand Setting Bed

D. The Stone Paving shall be carefully placed by hand. The bedding material may need to be shaped or hollowed to accommodate the paving piece, which should be consolidated to the required level using a mall or rubber hammer before moving on the the next piece. Each piece should be tested to make sure it isn't rocking or moving; if there is any movement, pack more of the bedding mix beneath the piece until it is firm. Individual bedding also requires constant checking of levels, either by using taut string lines or straight-edge timbers, to ensure no hollows or peaks are inadvertently formed.

E. There shall be no deviation from a true grade greater than one-quarter inch (1/4") in ten feet (10'). Surface of adjoining finish grade shall be flush.

F. Contractor is responsible for protecting newly laid Stone Paving at all times. All necessary precautions shall be taken in order to avoid depressions and protect stone alignment. It shall be the Contractor's responsibility to re-set any stones that fall out of alignment.

G. Prior to acceptance, paved areas shall be flooded with water to assure there are not depressions. Remove and reset paving stones as required until surface is true to line and grade.

STONE WALL

A. Stone shall be reclaimed stone from on site or obtained from local sources: Weymouth Seamface-Granite available from Plymouth Quarries, Hingham, 781-335-3686 or approved equal. Size and weight of stones to range from 25 to 250 lbs. for wall stone to be consistent in color range and texture.

B. Top course of stones shall be large stones 18" wide by 18" min. length by 6" minimum depth-- typical top stone course shall be stones weighing from 200-500 lbs. 66% of top of wall shall consist of stones that extend from font to back of wall and extend at least 18" running with face of wall.

INSTALLATION STONE WALL

A. Excavate to lines and grades shown on drawings and provide crushed stone foundation. Place stone courses with overlapping joints such that all joints are covered with stones above and no vertical joint between stones travels more than 1/2 of the way upward through the wall and crosses no more than two stones vertically. All stones shall be firmly placed and shimmed as required to be well locked together. Provide large stones as rowlocks which tie front and back of wall together.

B. Select stones so that large stones are evenly spread from bottom to the top course immediately below the top capping stones. No areas shall have excessive numbers of small stones. Select and evenly distribute split face and seamface stones throughout the wall. Stack and place stones in a generally ashlar pattern covering joints below a minimum of 4". All stones shall be placed in a generally horizontal format. No stacking of stones in a vertical format is acceptable.

C. Mortar shall be placed within the interior of the wall to secure and lock stones together and preclude their shifting. Mortar shall not be used as an alternative to the careful placement, overlapping of stones or used in place of rowlock stones to tie the front of the wall together with the back of the wall.

D. No mortar shall be visible at the front face of the wall. The Contractor shall carefully convey mortar such that the exposed faces of stones are not stained with mortar.

E. The top course of capping stones shall consist only of large stones neatly trimmed to meet the adjacent stones. Top course of stones shall be 18" wide by 18" min. length by 6" minimum depth. The depth of caping stones shall vary between 4" minimum and 10" maximum.

F. Carefully choose stones to weave corners with longer horizontal stones interlaced to front and to side such that these stones form a right angle with reasonably vertical faces. Corner stones shall be carefully woven into the stones to the sides and back such that the wall corners are strong and that corner stones do not slide or fall out of place.

STONE STEPS

GRANITE: Smokey Mountain Blue Granite Steps available from Plymouth Quarries, Hingham, MA 781-335-3686 or approved equal. Granite shall be sound, durable stone, free from imperfections such as knot formations, starts, cracks or seams which may impair its structural integrity. Granite shall be free of minerals that may cause objectionable staining under normal environments of use. Sizes shall be as indicated on the Drawings.

C. Color shall be according to approved sample colors

D. GRANITE FINISHES (as defined by the National Building Quarries Association, Inc.
   a. Top and side surfaces shall be steeled finished.
   b. Face shall be split.

INSTALLATION

A. At Dry Laid Installations: Place crushed stone base in accordance with Division 31 00 00 Earthwork, to bring base to the sections and elevations shown on the Drawings.

B. Set all steps accurately in strict accordance with the Drawings. Set each step level with a 1% "wash", true to line and grade.

A. For Steps set on concrete base: Concrete base for steps shall be accurately formed so that the steps accurately meet the design elevations shown on the plans and details. Set all steps accurately in strict accordance with the Drawings. Set each step level with a 1% "wash", true to line and grade. Unless otherwise indicated, set stones in full beds of mortar with all vertical joints slushed full, and all holes completely filled.

B. "Back Butter" steps with mortar slurry before setting on mortar setting bed. Tamp and beat stone to level and embed them in setting bed to full, solid and even bearing. Do not use pinch bar on exposed face of stone.

C. Stone Joints: Butter vertical joints for full width before setting. Fully fill vertical joints with mortar, unless otherwise indicated. Neatly point all vertical and horizontal joints approximately 1/8" recess.

METAL HANDRAILINGS

A. Install according to approved Show Drawings

B. Uniform load of 50 lbf/ ft. (0.73 kN/m) applied in any direction.

C. Concentrated load of 200 lbf (0.89 kN) applied in any direction.

D. Uniform and concentrated loads need not be assumed to act concurrently.

Welding:

A. All surfaces shall be clean, free of rust, paint, and foreign matter of any kind. Burned edges to be welded shall be chipped clean and wire brushed before welding.

B. Weld Metal: Weld metal shall be thoroughly fused with the base metal along surfaces and edges of the union. Penetration shall be 1/8 inch (4 mm) minimum and shall be into the root of the joint.

C. Weld Quality: Welds shall present a uniform surface, free of imperfections, without undercutting or overlapping, and free from excessive oxides, gas pockets, and nonmetallic inclusions. Welds shall be made with the proper number of beads or passes to secure sound, thoroughly fused joints. Provide backup bars, temporary backup bars, or backup welds for full-penetration butt welds. Each deposit shall not exceed 1/2 inch (12 mm) of weld for each pass of bead. Preceding layers shall be cleaned by wire brushing or preening to remove scale and slag before placing new weld material.

D. Faulty and Defective Welding: Welding showing cracks, slag inclusion, lack of fusion, bad undercut, or other defects ascertained by visual or other means of inspection, shall be chipped out and properly replaced.

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LANDSCAPE SPEC
PAVING WALLS

DRAWING NUMBER

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SECTION 32 92 00

LAWNS

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. The General Documents, as listed on the Table of Contents, and applicable parts of Division 1, GENERAL REQUIREMENTS, shall be included in and made a part of this Section.
B. Examine Drawings and other Sections of the Specifications for requirements affecting work of this Section.

1.2 SCOPE

A. Provide labor, materials, equipment, services and transportation required to complete lawn work as shown on Drawings and specified herein and includes, but is not limited to, the following:
   1. Preparation of subgrade in areas to receive topsoil for lawn areas.
   2. Place topsoil and finish grade for lawn areas.
   3. Seeding fine lawns.
   4. Sodding- .
   5. Protecting and maintaining lawn areas until Final Acceptance.

1.3 EXAMINATION OF SITE AND DOCUMENTS

A. Areas of lawn work shall be inspected before start of work and correct defects such as incorrect grading.
B. Contractor shall be solely responsible for judging full extent of work requirements involved. By submitting bid, Contractor affirms he has carefully examined the site and conditions affecting work. No claim for additional costs will be allowed because of lack of knowledge of actual existing conditions.
C. Drawings, surveys, measurements, and dimensions under which work is to be performed are believed to be correct, but Contractor examine them for himself during bidding period, as no additional compensation will be made for errors or inaccuracies found therein.

1.4 PERMITS AND CODES

A. Work shall conform to Drawings and Specifications and shall comply with applicable codes nd regulations.
B. Comply with rules, regulations, laws and ordinances of the Town of Brooklyn, CT and other authorities having jurisdiction. Labor, materials, equipment and services necessary to make Work comply with such requirements shall be provided without additional cost to Owner.
C. Arrange for and obtain permits and licenses required to complete Work. Fees not waived shall be paid for by Contractor.
D. Conduct operations to minimize interference with use of roads, driveways, or other facilities near enough to Work to be affected.

1.5 DEFINITIONS

A. The following related items are included herein and shall mean:
   1. ASTM: American Society of Testing Materials.
   2. AAN: American Hort.
   3. ANSI: American National Standards Institute.
   4. AOAC: Association of Official Agricultural Chemists.
   5. USDA:United States Department of Agriculture.

1.6 SAMPLES/SUBMITTALS

A. Sample submissions and other submittals shall be in accordance with the requirements of the General Conditions, Supplementary Conditions and the Submittals Section.
B. Prior to ordering materials listed below, submit representative samples to Architect for selections and approval as follows. Do not order material until Architect's approval has been obtained. Delivered materials shall closely match approved samples.
   1. Submit manufacturer's certificates of compliance listing analysis for the following:
      a. Fertilizer
      b. Lawn Seed
   2. Submit manufacturer's certificates of compliance with each shipment of each seed and sod type. Certificate from seed and sod supplier shall indicate seed is true to variety indicated on packaging. Certificates shall include guaranteed percentages of purity, weed content and germination of seed, net weight and date of shipment. No seed may be sown until certificates have been submitted.
C. Submittal Schedule
   1. Before installation:
      a. Manufacturer's Product data
      b. Test Reports
      c. Seed Certifications

1.7 QUALITY ASSURANCE

A. Work under this Section shall be performed by workmen experienced in lawn installation under full time supervision of qualified foreman.

1.8 DELIVERY AND STORAGE

A. Deliver material to site in original unopened packages, showing weight, manufacturer's name and guaranteed analysis.
B. Store materials in such a manner that their effectiveness and usability will not be diminished or destroyed and shall be uniform in composition, dry, unfrozen and free flowing. The Architect reserves the right to reject material which has become caked or otherwise damaged or does not meet specified requirements.

PART 2 - PRODUCTS

2.1 TOPSOIL BORROW

A. Topsoil borrow shall be as described in Section 329300 Planting.
B. Deficiencies in Topsoil shall be corrected by Contractor as directed by testing agency.
C. No Topsoil shall be delivered or handled in a frozen or muddy condition.

2.2 TOPSOIL ADDITIVES

A. Organic Fertilizer shall be derived: complete fertilizer and a standard product complying with State and United States fertilizer laws. Fertilizer shall be delivered to site in original unopened containers which shall bear manufacturer's name and guaranteed statement of analysis. Fertilizer for incorporation into lawn areas prior to seeding shall contain 5 percent nitrogen, 10 percent phosphorus, and 5 percent potash by weight of ingredients or as otherwise indicated by soil test results. Fertilizer shall have its nitrogen in a water soluble form derived from urea, ammonium nitrate, or ammonium phosphate.
B. Superphosphate: finely ground phosphate rock as commonly used for agricultural purposes and shall contain not less than 18 percent available phosphoric acid.
C. Ground Limestone: dolomite limestone and contain not less than 85 percent of total carbonates and magnesium and shall be ground to such fineness that 50 percent will pass a 100 mesh sieve and 90 percent will pass through a 20 mesh sieve. Coarser material will be accepted provided the specified rates of application are increased proportionately on the basis of quantities passing the 100-mesh sieve.

2.3 MAINTENANCE FERTILIZER

A. Maintenance fertilizer: shall contain 4 percent nitrogen, 1 percent phosphorus, and 2 percent potash by weight of ingredients. Fertilizer shall have its nitrogen in water soluble form derived from urea, ammonium nitrate, or ammonium phosphate.

2.4 SEED

A. Seed mixture: fresh, clean, new crop seed. Seed can be mixed by an approved method on site or can be mixed by dealer. If seed is mixed on site, each variety shall be delivered in original containers bearing dealer's guaranteed analysis. If seed is mixed by dealer, Seeding Contractor shall furnish to the Architect the dealer's guaranteed statement of composition of mixture and percentage of purity and germination of each variety.
B. Seed Mixture Seeded Lawn:

	Proportion of mix after purity	Minimum germination
Reliant Hard Fescue	40%	95%
Jamestown II Chewings Fescue	40%	95%
Palmer II perennial ryegrass	20%	95%

   1. Chewings fescue, hard fescue, tall fescue and rygrass shall contain *Acromonium* endophytes. Seed containing endophyte must be kept cool and dry at all times; do not stockpile in the sun.
   2. If cultivars as listed are not available, others can be substituted with Architect's approval.

2.5 SOD

A. Grade 1 Sod shall be a mixture of Kentucky Bluegrass varieties, with a minimum of 10% Red Fescue or Chewing Fescue. Sod shall be well rooted turf free from disease, insect pests, weeds and any other harmful matter.
B. Sod shall be machine cut at a uniform soil thickness of 3/4 inch, plus or minus 1/4 inch, at the time of cutting. Measurement of thickness shall exclude top growth and thatch. Individual pieces of sod shall be cut to the supplier's standard width and length. Maximum allowable deviation from standard widths and lengths shall be 5%. Broken pads and torn or uneven ends will not be acceptable. Sod shall be at least one year old from time of original seeding.
C. Standard size sections of sod shall be strong enough to support their own weight and retain their size and shape when suspended vertically from a firm grasp on the upper 10% of the section.
D. Sod shall be harvested, delivered and installed within a period of 36 hours. Sod not transplanted within this period shall be inspected and approved by the Architect prior to its installation. Soil on sod pads shall be kept moist at all times.

2.6 COMPOST

A. Shall be as described within Section 329000 Planting.

PART 3 - EXECUTION

3.1 LAWN WORK SCHEDULE

A. Lawn work shall proceed on schedule in conformance with project phasing as indicated on phasing drawings and specified under General Conditions. These requirements will be strictly adhered to.
B. The Contractor is responsible for maintenance work on installed lawn until an acceptable lawn is established for a minimum of 60 days.

3.2 INSTALLATION OF NEW LAWNS

A. Preparation of subgrade
   1. Before beginning work of this Section, Lawns Subcontractor shall inspect the subgrade with the Architect to ensure that debris remaining from construction of building has been removed. Coordinate with General Contractor to remove remaining debris. Coordinate additional work to and adjustment of subgrade with General Contractor. Do not begin placing Topsoil on subgrade until receipt of Architect's approval.
   2. Prior to placing topsoil layer, cultivate subsoil with chisel plow or other approved method to 6" depth. Rake surface of subsoil to remove rocks in excess of 3". Grade subgrade to evenly file slopes parallel to final finished grade. Note that subgrade must pitch to drain. Architect shall inspect and approve subgrade before placing the topsoil.
   3. Place 2"-3" layer of topsoil and rake or rototill the topsoil into the top 2-3" of the subsoil. Place the remaining topsoil to meet the finish grade.
   4. Provide and set sufficient grade stakes, as determined by Architect, to ensure correct line and grade of finish grade.
B. Placing Topsoil
   1. Place and spread Topsoil over approved areas to depth sufficiently greater than depth required so after natural settlement and light rolling, complete work conforms to lines, grades and elevations indicated, and ensures proper drainage in an uninterrupted pattern free of hollows and pockets. Topsoil depth after rolling shall be 6".
   2. Roll entire surface with roller weighing approximately one hundred pounds per foot of width. During rolling fill depressions caused by settlement with additional loam borrow and regrade and roll until surface presents smooth, even and uniform finish and is up to required grade. Obtain approval from Owner's Representative of finish grading and rolling of Topsoil borrow.
   4. Placing, tilling, rolling and finish grading of Topsoil borrow shall be performed with agricultural machinery designed for that purpose to prevent over compaction of seed bed. Heavy construction equipment shall not be permitted for these purposes.
   5. No subsoil or Topsoil borrow shall be handled if in a wet or frozen condition.
C. Application of fertilizers
   1. Prior to seeding, apply uniform application of 5-10-5 fertilizer at rate of 440 pounds per acre. Work into soil with seed application described below.

3.3 SEEDING SEASON

A. Seeding dates are as follows:
   1. April 15 to June 1, September 1 to October 15.
B. Seeding other than within the above season shall be allowed only when ordered by Architect or when Contractor submits written request for permission to do so and permission is granted. Newly seeded areas, if seeded out of season, must be continuously watered according to good practice if seeding is done between June 1 and September 1. Seeding done outside dates established above shall be solely at Contractor's risk.

3.4 SOWING OF SEED

A. Seeding: Seeding shall consist of soil preparation, seeding, raking, rolling, weeding, watering and otherwise providing labor and materials necessary to secure establishment of acceptable turf.
B. Sowing of Seed: Immediately before seed is sown, ground shall be scarified or raked lightly until surface is smooth, friable, and of uniformly fine texture. No seeding shall be done during windy weather. Sow seed in two directions right angles to each other, applying 3 lbs. of seed per 1,000 sq. feet in each direction. Sow seed evenly using a cultipacker or approved seeding device (if cultipacker is not used, cover seed with thin layer of Topsoil borrow by dragging, light raking or other approved method). Roll in both directions with hand roller weighing approximately one hundred pounds per foot of width, and water with fine spray. Provide protective fencing where required to keep area undisturbed until grass is established.
C. Hydroseeding is allowed as an alternative to seeding with a cultipacker. Hydroseeding shall provide an even and uniform coverage of seed at the rates described above. Incorporation of a starter fertilizer may be included in the hydroseed mixture. Note that spreading of required lime and fertilizer shall be done by mechanical means as described herein. Provide a cellulose mulch and include a tackifier on all sloped areas.

3.5 SODDING - .

A. Limit of sodding shall be as shown on the Drawings. All areas on the plan are to be sodded only after written approval of the placement of topsoil and finished grading or as directed by the Architect.
B. Planting season for sod shall be from April 15 to June 1 and from August 15 to November 1. The actual planting of sod shall be done, however, only during periods within this season which are normal for such work as determined by weather conditions and by accepted practice in this locality. At his option and on his responsibility the Contractor, may plant sod under unseasonable conditions without additional compensation but subject to Architect's approval as to time and methods.
C. Sodding of lawns shall be done only by experienced workmen under the supervision of a qualified foreman. Sodding shall consist of soil preparation, sodding, rolling, pegging, weeding, fertilizing, watering and watering and otherwise providing all labor and materials necessary to secure the establishment of acceptable turf.
D. The soil on which the sod is laid shall be reasonable moist and shall be watered, if directed by the Architect. The sod shall be laid smoothly, edge to edge, and where continuous or solid sodding is called for on the plans sod shall be laid with the longest dimension parallel to the contours. Sodding shall start at the base of slopes and progress upward in continuous parallel rows. Vertical joints between sods shall be staggered. Immediately after laying, sod shall be pressed firmly into contact with the sod bed by tamping, rolling, or by other approved methods so as to eliminate all air pockets, provide true and even surfaces, insure knitting and protect all exposed sod edges, but without displacement of the sod or deformation of the sod surface. The sodded areas shall be watered evenly and at a rate of five gallons per square yard, unless otherwise directed by the Architect.
E. In all swales, on all slopes one on three or steeper and elsewhere where specified or as directed by the Architect, sods shall be held in place by stakes. Pegging shall be done immediately after tamping. At least one stake shall be driven through each sod to be pegged and the stakes shall be not more than two feet apart. Stakes shall have their flat sides against the slope and be driven.

3.6 WATERING

A. Watering of Seeded Areas
   1. First Week: Provide labor and arrange for watering necessary to establish acceptable lawn. In absence of adequate rainfall, watering shall be performed daily and as necessary during first week and in sufficient quantities to maintain moist soil to two inch minimum depth.
   2. Second and Subsequent Weeks: Water lawn to maintain adequate moisture in upper 5 inches of soil, necessary for deep root growth promotion.
   3. Watering in a manner providing uniform coverage while preventing erosion due to application of excessive quantities over small areas, and prevent damage to finished surface by watering equipment. Provide sufficient watering equipment to apply one complete coverage to seeded areas in eight hour period.
   4. If Sodded lawn is included, provide additional watering to keep sod moist without creating muddy saturated conditions in topsoil below sod.

3.7 MAINTENANCE

A. Maintenance begins immediately after lawn is installed and continues according to the following requirements:
   1. Lawns shall be maintained for a minimum of 60 days and as long as required to establish uniform, thick, well-developed stand of grass.
   2. Mowing: Mow lawns at seven day intervals or more frequently if required. First mowing when grass has reached 2 1/4"-2 1/2" height, and cut grass to 2" height. Subsequent mowings shall cut grass to 2" height. Mow in the fall until growth of grass ceases, and resume in spring when grass reaches 2 1/2" height.
   3. Apply uniform application of 4-1-2 soluble nitrogen (urea or ammonium nitrate) fertilizer at rate of 44 pounds nitrogen per acre throughout maintenance period. Initial application 3 to 4 weeks after seeding. Additional applications shall occur at four week intervals or as directed Owner's Representative.
   4. Lawn areas shall continue to be watered as described above.
   5. After grass has started, areas which fail to show uniform, thick, well-developed stand of grass shall be immediately re-seeded repeatedly until areas are covered with satisfactory growth of grass as determined by Architect.
   6. Repair damage from erosion, gullies, washouts, or other causes immediately by filling with loam borrow, tamping, re-fertilizing and re-seeding.

3.8 INSPECTION FOR ACCEPTANCE

A. Conditions of Acceptance
   1. Lawn acceptance shall be given for entire lawn area. No partial acceptance shall be given.
   2. Lawns shall exhibit uniform, thick, well- developed stand of grass. Lawn areas shall have no bare spots in excess of four inches in diameter and bare spots shall comprise no more than two percent of total area of lawn.
   3. No lawn areas shall exhibit signs of damage from erosion, washouts, gullies, or other causes.
   4. Pavement surfaces and site improvements adjacent to lawn areas shall be clean and free of spills or overspray from placing or handling of loam borrow and seeding operations.
B. Inspection and Acceptance
   1. Upon written request of the Contractor, the Architect shall inspect lawn areas to determine completion of Contract work. This request must be submitted a minimum of five days prior to anticipated inspection date.
   2. If lawn areas are not acceptable, the Architect shall indicate corrective measures to be taken, and extend maintenance period as necessary for completion of work. Contractor shall request a second inspection of lawns as described above. This process shall be repeated until total lawn area being inspected is acceptable.
   3. If the lawn areas are acceptable to Architect, he shall arrange meeting of Contractor and Owner to accept lawn work. Final inspection shall be part of this meeting to insure acceptability. At this meeting, Contractor shall be furnished with written acceptance of lawn approval. Contractor shall hand over maintenance of lawn to Owner at this meeting.
   4. Following the acceptance of lawns, Contractor shall provide Owner with access to lawn areas as required for the Owner's maintenance work.
C. Cleanup
   1. Following lawn acceptance, Contractor shall immediately remove materials and equipment not required for other planting or maintenance work. Materials and equipment remaining on site shall be stored in locations which do not interfere with Owner's maintenance of accepted lawns or other construction operations.
   2. Contractor shall be responsible for keeping paving and building surfaces clean during placement of loam and seeding operations. Spills and oversprays shall be cleaned up immediately. Acceptance shall not be granted until this condition is met.

END OF SECTION

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LANDSCAPE PLAN

REVISIONS

MARK	ISSUE	DATE

DRAWING INFORMATION
ISSUE:
DATE: 11/25/2022
SCALE:

PROJECT NUMBER:
DRAWN BY:
CHECKED BY:

DRAWING TITLE
LANDSCAPE SPEC LAWN

DRAWING NUMBER
LS2

SECTION 32 90 00

PLANTING

PART 1 - GENERAL

1.1 GENERAL PROVISIONS

A. Attention is directed to the CONTRACT AND GENERAL CONDITIONS and all Sections within DIVISION 01 - GENERAL REQUIREMENTS which are hereby made a part of this Section of the Specifications.

1.2 DESCRIPTION OF WORK

A. The work of this Section consists of all Planting work and related items as indicated on the Drawings and/or as specified herein and includes, but is not limited to, the following:

1. Preparation of Planting Mixture
2. Planting of trees, shrubs, groundcover, and perennials on site.
3. Mulching of all plantings
4. Maintenance

B. Definitions

The following related items are included herein and shall mean:

1. AOAC: Association of Official Agricultural Chemists.

1.3 SUBMITTALS

A. All sample submissions and other submittals shall be in accordance with the requirements of the GENERAL CONDITION, SUPPLEMENTARY GENERAL CONDITIONS.

B. Prior to ordering the below listed materials, submit representative samples to Architect for selection and approval as follows. Do not order material until Architect's approval has been obtained. Delivered materials shall closely match the approved samples.

1. Compost: The Contractor shall provide a one (l) cubic foot representative sample from each proposed source for testing and approval as directed herein. The Contractor shall deliver samples to testing laboratory prior to delivering of compost to site and pay all costs. Testing report shall be sent directly to the Architect and the Owner.
2. Topsoil: The Contractor shall provide a one (l) cubic foot representative sample from each proposed source for testing and approval as directed herein. The Contractor shall deliver samples to testing laboratory prior to delivering of Topsoil to the site and pay all costs. Testing report shall be sent directly to the Architect and the Owner. Report shall be submitted at least two weeks before placement of Topsoil.
3. Sand: The Contractor shall provide a one (l) cubic foot representative sample from each proposed source for testing and approval as directed herein. The Contractor shall deliver samples to testing laboratory prior to delivering of sand to site and pay all costs. Testing report shall be sent directly to the Architect and the Owner.
4. Prior to ordering the above listed materials, submit representative test samples of individual components for planting soil mixes. Tests are as described in Section D below. Delivered materials shall closely match the approved samples.

After test results for components have been accepted, create sample mixes of each planting soil mix and perform tests described below.

D. Test Reports: Submit certified reports for tests as described in this Section to Architect. Contractor shall pay for costs of testing and review of test results by an independent source if it is deemed necessary by the Landscape Architect.

1. Mechanical gradation (sieve analysis) shall be performed and compared to the USDA Soil Classification System. Percent clay (0.002 mm) shall be reported separately in addition to silt (ASTM D-422-63, hydrometer method).
2. The silt and clay content shall be determined by a Hydrometer Test of soil passing the #270 sieve after destruction of organic matter by H2O2.
3. Chemical analysis shall be undertaken for Nitrate Nitrogen, Ammonium, Nitrogen, Phosphorus, Potassium, Calcium, Magnesium, Lead, Chromium, Aluminum, Soluble Salts, acidity (pH), buffer pH and micronutrients.
4. Tests shall be conducted in accordance with Recommended Soil Testing Procedures for the Northeastern United States, 2nd Edition, Northeastern Regional Publication No. 493; Agricultural Experiment Stations of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont and West Virginia; Revised - December 15, 1995. Referenced Document may be obtained on the web at http://ag.udel.edu/extension/Information/Soil_Testing/title-95.htm. Tests include the following:
   a. Test for soil Organic Matter by loss of weight on ignition, as described in Northeastern Regional Publication No. 493, p. 59.
   b. Test for soil CEC by exchangeable acidity method as described in Northeastern Regional Publication No. 493, p. 64.
   c. Test for soil Soluble Salts shall be by the 1:2 (v:v) soil:water Extract Method as described in Northeastern Regional Publication No. 493, p.74 except 1:5 for Organic Amendment Material.
   d. Test for Buffer pH by the SMP method as described in Northeastern Regional Publication No. 493.
5. Certified reports on analyses from producers of composted organic materials are required, particularly when sources are changed. Analyses will include all tests for criteria specified for Organic Amendment Material.
6. Density Tests: ASTM D1556 Density of soil and rock in place using Sand Cone Method" or with Nuclear Density (e.g. Troxler) equipment. ASTM D698 Test Method for laboratory compaction characteristics of soil using Standard Effort.
   a. In-place density tests shall be carried out at a rate of one test per 2,000 square feet for each type of material placed.
   b. Testing Agencies: The following firms are acceptable testing agencies for the various components.
      i. Leaf Yard Waste Compost Stability Test and Pathogens/ Metals/Vector Attraction: Woods End Research Laboratory P.O. Box 297, Mt. Vernon, ME, 04352, tel: 201.293.2457 fax: 201.293.2488.
      ii. Leaf Yard Waste Compost/ All other tests except those listed above: University of Massachusetts, West Experiment Station, Amherst, MA 01003, tel: 413.545.2311, fax: 413.545.1931.
      iii. Mechanical Gradation and Chemical Analysis, All Components and Planting Soil Mixes: University of Massachusetts West Experiment Station, Amherst, MA 01003 tel: 413.545.2311, fax: 413.545.1931.
7. Antidesiccant: Submit manufacturer literature.
8. Fertilizer: Submit Certificate of Compliance listing analysis.
9. Unit prices for all plant materials, including installation and one year maintenance.
12. Manufacturer's certificates regarding fertilizers and lime.

E. Certificates: Provide certificates required by authorities having jurisdiction, especially for any composted materials containing sewage sludge. Approval as EPA Type 1 "exceptional quality" is required as well as that of the State of Connecticut.

1.4 CERTIFICATION OF ACCEPTANCE AND GUARANTEE

A. After the minimum sixty (60) day maintenance period, the Contractor shall request the Architect, in writing, for an inspection to determine whether the plant material is acceptable. If the plant material and workmanship are acceptable, written notice will be given by the Architect to the Contractor stating that the one year maintenance and guarantee period begins from the date of the Certificate of Acceptance.

B. If any plants are sickly and dead at the time of inspection, acceptance will not be granted, and the Contractor's responsibility for maintenance of all the plants shall be extended until replacements are made. All plants unacceptable to the Architect shall be promptly removed from the project. Replacements shall conform in all respects to the specification for new plants and shall be planted in the same manner.

C. Plants shall be guaranteed for a period of one year after inspection and issuance of Certificate of Acceptance, and shall be alive and in satisfactory growth at the end of the guarantee period. The sum of 10% of the total cost of the planting contract shall be retained and paid to the Contractor after replacements have been made, one year from acceptance of original planting.

D. At the end of the guarantee period, inspection will be made again. Any plant required under this contract that is dead or unsatisfactory shall be removed from the site. Each plant shall show at least 75% healthy growth and shall have the natural character of a plant of its species in accordance with the American Horts. These plants shall be replaced live during the normal planting season. A final inspection for acceptance will be made after the replacement plantings have lived through one year.

E. All replacements shall be plants of the same kind, size and quality as specified in the PLANT LIST. The cost shall be borne by the Contractor, except for possible replacements due to vandalism or neglect on the part of others.

PART 2 - PRODUCTS

2.1 COMPOST (Organic Amendment Materials)

A. Organic Matter (Compost) for amending planting media shall be a stable, humus-like material produced from the aerobic decomposition of organic residues. The residues, if biosolids, shall consist of compost meeting MA DEP Type 1 requirements or approved equal. Leaf or Yard Waste Compost, shall be composted for a minimum of one year (12 months). Compost shall be free of debris such as plastics, metal, concrete or other debris and stones larger than 3/8", larger branches and roots and wood chips over 3/8" in length or diameter. Compost shall be a dark brown to black color and be capable of supporting plant growth with appropriate management practices in conjunction with addition of fertilizer and other amendments as applicable, with no visible free water or dust, with no unpleasant odor, and meeting the following criteria as reported by laboratory tests.

1. The ratio of carbon to nitrogen shall be in the range of 12:1 to 25:1.
2. Stability shall be assessed by the Solvita procedure. Protocols are specified by the Solvita manual (version 4.0). The compost must achieve a maturity index of 6 or more as measured by the Solvita scale. Stability tests shall be conducted by Woods End Research Laboratory, Mt. Vernon, Maine, Soil Control laboratory of California, or approved equal.
3. Organic Content shall be at least 20 percent (dry weight). One hundred percent of the material shall pass a 3/8-inch (or smaller) screen. Debris such as metal, glass, plastic, wood (other than residual chips), asphalt or masonry shall not be visible and shall not exceed one percent dry weight. Organic content shall be determined by weight loss on ignition or H2O2 for particles passing a Number 10 sieve according to procedures performed by the West Experiment Station at the University of Massachusetts, Amherst or equal. For loss by ignition, a 50-cc sub-sample of the screened and mixed compost is ground to pass the number 60 sieve. Two to three grams (+ 0.001g) of ground sample dried to a constant weight at 105 degrees C is placed into a muffle furnace. The temperature is slowly raised (5C/minute) to 450C and maintained for three hours. The sample is removed to an oven to equilibrate at 105C and the weight is taken. Organic matter is calculated as loss on ignition.
4. pH: The pH shall be between 6.5 to 7.2 as determined from a 1:1 soil-distilled water suspension using a glass electrode pH meter American Society of Agronomy Methods of Soil Analysis, Part 2, 1986.
5. Salinity: Electrical conductivity of a one to five soil to water ratio extract shall not exceed 2.0 mmhos/cm (dS/m).
6. The compost shall be screened to 3/8 inch maximum particle size and shall contain not more that 3 percent material finer that 0.002mm as determined by hydrometer test on ashed material.

2.2 TOPSOIL

A. Topsoil as required for the work shall be a fine sandy loam that has been thoroughly screened to remove stones larger than 1, roots or other objectionable, extraneous matter or debris. Topsoil shall be free of subsoil, earth clods, sticks, stumps, and clay lumps. Topsoil shall also be free of quack-grass rhizomes, Agropyron Repens, and the nut-like tubers of nutgrass, Cyperus Esculentus, and all other primary noxious weeds. Topsoil shall not be delivered or used for planting while in a frozen or muddy condition. Topsoil for mixing shall conform to the following grain size distribution for material passing the #10 sieve:

B. The ratio of the particle size for 80% passing (D80) to the particle size for 30% passing (D30) shall be 6.5 or less. (D80/D30 < 6.5). Maximum size shall be one inch largest dimension. The maximum retained on the #10 sieve shall be 20% by weight of the total sample.

C. Tests shall be by combined hydrometer and wet sieving in compliance with ASTM D422 after destruction of organic matter by H2O2.

D. The organic content shall be between 4.0 and 8.0 percent.

2.4 PLANTS

A. The Contractor shall furnish and plant all plants shown on the Drawings, as specified, and in quantities listed on the PLANT LIST. No substitutions will be permitted. In case of conflict between the Planting Plan and the Plant List, the Plant List shall prevail. All plants shall be nursery grown:

1. The Contractor is responsible for paying all shipment and shipment related costs for this Contract. If any plant is damaged by digging or during transit or off loading, it shall be the Contractor's responsibility to replace the unacceptable plant at his/her expense.
2. It shall be the Contractor's responsibility at the end of the guarantee period to replace any plant at no additional cost to the Owner that the Architect determines unacceptable. The Contractor shall pay all replacement costs, maintain the replacement plants for a minimum of thirty (30) days or until acceptance.

B. Plants shall be in accordance with the American Standard Nursery Stock by American Hort, Latest edition.

C. All trees shall exhibit distinctive character and form and shall be well branched and fully covered with foliage. Trees shall meet the requirements for spread or height stated in the plant list. The measurements for height are to be taken from the ground level to the average height of the tree not to the highest branch. The thickness of each shrub shall correspond to the trade classification "No. 1" AAN standard. The side branches must be generous, well twigged, and the plant as a whole well-branched. The plants must be in a moist condition, free from dead wood, bruises or other root or branch injuries. Plants shall not be pruned prior to delivery.

D. All plants shall be healthy, free of insects and diseases.

E. Product Delivery, Storage and Handling

1. All plants shall be carefully handled so that the roots are adequately protected and moist at all times. Plants shall not be pruned prior to planting. The balls of balled and burlapped plants shall be well protected before, during and upon delivery and until planted. Plants delivered by truck shall be properly wrapped and covered to prevent wind-drying and desiccation of branches, leaves or buds; plant balls should be firmly bound, unbroken, reasonably moist to indicate watering prior to delivery and during storage and tree trunks should be free from fresh scars and damage in handling. Plants shall be delivered in box trucks or covered with planting tarps. Any plants that are shipped without protection will be rejected upon arrival. Trees and other plants arriving with dry rootballs shall be rejected. If immediate planting is not feasible, protect all plants from sun and drying wind by mulching. Balled and burlapped plants shall not be planted if the ball is cracked or broken either before or during the process of planting.

F. All Plants shall be typical of their species or variety and shall have a normal habit of growth and be legibly tagged with the proper name. Only plant stock within the hardiness Zone 1 through 5, as established by American Hort.

G. The root system of each shall be well provided with fibrous roots. All parts shall be moist and show active green cambium when cut. They shall be sound, healthy and vigorous, well branched and densely foliated when in leaf. They shall be free of disease, insect pests, eggs or larvae.

H. All plants must be moved with the root systems as solid units with balls of earth firmly wrapped with untreated eight ounce burlap, firmly held in place by a stout cord or may be placed in metal baskets and that are carefully tightened to firmly hold the roots and soil in place. No "burlap" made of synthetic fibers will be acceptable. The diameter and depth of the balls of earth must be sufficient to encompass the fibrous and root feeding system necessary for the healthy development of the plant. No plant shall be accepted when the ball of earth surrounding its roots has been badly cracked or broken preparatory to or during the process of planting.

I. At least 75% of the plants furnished for each size range shown on the Plant List shall be at or above the average between the maximum and minimum size specified. If a nursery supplies material at a specific height (not a range), then the larger size of the specified range shall be furnished.

J. Plant material which is to be planted after the specified seasons for planting shall be dug during the normal season for digging of the particular plant material and be stored and maintained in good health until planting. The Contractor shall assume all costs for maintaining plant material while it is being stored.

K. The Contractor shall provide a list of suppliers in sufficient time to allow the Architect to inspect the plants prior to delivery.

1. The Contractor shall request, in writing, that the Landscape Architect provide representative to select and tag representative stock to be planted under this Section. The Contractor shall pay for time incurred by the Landscape Architect at standard rates not to exceed $90/hr.; the expense for transportation (mileage at $.55).
2. Plants shall be selected by the Landscape Architect at the place of growth for conformity to specification requirements as to quality, size, and variety. Such approval shall not impair the right of inspection and rejection upon delivery at the site or during the progress of the work. Cost of replacement shall be borne by the Contractor.

L. Plants shall be dug with care and skill. Special precautions shall be taken to avoid any unnecessary injury to, or removal of fibrous roots. Each species or variety shall be handled and packed in the approved manner for that particular plant. All precautions shall be taken to ensure the arrivals of plants at the project site are in good condition for successful growth.

M. Requests for plant substitutions shall be made at least 5 days before the plants are to be planted and such requests shall list at least 5 major nursery sources contacted for confirmation of unavailability.

2.6 WATERING

A. The Contractor shall be responsible to furnish his own supply of water to the site at no extra cost. If possible, the Owner will furnish the Contractor upon request with an adequate source and supply of water at no charge. However, if the Owner's water supply is not available or not functioning, the Contractor will be held responsible to furnish adequate supplies at his own cost. All work injured or damaged due to the lack of water, or the use of too much water, shall be the Contractor's responsibility to correct. Water shall be free from impurities injurious to vegetation.

2.7 ANTIDESICCANTS

A. Antidesiccants shall be emulsions or other materials which will provide a protective film over plant surfaces permeable enough to permit transpiration and specifically manufactured for that purpose. Manufacturer of Antidesiccant shall be subject to the Architect approval. Antidesiccant shall be delivered in containers of the manufacturer and shall be mixed according to the manufacturer's instructions.

2.8 BARK MULCH

A. Bark mulch shall be shredded bark averaging 1/2 to 2 inches in length and shall be no less than 6 months old nor more than 1 year old. It shall be free of sticks leaves twigs and other debris to the satisfaction of the Architect. It shall not contain ground up construction debris, shipping palates, or any toxic materials. It shall not have been subject to anaerobic conditions.

PART 3 - EXECUTION

3.1 TOPSOIL BASED PLANTING MIXTURES

A. "Planting Mixture": The Planting Mixture shall consist of a blend of approximately equal parts by volume of Topsoil, Sand and Compost. Blending of the components shall be carried out with earth moving equipment to mix components and then the material shall be run through a screening plant to thoroughly mix together the components prior to placement. The components shall be blended to create a uniform mixture as determined by the Landscape Architect.

1. The final mix shall have an organic content between 5 and 8 percent and conform to the following gradation requirements for material passing a Number 10 sieve.
2. Maximum size shall be one inch largest dimension. The maximum retained on the #10 sieve shall be 20% by weight of the total sample.
3. The ratio of the particle size for 80% passing (D80) to the particle size for 30% passing (D30) shall be 5.0 or less. (D80/D30 <5.0)

3.2 PREPARATION FOR PLANTING

A. Contractor shall carefully review details and specifications with Architect and Owners Representative before proceeding.

3.3 PLANTING ON SITE

A. Planting of any plant material includes: Coordination with the nursery, shipment from the nursery, the digging of the holes, provision of the soil additives and amendments, furnishing the plants of specified size with roots in the specified manner, the labor of planting and mulching, and the removal of all excess or debris material created as a result of the work.

B. Coordination with Existing Conditions: Prior to excavating for plants, the Contractor shall inform himself fully or existing conditions below grade. Specifically, the Contractor shall verify the location of underground utilities and, when working over the structure, the depth of waterproofing, drainage and other utility structures running below grade. The Contractor shall be liable for any damages resulting from his failure to ascertain subsurface conditions before proceeding with the work.

C. Planting on site:

1. All planting beds on the site shall have 12" of planting mix installed and graded prior to planting. Prior to placing planting mix, the Contractor shall excavate the beds to -12" and further excavate subgrade to loosen the subgrade and eliminate compaction due to construction activities to an additional 12" (-24" from finish grade). Contractor shall remove debris and stones larger than 6" from the subgrade.
2. The Contractor shall place 4" of planting mix on top of the subgrade and rake this planting mix into the top 4" of the subgrade. Backfill to finish grade.
3. All shrubs and trees shall be set on the ground by the Contractor in their approximate location for approval by the Landscape Architect before any excavation. The Contractor shall move plants as necessary to obtain the Landscape Architect's approval. Each plant location shall be carefully marked and the planting hole excavated so that the final arrangement of plants conforms to the location of plants as approved prior to planting. Before beginning any backfilling, the Contractor shall turn and otherwise correct the plant location as required by the Landscape Architect for his approval. Once final approval has been given by the Landscape Architect, the Contractor can proceed with the backfilling.
4. Trees shall be planted such that the rootflare is 3" above the surrounding grade. Provide saucers to contain water as shown on the detail and cover the surface of the saucer with mulch, leaving the actual rootflare uncovered with mulch.
5. Shrubs shall be planted such that the rootflare is 1" above the surrounding grade. Provide saucers to contain water as shown on the detail and cover the surface of the saucer with mulch. Note that all potted plants shall have the sides of the rootball and bottom of the rootball scarified to cut encircling roots.

D. Planting of Perennials and Groundcovers:

1. After all shrubs and trees have been planted, the planting beds shall be mulched. The Contractor shall then place all the perennials and groundcovers in locations for the Landscape Architect's approval and shall adjust the locations as directed to the satisfaction of the Landscape Architect. Each plant location shall be carefully marked and the mulch moved aside and a planting hole excavated so that the final arrangement of plants conforms to the location of plants as approved prior to planting.

E. All plant roots and earth balls must be damp and thoroughly protected from sun and wind from the beginning of the digging operation, during transportation and on the ground until the final planting. After plant locations have been approved, and trees are backfilled to within 8" of the surface, remove burlap, rope, from the tops of root balls. Cut and remove the top of the wire cages for machine dug plants. Remove all non biodegradable twine. Untie or cut rope and twine that is tied around the root flare. Do not pull burlap out from under root balls.

F. The sides of rootballs of potted shrubs and perennials shall be scarified to cut or free encircling roots.

3.5 COMPLETION OF PLANTING OPERATIONS

A. After all trees, shrubs, perennials and groundcovers have been installed. All plants shall be flooded with water twice within the first 24 hours of the time of planting and all plants during the maintenance period shall be watered at least twice each week. At each watering the soil around all plants shall be thoroughly saturated. If sufficient moisture is retained in the soil, as determined by the Landscape Architect, the required watering may be reduced.

B. Shredded bark mulch shall be placed over entire planting areas to a settled depth of two inches, not later than one week after planting. No mulch shall be applied prior to the first watering of plant materials.

C. Pruning: All dead wood or suckers and all broken or badly bruises branches shall be removed back to a live bud, branch or stem. Never cut a leader and do not trim back the tips of branches.

D. Antidesiccant shall be applied to all evergreen plants before digging at the nursery or as directed by the Landscape Architect once the plants have been delivered to the site.

E. Absolutely no debris may be left on site. Excavated material shall be removed as directed by the Architect. Repair any damage to site or structures to restore them to their original condition as directed by the Architect, at no cost to the Owner.

F. The Contractor assumes responsibility for any damage caused to pavements, utilities and other elements of construction caused by planting operations. Provide all necessary materials and labor to protect any construction elements which may be endangered by planting installation or maintenance.

3.6 FERTILIZATION

A. Initial fertilization shall consist of the use of dry fertilizer, water-soluble fertilizer, or a combination of both.

B. Dry fertilizer, shall be incorporated in the planting mix, including fertilizer for acid-loving plants as appropriate.

C. Water-soluble fertilizer shall be dissolved in water at the rate recommended by the manufacturer. The thoroughly mixed solution shall be applied at the time of initial planting after the water used for back fill soaking has leached away.

D. Unless otherwise approved, refertilization shall be by a water-soluble fertilizer applied in conjunction with watering or by itself. No refertilization will be allowed after July 15th.

E. All plants shall be liquid-fertilized at least 3 times between May 15 and July 15th with water-soluble fertilizer mixed and applied as herein specified or as directed when applied with a watering.

F. The Contractor's guarantee period extends Spring to Spring, all plants shall receive an additional application of fertilizer in the Spring prior to final acceptance.

3.7 MAINTENANCE

A. Maintenance shall begin immediately after each plant is planted and shall continue until the issuance of the Certificate of Acceptance. The Contractor shall maintain all plants and plant beds for a period of one year after the issuance of the Certificate of Acceptance as part of the base contract. This maintenance includes providing supplemental watering to establish landscape plantings.

B. The Contractor shall furnish the Owner with a cost for one year of maintenance of all plantings along with the unit pricing for plants.

C. Maintenance shall consist of keeping the plants in a healthy growing condition and shall include watering, weeding, cultivating, remulching, removal of dead material, and resetting plants to proper grades or upright position.

D. If an irrigation system is part of the construction, the Contractor shall adjust the irrigation system to provide adequate water without overwatering any plantings. The Contractor shall reduce the time for irrigation to ensure that there are no soggy areas. Supplemental hand-watering of some plants may be required during the first year to preclude overwatering. Providing this supplemental hand watering is a requirement of the Contract. Ensuring that plantings are not overwatered is a requirement of the Contract.

E. If there is no automatic irrigation system, the Contractor shall water the plantings 3 times per week throughout the growing season during the one year guarantee period. At each watering, the soil around each tree or shrub shall be thoroughly saturated. If sufficient moisture is retained in the soil, as directed by the Architect, the required watering may be reduced. Trees will require a minimum of ten gallons of water each.

F. Planting beds shall be kept free of weeds and mulch shall be replaced as required to maintain a proper depth as specified.

G. Plants that die during the maintenance period shall be replaced as directed by the Architect.

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WILLOW HILL LLC
459 WOLF DEN ROAD
BROOKLYN, CT

LANDSCAPE PLAN

REVISIONS

MARK	ISSUE	DATE

DRAWING INFORMATION
ISSUE:
DATE: 11/25/2022
SCALE:

PROJECT NUMBER:
DRAWN BY:
CHECKED BY:

DRAWING TITLE

LANDSCAPE SPEC
PLANTING

DRAWING NUMBER

LS3

TOWN OF BROOKLYN
PLANNING AND ZONING COMMISSION

REQUEST FOR CHANGE
IN
ZONING REGULATIONS

Date_____ Check #_____ Application #ZRC 23-002

Application Fee: $250_____State Fee: $60_____ Publication Fee: $600_____

Public Hearing Date_____Commission Action_____Effective Date_____

Name of Applicant TOWN OF BROOKLYN PZC Phone_____

Mailing Address 69 SOMAIN ST. BROOKLYN, CT

REQUEST TO AMEND ARTICLE(S)_____SECTION(S) 9.C,3.6

If more than one Article is requested please attach separate sheet for each one

PARAGRAPH TO CHANGE_____OF THE ZONING REGULATIONS

REQUEST TO CHANGE: PROPOSED REVISIONS TO SITE PLAN SUBMISSION REQUIREMENTS. SEE ATTACHED

REASON FOR REQUEST:

Note: A petition may be filed at the Hearing by 20% or more of the area lots included in such a change within 500 ft of the property under Section 16.5 of the Zoning Regulations

1) *Explanation: The purpose of this change is to allow the Planning and Zoning Commission to relax the submission requirements for Site Plan Review applications in the same manner as they are currently allowed for Special Permit applications.*

9.C. SITE PLAN APPLICATION

9.C.3 SUBMISSION REQUIREMENTS

Existing:

5. The Commission may, in accordance with the requirements of these Regulations and the Appendix A of these Regulations, require the submission of additional information as deemed necessary to make a reasonable review of the application.

Proposed Addition:

6. **If the Commission finds that certain information is not necessary for review of the project, they may waive the submission of that information by a three-quarters affirmative vote of the membership present. All requests for waiver shall be in writing, indicating why the applicant believes that the application can be reviewed completely by the Commission without the information to be waived.**

TOWN OF BROOKLYN
PLANNING AND ZONING COMMISSION

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IN
ZONING REGULATIONS

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RECEIVED
JAN 19 2023

PLANNING AND ZONING COMMISSION
TOWN OF BROOKLYN
CONNECTICUT

Received Date _____ Application #SP 23-001 Check # _____

APPLICATION FOR SPECIAL PERMIT

Name of Applicant Kelsey Hare Phone 7742301937 Mailing Address 176 Foster Drive, Willimantic, CT 06226 Phone 7742301937

Name of Engineer/Surveyor N/A
Address

Contact Person KelseyHare Phone 7742301937 Fax

Name of Attorney N/A
Address
Phone Fax

Property location/address 59 North Society Road, Brooklyn, CT, 06234 Map# 7
Lot# 1 Zone RA Total Acres 13±
Sewage Disposal: Private ____ Public ____ Existing X Proposed ____
Water: Private ____ Public ____ Existing X Proposed ____
Proposed Activity Open a small grooming salon using existing structure
6.B.3 ADAPTIVE REUSE OF A FORMER CHICKEN COOP BUILDING AS A DOG GROOMER
Compliance with Article 4, Site Plan Requirements

Is parcel located within 500 feet of an adjoining Town? YES

The following shall accompany the application when required:

Fee $ _____ State Fee ($60.00) _____ 3 copies of plans _____ Sanitary Report _____ 4.5.5 Application/ Report of Decision from the Inland Wetlands Commission
4.5.5 Applications filed with other Agencies
12.1 Erosion and Sediment Control Plans

The owner and applicant hereby grant the Brooklyn Planning and Zoning Commission, the Board of Selectman, Authorized Agents of the Planning and Zoning Commission or Board of Selectman, permission to enter the property to which the application is requested for the purpose of inspection and enforcement of the Zoning regulations and the Subdivision regulations of the Town of Brooklyn

Applicant: Kelsey Hare Date 1/18/23

Owner: Arlene Baril and Robert Benson Date 1/18/23

*Note: All consulting fees shall be paid by the applicant

PLANNING AND ZONING COMMISSION
TOWN OF BROOKLYN
CONNECTICUT

RECEIVED
JAN 19 2023

Received Date _____ Application #SPR-23-001 Action Date_____ Check#_____

APPLICATION FOR SITE PLAN REVIEW

Name of Applicant_____Kelsey Hare_____Phone____7742301937_____ Mailing Address_____176 Foster Drive, Willimantic, CT 06226_____Phone___7742301937_____

Name of Owner____Arlene Baril and Robert Benson_____Phone___86042814450_____ Mailing Address___160 Windham Road, Brooklyn, CT 06234_____Phone__8604281445_____

Name of Engineer/Surveyor_____
Address_____
___

Contact Person_____Kelsey Hare____Phone_____7742301937_____Fax_____

Property location/address_____59 North Society Road, Brooklyn, CT 06234_____
Map #_____ Lot # _____ Zone_____ Total Acres_____

Proposed Activity____Open a small dog grooming salon using existing structure_____

Change of Use: Yes_x___ No ____ If Yes, Previous Use___Housed and raised chickens for egg production and sale_____ Area of Proposed Structure(s) or Expansion _____no expansion or new structures will be built. Repurposing existing structure._____

Utilities - Septic: On Site_____ Municipal _____ Existing____X____ Proposed_____ Water: Private_____ Public _____ Existing___X_____ Proposed_____

Compliance with Article 4, Site Plan Requirements

The following shall accompany the application when required:

Fee$_____ State Fee ($60.00) _____ 3 copies of plans_____ Sanitary Report_____ 4.5.5 Application/ Report of Decision from the Inland Wetlands Commission
4.5.5 Applications filed with other Agencies
12.1 Erosion and Sediment Control Plans
See also Site Plan Review Worksheet

Variances obtained_____Date_____

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Applicant: __Kelsey Hare_____ Date_1/18/23___

Owner: ____Arlene Baril and Robert Benson_____ Date___1/18/23_ * Note: Any consulting fees will be paid by the applicant

RECEIVED
JAN 19 2023

ENVIRONMENTAL IMPACT STATEMENT

Soapy Paws Grooming
59 North Society Road
Brooklyn, CT 06234

- **Summary:** Soapy Paws Grooming is a dog grooming business located at 59 North Society Road, Brooklyn, CT 06234. This location was previously utilized as a place of business, therefore no external modifications will need to be made. Parking available is only for 2 vehicles at one time (no change from current). There will be no modifications made to the existing landscape or immediate area surrounding the building to accommodate the building. Excess dog hair accumulated as waste will be composted and used for landscaping. All bathing products used will be biodegradable to minimize the input of chemicals into the water supply.

- **Affected Environment:** As no changes are being made to the building and parking area, the surrounding environment will not be impacted in any way.

- **Expected Impacts:**

- Waste: Fur is a biodegradable material. All excess dog fur collected as "waste" will be composted.

- Water Supply: Only biodegradable bathing products will be used to minimize the input of chemicals into the water supply.

- Noise: Groomer will only be accepting 1-2 dogs at a time, limiting the amount of noise impact on the surrounding area.

TOWN OF BROOKLYN
Land Use Department
69 South Main Street • Suite 22
BROOKLYN, CONNECTICUT 06234
860-779-3411 Ext. 12

Michelle Sigfridson, Chairman
Brooklyn Planning & Zoning Commission
69 South Main Street
Brooklyn, CT 06234

February 16, 2023

Re: Brooklyn Sand and Gravel, 530 Wauregan Road (Assessors Map 30, Lots 97, 97-1 and 97-2)

Dear Madam Chairman Sigfridson and Commission Members,

Please refer to the attached correspondence.

The options for the decision regarding grandfathering of the 5 items listed in Wayne Jolley's letter received on 1/31/2023 may be handled as suggested below.

1. Planning & Zoning Commission decides that:
a) PZC should make the decisions, or
b) ZEO should make the decisions.

If a), The PZC renders a decision on each of the 5 items. The decision on each item does not have to be the same.

If b), The ZEO renders a decision on each of the 5 items. The decision on each item does not have to be the same.

I lokk forward to discussing the matter with you.

Respectfully submitted,

Margaret Washburn

Margaret Washburn
ZEO/WEO/Blight Enforcement Officer
69 South Main Street, Suite 23
Brooklyn, CT 06234
(860) 779-3411 ext. 31
Mon. – Thurs. 8:00 am – 3:30 pm
m.washburn@brooklynct.org

Property Location: 530 WAUREGAN RD | MAP ID: 30/ / 97/ / | Bldg Name: | State Use: 4110
Vision ID: 1529 | Account # 00137800 | Bldg #: 2 of 2 | Sec #: 1 of 1 | Card 2 of 2 | Print Date: 04/06/2020 15:40

CURRENT OWNER	TOPO.	UTILITIES	STRT./ROAD	LOCATION
JOLLEY WAYNE L & LESLIE A				
524 WAUREGAN RD				
BROOKLYN, CT 06234-2403				
Additional Owners:				

SUPPLEMENTAL DATA

Other ID: 30/097	490 PENALT
DEED RESTRI(	DEV RIGHT!
CENSUS 9051	SUBDIVISIO
FIRE DISTRIC	SURVEY # 20/96
EASEMENT	DEV LOT #
SEWER	
GIS ID:	ASSOC PID#

CURRENT ASSESSMENT

Description	Code	Appraised Value	Assessed Value
COM BLDG	2-2	114,600	80,200
IND LAND	3-1	462,300	323,700
IND BLDG	3-2	40,300	28,200
	Total	617,200	432,100

6019 BROOKLYN, CT

VISION

RECORD OF OWNERSHIP

	BK-VOL/PAGE	SALE DATE	q/u	v/i	SALE PRICE	V.C.
JOLLEY WAYNE L & LESLIE A	78/ 872	01/16/1985			265,614	
JOLLEY FREDERICK F	78/ 757	12/26/1984	U	I	265,613	
N E SAVINGS BANK	78/ 747	12/26/1984	U	I		
BROOKLYN LAND CORPORATION	76/ 821	01/04/1984	U	I		
MERCIER & SONS INC	64/ 350	06/14/1977	U	I	240,000	
JOLLEY FREDERICK F	37/ 122	10/15/1962	U	I		

PREVIOUS ASSESSMENTS (HISTORY)

Yr.	Code	Assessed Value	Yr.	Code	Assessed Value	Yr.	Code	Assessed Value
2014	2-2	57,500	2013	2-2	57,500	2012	2-2	57,500
2014	3-1	246,500	2013	3-1	432,800	2012	3-1	227,800
2014	3-2	29,700	2013	3-2	29,700	2012	3-2	29,700
	Total:	333,700		Total:	333,700		Total:	520,000

EXEMPTIONS

Year	Type	Description	Amount
		Total:	

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm. Int.

This signature acknowledges a visit by a Data Collector or Assessor

ASSESSING NEIGHBORHOOD

NBHD/ SUB	NBHD Name	Street Index Name	Tracing	Batch
0001/A				2015

NOTES

574 WAUREGAN RD
FUNC=USE

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	114,600
Appraised XF (B) Value (Bldg)	0
Appraised OB (L) Value (Bldg)	0
Appraised Land Value (Bldg)	0
Special Land Value	0
Total Appraised Parcel Value	617,200
Valuation Method:	C
Adjustment:	0
Net Total Appraised Parcel Value	**617,200**

BUILDING PERMIT RECORD

Permit ID	Issue Date	Type	Description	Amount	Insp. Date	% Comp.	Date Comp.	Comments

VISIT/ CHANGE HISTORY

Date	Type	IS	ID	Cd.	Purpose/Result
06/30/2014			DB	02	Measure+2Visit
06/24/2014			DB	01	Measure+1Visit
03/26/2013			KT	51	BAA - Change
04/26/2012			KT	59	Change - P&Z
02/08/2012			KT	59	Change - P&Z

LAND LINE VALUATION SECTION

B #	Use Code	Use Description	Zone	D	Front	Depth	Units		Unit Price	I. Factor	S.A.	Acre Disc	C. Factor	ST. Idx	Adj.	Notes- Adj	Special Pricing	S Adj Fact	Adj. Unit Price	Land Value
2	3300	AUTO V S&S	R10				0	SF	0.00	1.0000	0	1.0000	1.00		0.00			.00		0

Total Card Land Units: 0.00 AC | Parcel Total Land Area: 19.72 AC | Total Land Value: 0

Property Location: 530 WAUREGAN RD | MAP ID: 30/ / 97/ / | Bldg Name: | State Use: 4110

Vision ID: 1529 | Account # 00137800 | Bldg #: 2 of 2 | Sec #: 1 of 1 | Card 2 of 2 | Print Date: 04/06/2020 15:40

CONSTRUCTION DETAIL

Element	Cd.	Ch.	Description
Style	25		Service Shop
Model	96		Ind/Comm
Grade	02		Below Average
Stories	1		
Occupancy			
Exterior Wall 1	27		Pre-finsh Metl
Exterior Wall 2			
Roof Structure	03		Gable/Hip
Roof Cover	09		Enam Mtl Shing
Interior Wall 1	01		Minim/Masonry
Interior Wall 2			
Interior Floor 1	03		Concr-Finished
Interior Floor 2			
Heating Fuel	02		Oil
Heating Type	03		Hot Air-no Duc
AC Type	01		None
Bldg Use	3300		AUTO V S&S
Total Rooms			
Total Bedrms			
Total Baths			
Heat/AC	00		NONE
Frame Type	05		STEEL
Baths/Plumbing	02		AVERAGE
Ceiling/Wall	02		CEILING ONLY
Rooms/Prtns	02		AVERAGE
Wall Height	16		
% Comn Wall			

CONSTRUCTION DETAIL (CONTINUED)

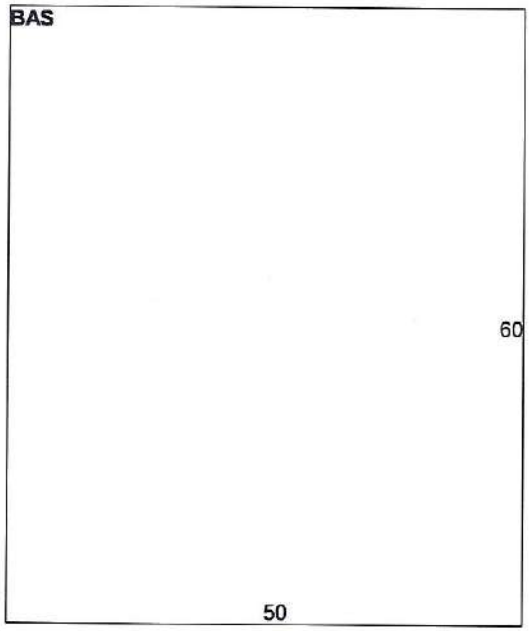
Element	Cd.	Ch.	Description

MIXED USE

Code	Description	Percentage
3300	AUTO V S&S	100

COST/MARKET VALUATION

Adj. Base Rate:	70.75
Replace Cost	212,247
AYB	1950
EYB	1974
Dep Code	F
Remodel Rating	
Year Remodeled	
Dep %	41
Functional Obslnc	5
External Obslnc	
Cost Trend Factor	
Condition	
% Complete	
Overall % Cond	54
Apprais Val	114,600
Dep % Ovr	0
Dep Ovr Comment	
Misc Imp Ovr	0
Misc Imp Ovr Comment	
Cost to Cure Ovr	0
Cost to Cure Ovr Comment	



No Photo On Record

OB-OUTBUILDING & YARD ITEMS(L) / XF-BUILDING EXTRA FEATURES(B)

Code	Description	Sub	Sub Descript	L/B	Units	Unit Price	Yr	Gde	Dp Rt	Cnd	%Cnd	Apr Value

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Gross Area	Eff. Area	Unit Cost	Undeprec. Value
BAS	First Floor	3,000	3,000	3,000	70.75	212,247
	Ttl. Gross Liv/Lease Area:	3,000	3,000	3,000		212,247

Property Location WAUREGAN RD | Map ID 30/ / 97-2/ / | Bldg Name | State Use 1300
Vision ID 1532 | Account # 00138100 | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/25/2021 1:53:27 PM

CURRENT OWNER

JOLLEY WAYNE L & LESLIE A

524 WAUREGAN RD

BROOKLYN CT 06234-2540

TOPO	UTILITIES	STRT / ROAD	LOCATION

SUPPLEMENTAL DATA

Alt Prcl ID 30/097-02
OVERLAY

FIRE DIST
SEWER

490 PEN
DEVRIGH
SUBDIV.
SURVEY #
DEV LOT
Census # 9051

CURRENT ASSESSMENT

Description	Code	Appraised	Assessed
VAC RS LN	5-1	38,800	27,200
	Total	38,800	27,200

6019

BROOKLYN, CT

VISION

RECORD OF OWNERSHIP

RECORD OF OWNERSHIP	BK-VOL/PAGE		SALE DATE	Q/U	V/I	SALE PRICE	VC
JOLLEY WAYNE L & LESLIE A	0079	0657	05-21-1985		V	28,500	
JOLLEY WAYNE L & LESLIE A	0079	0654	05-21-1985	U	V	0	
BROOKLYN LAND CORPORATION	0076	0821	01-04-1984	U	V	0	
MATHERNE CLARENCE E & DOROTHY L	0068	1033	07-26-1979	U	V	0	
MERCIER & SONS INC	0064	0350	06-14-1977	U	V	0	

PREVIOUS ASSESSMENTS (HISTORY)

Year	Code	Assessed	Year	Code	Assessed V	Year	Code	Assessed
2020	5-1	27,200	2019	5-1	33,500	2018	5-1	33,500
	Total	27200		Total	33500		Total	33500

EXEMPTIONS

Year	Code	Description	Amount
		Total	0.00

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm Int

This signature acknowledges a visit by a Data Collector or Assessor

ASSESSING NEIGHBORHOOD

Nbhd	Nbhd Name	B	Tracing	Batch
0001				

NOTES

ABUTS 564 WAUREGAN

ACCESS LOT TO SAND & GRAVEL

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	0
Appraised Xf (B) Value (Bldg)	0
Appraised Ob (B) Value (Bldg)	0
Appraised Land Value (Bldg)	38,800
Special Land Value	0
Total Appraised Parcel Value	38,800
Valuation Method	C
Total Appraised Parcel Value	38,800

BUILDING PERMIT RECORD

Permit Id	Issue Date	Type	Description	Amount	Insp Date	% Comp	Date Comp	Comments

VISIT / CHANGE HISTORY

Date	Id	Type	Is	Cd	Purpost/Result
07-08-2020	MM			13	Field Review
10-30-2019	KN			61	Field Check

LAND LINE VALUATION SECTION

B	Use Code	Description	Zone	LA	Land Type	Land Units		Unit Price	Size Adj	Site Index	Cond.	Nbhd.	Nbhd. Adj	Notes	Location Adjustmen	Adj Unit P	Land Value
1	1300	VACANT	RA			0.950	AC	36,000	1.03070	5	1.00	0050	1.100		1.0000		38,800

Total Card Land Units 0.950 AC | Parcel Total Land Area 0.9500 | Total Land Value 38,800

Property Location WAUREGAN RD | Map ID 30/ / 97-1/ / | Bldg Name | State Use 1300
Vision ID 1528 | Account # 00137700 | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/25/2021 1:52:54 PM

CONSTRUCTION DETAIL

Element	Cd	Description
Style:	99	Vacant Land
Model	00	Vacant
Grade:		
Stories:		
Occupancy		
Exterior Wall 1		
Exterior Wall 2		
Roof Structure:		
Roof Cover		
Interior Wall 1		
Interior Wall 2		
Interior Flr 1		
Interior Flr 2		
Heat Fuel		
Heat Type:		
AC Type:		
Total Bedrooms		
Total Bthrms:		
Total Half Baths		
Total Xtra Fixtrs		
Total Rooms:		
Bath Style:		
Kitchen Style:		

CONSTRUCTION DETAIL (CONTINUED)

Element	Cd	Description

CONDO DATA

Parcel Id		C		Owne	
		B		S	

Adjust Type	Code	Description	Factor%
Condo Flr			
Condo Unit			

COST / MARKET VALUATION

Building Value New	
Year Built	
Effective Year Built	0
Depreciation Code	
Remodel Rating	
Year Remodeled	
Depreciation %	
Functional Obsol	
External Obsol	
Trend Factor	1
Condition	
Condition %	
Percent Good	
RCNLD	
Dep % Ovr	
Dep Ovr Comment	
Misc Imp Ovr	
Misc Imp Ovr Comment	
Cost to Cure Ovr	
Cost to Cure Ovr Comment	

No Sketch

OB - OUTBUILDING & YARD ITEMS(L) / XF - BUILDING EXTRA FEATURES(B)

Code	Description	L/B	Units	Unit Price	Yr Blt	Cond. Cd	% Gd	Grade	Grade Adj.	Appr. Value

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Floor Area	Eff Area	Unit Cost	Undeprec Value
	Ttl Gross Liv / Lease Area	0	0	0		0

Property Location WAUREGAN RD | Map ID 30/ / 97-1/ / | Bldg Name | State Use 1300
Vision ID 1528 | Account # 00137700 | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/25/2021 1:52:53 PM

CURRENT OWNER

JOLLEY WAYNE L & LESLIE A

524 WAUREGAN RD

BROOKLYN CT 06234-2540

TOPO	UTILITIES	STRT / ROAD	LOCATION

SUPPLEMENTAL DATA

Alt Prcl ID 30/097-01
OVERLAY

FIRE DIST
SEWER

490 PEN
DEVRIGH
SUBDIV. PINE ACRES
SURVEY # 5/36
DEV LOT
Census # 9051

CURRENT ASSESSMENT

Description	Code	Appraised	Assessed
VAC RS LN	5-1	38,300	26,800
		Total 38,300	26,800

6019

BROOKLYN, CT

VISION

RECORD OF OWNERSHIP

RECORD OF OWNERSHIP	BK-VOL/PAGE		SALE DATE	Q/U	V/I	SALE PRICE	VC
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JOLLEY WAYNE L & LESLIE A	0079	0654	05-21-1985	U	I	0	
BROOKLYN LAND CORPORATION	0076	0821	01-04-1984	U	I	0	
MERCIER & SONS INC	0064	0350	06-14-1977	U	I	0	
JOLLEY FREDERICK F	0037	0122	10-15-1962	U	V	0	

PREVIOUS ASSESSMENTS (HISTORY)

Year	Code	Assessed	Year	Code	Assessed V	Year	Code	Assessed
2020	5-1	26,800	2019	5-1	33,000	2018	5-1	33,000
	Total	26800		Total	33000		Total	33000

EXEMPTIONS

Year	Code	Description	Amount
		Total	0.00

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm Int

This signature acknowledges a visit by a Data Collector or Assessor

ASSESSING NEIGHBORHOOD

Nbhd	Nbhd Name	B	Tracing	Batch
0001				

NOTES

ABUTS 588 WAUREGAN

ACCESS LOT TO SAND & GRAVEL

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	0
Appraised Xf (B) Value (Bldg)	0
Appraised Ob (B) Value (Bldg)	0
Appraised Land Value (Bldg)	38,300
Special Land Value	0
Total Appraised Parcel Value	38,300
Valuation Method	C
Total Appraised Parcel Value	38,300

BUILDING PERMIT RECORD

Permit Id	Issue Date	Type	Description	Amount	Insp Date	% Comp	Date Comp	Comments

VISIT / CHANGE HISTORY

Date	Id	Type	Is	Cd	Purpost/Result
07-08-2020	MM			13	Field Review
10-30-2019	KN			61	Field Check

LAND LINE VALUATION SECTION

B	Use Code	Description	Zone	LA	Land Type	Land Units		Unit Price	Size Adj	Site Index	Cond.	Nbhd.	Nbhd. Adj	Notes	Location Adjustmen	Adj Unit P	Land Value
1	1300	VACANT	RA			0.920	AC	36,000	1.05072	5	1.00	0050	1.100		1.0000		38,300
		Total Card Land Units				0.920	AC	Parcel Total Land Area		0.9200					Total Land Value		38,300

Property Location WAUREGAN RD | Map ID 30/ / 97-2/ / | Bldg Name | State Use 1300
Vision ID 1532 | Account # 00138100 | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/25/2021 1:53:27 PM

CONSTRUCTION DETAIL

Element	Cd	Description
Style:	99	Vacant Land
Model	00	Vacant
Grade:		
Stories:		
Occupancy		
Exterior Wall 1		
Exterior Wall 2		
Roof Structure:		
Roof Cover		
Interior Wall 1		
Interior Wall 2		
Interior Flr 1		
Interior Flr 2		
Heat Fuel		
Heat Type:		
AC Type:		
Total Bedrooms		
Total Bthrms:		
Total Half Baths		
Total Xtra Fixtrs		
Total Rooms:		
Bath Style:		
Kitchen Style:		

CONSTRUCTION DETAIL (CONTINUED)

Element	Cd	Description

CONDO DATA

Parcel Id		C		Owne	
		B		S	

Adjust Type	Code	Description	Factor%
Condo Flr			
Condo Unit			

COST / MARKET VALUATION

Building Value New	
Year Built	
Effective Year Built	0
Depreciation Code	
Remodel Rating	
Year Remodeled	
Depreciation %	
Functional Obsol	
External Obsol	
Trend Factor	1
Condition	
Condition %	
Percent Good	
RCNLD	
Dep % Ovr	
Dep Ovr Comment	
Misc Imp Ovr	
Misc Imp Ovr Comment	
Cost to Cure Ovr	
Cost to Cure Ovr Comment	

No Sketch

OB - OUTBUILDING & YARD ITEMS(L) / XF - BUILDING EXTRA FEATURES(B)

Code	Description	L/B	Units	Unit Price	Yr Blt	Cond. Cd	% Gd	Grade	Grade Adj.	Appr. Value

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Floor Area	Eff Area	Unit Cost	Undeprec Value
	Ttl Gross Liv / Lease Area	0	0	0		0

Property Location: 530 WAUREGAN RD | MAP ID: 30/ / 97/ / | Bldg Name: | State Use: 4110

Vision ID: 1529 | Account # 00137800 | Bldg #: 1 of 2 | Sec #: 1 of 1 | Card 1 of 2 | Print Date: 04/06/2020 15:39

CURRENT OWNER	TOPO.	UTILITIES	STRT./ROAD	LOCATION
JOLLEY WAYNE L & LESLIE A				
524 WAUREGAN RD				
BROOKLYN, CT 06234-2403				
Additional Owners:				

SUPPLEMENTAL DATA

Other ID: 30/097	490 PENALT
DEED RESTRI(	DEV RIGHT!
CENSUS 9051	SUBDIVISIO
FIRE DISTRIC	SURVEY # 20/96
EASEMENT	DEV LOT #
SEWER	
GIS ID:	ASSOC PID#

CURRENT ASSESSMENT

Description	Code	Appraised Value	Assessed Value
COM BLDG	2-2	114,600	80,200
IND LAND	3-1	462,300	323,700
IND BLDG	3-2	40,300	28,200
	Total	617,200	432,100

6019
BROOKLYN, CT

VISION

RECORD OF OWNERSHIP

RECORD OF OWNERSHIP	BK-VOL/PAGE	SALE DATE	q/u	v/i	SALE PRICE	V.C.
JOLLEY WAYNE L & LESLIE A	78/ 872	01/16/1985			265,614	
JOLLEY FREDERICK F	78/ 757	12/26/1984	U	I	265,613	
N E SAVINGS BANK	78/ 747	12/26/1984	U	I		
BROOKLYN LAND CORPORATION	76/ 821	01/04/1984	U	I		
MERCIER & SONS INC	64/ 350	06/14/1977	U	I	240,000	
JOLLEY FREDERICK F	37/ 122	10/15/1962	U	I		

PREVIOUS ASSESSMENTS (HISTORY)

Yr.	Code	Assessed Value	Yr.	Code	Assessed Value	Yr.	Code	Assessed Value
2014	2-2	57,500	2013	2-2	57,500	2012	2-2	57,500
2014	3-1	246,500	2013	3-1	432,800	2012	3-1	227,800
2014	3-2	29,700	2013	3-2	29,700	2012	3-2	29,700
	Total:	333,700		Total:	333,700		Total:	520,000

EXEMPTIONS

Year	Type	Description	Amount
		Total:	

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm. Int.

This signature acknowledges a visit by a Data Collector or Assessor

ASSESSING NEIGHBORHOOD

NBHD/ SUB	NBHD Name	Street Index Name	Tracing	Batch
0001/A				2015

NOTES

REC HALL & GRAVEL BANK "LOOKS LIKE OLD
FISH & GAME CLUB BLDG-USED FOR STORAGE-
POOR CONDITION
COMMON DRIVE/IN BACK-RIGHT SIDE - BEHIND
#534
NO HEAT/WATER

FUNC=USE
2.90 AC ADDED FRM 30/95 V479 P259
V 503 P 143 SPECIAL PERMIT ADDITIONAL
SAND AND GRAVEL

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	40,300
Appraised XF (B) Value (Bldg)	0
Appraised OB (L) Value (Bldg)	0
Appraised Land Value (Bldg)	462,300
Special Land Value	0
Total Appraised Parcel Value	617,200
Valuation Method:	C
Adjustment:	0
Net Total Appraised Parcel Value	**617,200**

BUILDING PERMIT RECORD

Permit ID	Issue Date	Type	Description	Amount	Insp. Date	% Comp.	Date Comp.	Comments
B-15-65	12/29/2015	EL	Electric	1,000		0		200 AMP ELECTRICAI
9104	12/27/2012	CM	Commercial	49,000		100	02/19/2013	NEW ELECTRICAL SE
2566	04/09/1991	CM	Commercial	5,000		100	10/01/1991	TRAILER, GRAVEL PI

VISIT/ CHANGE HISTORY

Date	Type	IS	ID	Cd.	Purpose/Result
06/30/2014			DB	02	Measure+2Visit
06/24/2014			DB	01	Measure+1Visit
03/26/2013			KT	51	BAA - Change
04/26/2012			KT	59	Change - P&Z
02/08/2012			KT	59	Change - P&Z

LAND LINE VALUATION SECTION

B #	Use Code	Use Description	Zone	D	Front	Depth	Units		Unit Price	I. Factor	S.A.	Acre Disc	C. Factor	ST. Idx	Adj.	Notes- Adj	Special Pricing		S Adj Fact	Adj. Unit Price	Land Value
1	4110	S&G MDL-96	RA				5.50	AC	75,000.00	1.0000	0	1.0000	1.00		0.00	EXCAVATION AREA			1.00		412,500
1	4110	S&G MDL-96					14.22	AC	3,500.00	1.0000	0	1.0000	1.00		0.00				1.00		49,800

Total Card Land Units: 19.72 AC | Parcel Total Land Area: 19.72 AC | Total Land Value: 462,300

Property Location: 530 WAUREGAN RD | **MAP ID:** 30/ / 97/ / | **Bldg Name:** | **State Use:** 4110

Vision ID: 1529 | **Account #** 00137800 | **Bldg #:** 1 of 2 | **Sec #:** 1 of 1 | **Card** 1 of 2 | **Print Date:** 04/06/2020 15:39

CONSTRUCTION DETAIL

Element	Cd.	Ch.	Description
Style	48		Warehouse
Model	96		Ind/Comm
Grade	01		Minimum
Stories	1		
Occupancy	1		
Exterior Wall 1	04		Single Siding
Exterior Wall 2			
Roof Structure	03		Gable/Hip
Roof Cover	03		Asph/F Gls/Cmp
Interior Wall 1	01		Minim/Masonry
Interior Wall 2			
Interior Floor 1	03		Concr-Finished
Interior Floor 2			
Heating Fuel	01		Coal or Wood
Heating Type	01		None
AC Type	01		None
Bldg Use	3160		COMM WHSE
Total Rooms			
Total Bedrms			
Total Baths			
Heat/AC	00		NONE
Frame Type	02		WOOD FRAME
Baths/Plumbing	00		NONE
Ceiling/Wall	06		CEIL & WALLS
Rooms/Prtns	02		AVERAGE
Wall Height	8		
% Comn Wall			

CONSTRUCTION DETAIL (CONTINUED)

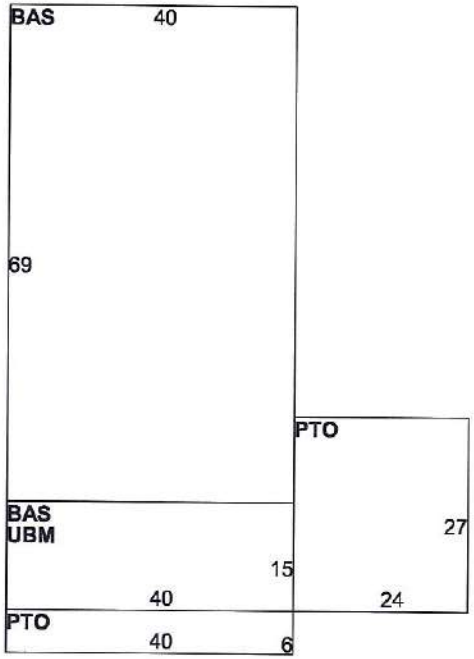
Element	Cd.	Ch.	Description

MIXED USE

Code	Description	Percentage
4110	S&G MDL-96	100

COST/MARKET VALUATION

Adj. Base Rate:	24.11
Replace Cost	85,696
AYB	1950
EYB	1967
Dep Code	P
Remodel Rating	
Year Remodeled	
Dep %	48
Functional Obslnc	5
External Obslnc	
Cost Trend Factor	1
Condition	
% Complete	
Overall % Cond	47
Apprais Val	40,300
Dep % Ovr	0
Dep Ovr Comment	
Misc Imp Ovr	0
Misc Imp Ovr Comment	
Cost to Cure Ovr	0
Cost to Cure Ovr Comment	



OB-OUTBUILDING & YARD ITEMS(L) / XF-BUILDING EXTRA FEATURES(B)

Code	Description	Sub	Sub Descript	L/B	Units	Unit Price	Yr	Gde	Dp Rt	Cnd	%Cnd	Apr Value

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Gross Area	Eff. Area	Unit Cost	Undeprec. Value
BAS	First Floor	3,360	3,360	3,360	24.11	81,018
PTO	Patio	0	888	44	1.19	1,061
UBM	Basement, Unfinished	0	600	150	6.03	3,617
	Ttl. Gross Liv/Lease Area:	3,360	4,848	3,554		85,696

DOCKET NO. LND HHD CV-19-6119135-S:		SUPERIOR COURT
BROOKLYN SAND & GRAVEL, LLC, ET AL.	:	JUDICIAL DISTRICT OF
V.	:	HARTFORD
PLANNING AND ZONING COMMISSION OF THE TOWN OF BROOKLYN	:	DECEMBER 2, 2020

MEMORANDUM OF DECISION

The plaintiffs, Brooklyn Sand & Gravel, LLC ("BS&G"), Wayne Jolley and Leslie Jolley, appeal from the decision of the Brooklyn Planning and Zoning Commission (the "Commission") on July 2, 2019. That decision approved a special permit, but contained a condition ("Condition 4") which prohibited the importation of any offsite material. The parties have filed briefs and a remote hearing occurred on August 25, 2020.[1]

Statement of Facts

BS&G is a Connecticut limited liability company of which Wayne Jolley and his wife, Leslie Jolley, are members. The Jolleys own the property on which BS&G operates, which is comprised of three parcels totaling approximately 64 acres located east of Wauregan Road and west of the Quinebaug River in Brooklyn, Connecticut, known as 530 Wauregan Road and designated by the Brooklyn Assessor's Map 30 Lot 97, Lot 97-1, and Lot 97-2 (collectively, the "subject property").

[1] The time between the filing of the last brief, February 21, 2020, and the date of the hearing was due to the COVID-19 pandemic and its restrictions on in-person court proceedings.

The subject property is located in a residential-agricultural ("RA") zone. Section 3.4.4.4 of the Brooklyn Zoning Regulations allows gravel banks in the RA zone subject to special permit approval. ROR 45 at 21.

The Brooklyn Zoning Regulations concerning gravel banks provide:

> 13.5.4 - The commission may allow the processing of sand and gravel on the site. Processing shall be restricted to screening, washing, crushing and sorting. Material processed on site shall be:
>
> > 13.5.4.1 - Material that is excavated on site, and
> >
> > 13.5.4.2 - Material excavated off-site and transported to the subject site for processing provided that the annual quantities of same does not exceed that processed and mined on site.

The subject property has been used for the operation of a sand and gravel bank and processing facility since the 1950s, before the adoption of zoning regulations in Brooklyn. After the town adopted zoning regulations, a special permit was required for sand and gravel operation. Prior to 2019, BS&G operated under a special permit that required annual renewals and allowed for the removal of a specified amount of gravel. When the specified amount of material was close to being exhausted BS&G applied for a new permit on March 5, 2019.

Condition 6b in the 2017 and 2018 permit renewals provided that "[t]he quantity of imported material may not exceed mined material in accordance with the Brooklyn Zoning Regulations Sec. 13.5.4.2 as measured by truckloads and converted to cubic yards." ROR 65. The permits required that BS&G file quarterly reports which indicated the truckloads imported and the record indicates that BS&G had filed quarterly reports in compliance with the permits.

The March 5, 2019 application for a new special permit (the "Application") requested continued excavation and processing of both excavated and imported material. The Application

requested removal of 218,000 cubic years of sand and gravel at the subject property in three phases.[2]

In the same time frame as the Application, BS&G also obtained a Wetland Permit for "Continuation of gravel excavation and processing operations" with no changes proposed within regulated areas. ROR 13 at 1; ROR 31 at 7. BS&G also applied to the Brooklyn Zoning Board of Appeals ("ZBA") for a number of variances relating to the operation of the sand and gravel bank at the subject property. One of the variances sought permission to increase the amount of imported material.

The Commission accepted the Application on March 6, 2019. It was advised by Jana Roberson, the Town Planner ("Roberson"), that BS&G had applied for four variances to be heard by the ZBA on March 26, 2019. The Commission decided to postpone the public hearing on the Application until after the ZBA had ruled on the variances. In addition, the Commission decided to submit a memorandum to the ZBA in an attempt to influence the decision on BS&G's variances. One member of the Commission, Austin Tanner, opposed the memorandum based on previous advice by the Town counsel, which had stated that the ZBA and the Commission were two separate entities and should not interfere with each other's proceedings. However, the remaining Commission members including the Commission chair, Michelle Sigfridson ("Sigfridson"), favored attempting to influence the ZBA's decision.

Sigfridson labeled the variance concerning the importation of material as an attempt to obtain a permit for stand-alone processing: "to me, requesting this variance seems like they're trying to completely bypass our regulations that we've specifically discussed whether or not we want to allow

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2 The amount of cubic feet to be excavated ultimately decreased from the amount sought in the initial form of the Application.

stand-alone processing facilities and decided as a Board that we don't." ROR 81 at 4. Sigfridson signed the memorandum to the ZBA dated April 23, 2019. The memorandum was six pages long and advised the ZBA that the variances sought by BS&G were not "in harmony with the general purpose and intent of the Zoning Regulations." ROR 83 at 3.

Rather than sending the memorandum to the ZBA, the Commission had one of its members, Vice Chair, Carlene Kelleher, appear at the ZBA hearing and read the memorandum into the record. The ZBA listed the memorandum as one of the deciding factors in its denial of all of BS&G's variances.

The public hearing on the Application commenced on May 21, 2019. David Held, P.E., BS&G's civil engineer, presented the Application for BS&G. He explained that 112,000 cubic yards of material could be extracted from the subject property in two phases. Phase one was expected to be completed in 2019 and phase two would be completed by the end of 2020. Held provided evidence showing that BS&G had complied with existing permits. It kept all truck traffic off of Maynard Road and maintained a tree buffer between the adjacent properties. BS&G submitted quarterly reports which documented the number of truck trips per quarter and the volume of imported material brought to the site. These reports demonstrated compliance with the previous permit's requirement that the average number of truck trips per day not exceed 60, with 80 truck trips per day as a maximum. Roberson confirmed that BS&G had complied with the truck reporting requirements and also noted that the "zoning regulations specifically allow the importation of material for processing." ROR 41 at 27. Roberson also told the Commission that the Town Engineer had reviewed the 2019 application and noted only a few questions, which Held addressed.

After Held's presentation, the public was allowed to comment on the Application. There was

strong neighborhood opposition to the Application. Thirty-two neighbors signed a petition of opposition. The petition provided, in part, the following:

> We the residence[sic] of Rt 205, also known as Wauregan Road Brooklyn Connecticut, feel that Brooklyn Sand and Gravel LLC has overstayed their welcome. We are opposed to any continuation of this operation.
>
> Mr Jolly[sic] has totally disregarded the zoning regulation pertaining to the amount of material that is allowed to be imported.
>
> Allowing Brooklyn Sand and Gravel to continue to operate will diminish our property values and make it difficult if not impossible to sell our homes for fair market value. No one will want to purchase a house so close to a commercial processing gravel operation, and we doubt that the town of Brooklyn would be willing to compensate the nearby residence[sic] with a tax reduction.

ROR 22.

Several people stated that on certain dates they had counted more truck traffic than the previous permit allowed. In light of these statements, Held suggested that BS&G would pay for an outside consultant to count trucks. Town Planner Roberson agreed that truck counters would be a solution to ascertaining the accurate number of truck trips:

> If you really want to know what the truck traffic is, you have to count the trucks and it maybe something this Commission wants to consider. And I put this on my guidance document that you could potentially as a condition of approval require continuous traffic counters at the entrance of the site so we would know for sure because certainly it's going to vary considerably from day to day.

ROR 43 at 10, 29.

However, Sigfridson dismissed the option of truck counters during the public hearings and during deliberation, the Commission declined BS&G's offer to pay for a formal truck count and there were no formal truck counts done. The record contains no expert testimony concerning truck trips and no other evidence to support the claims in the neighbors' petition that the plaintiffs had

"totally disregarded the zoning regulation pertaining to the amount of material that is allowed to be imported." See p. 5 *infra* and ROR 22.

Held was present when a site walk was conducted by the Commission on May 29, 2019. During the walk, the Commission members observed only one truck enter the BS&G facility. While several neighbors had testified about noise from the gravel operation, Jana Roberson reported that during the site walk:

> I think there was a general agreement that the sound of the processing equipment was not very loud, especially from where we were standing. This was the nearest house.

ROR 42 at 3.

Jean Fleming was one of the neighbors who voiced his opposition to BS&G's continued operations and in particular, the continued importation of material. He spoke several times at the public hearing on May 21, 2019. After Mr. Fleming spoke a second time, Sigfridson acknowledged on the record that Fleming was her father. She went on to assure the audience that the Commission intended to disallow processing of imported material by BS&G. Sigfridson stated, "I'm thinking about additional conditions or curtailing the importation somewhat if not entirely." ROR 43 at 27.

The Commission met on July 2, 2019, to deliberate on the Application. Sigfridson stated:

> I just want to mention too, there's been some discussion amongst the members of this Commission as to how a motion should be structured if your feeling is that you do not want to approve an application, whether it's even appropriate to do a motion to deny. I think we've for the most part been operating under the assumption that a motion to deny works and is fine. A vote not to approve has the same effect, doesn't it?

ROR 44 at 2.

Roberson, the town planner, presented a draft motion to approve a special permit, which was

based on the 2018 renewal and on a gravel special permit granted to another applicant. Like the 2018 renewal permit, the draft allowed for the importation of material for processing as long as it did not exceed the amount of excavated material. Condition 4 of the draft provided:

> The quantity of imported material may not exceed mined material in accordance with the Brooklyn Zoning Regulations as measured by truckloads and converted to cubic yards. Material excavated on-site will be counted in the year that it is excavated. Imported material will be counted in the year that it is brought on site. Stockpiled material shall not be counted towards the excavation or importation volume.

ROR 47 at 1. Condition 7 of the draft provided:

> A continuous vehicle counter shall be installed along the entrance on Wauregan Road to monitor vehicle trips. Daily vehicle trip reports shall be included in the quarterly monitoring reports. The average shall not exceed 60 trips per day and the maximum daily trips shall not exceed 80 trips per day.

ROR 47 at 2. Roberson explained that the truck counters were a feasible method of ensuring compliance with the above conditions. Other Commission members began to discuss the implementation of truck counts. Sigfridson suggested that rather than worry about truck counts, the Commission merely prohibit the importation of materials.

One Commission member, Tanner, stated that the approval of the permit allowing excavation of 112,000 cubic yards "would have achieved the goal of giving an end date to the business." ROR 44 at 6. However, Sigfridson insisted that allowing processing of imported material encouraged BS&G to continue its business. Commission member D'Agostino suggested that the Commission allow phase one fully, prohibit phase two to enable BS&G to sunset its business gently. Sigfridson's response to that suggestion was to replace the condition 4 proposed by Roberson:

> #4 is the condition that would relate to imported material and how it would be counted. I would proposed that that be stricken and replaced by something that says that no material shall be imported to the site . . . .

Id. at 22.

Ultimately, Condition 4 was redrafted to state: "Material excavated on site may be processed, but no off-site material shall be imported to the site for processing or other uses after August 1, 2019." ROR 28. The proposed Condition 7 was eliminated.

The Commission voted 5-1 to approve the permit with Condition 4. The Commission did not accompany its decision with a formal statement of the reasons for imposing Condition 4. The decision was published in the newspaper on July 12, 2019, and recorded on August 7, 2019. This appeal was timely commenced by service on the Brooklyn Assistant Town Clerk on July 29, 2019.

Aggrievement and Ruling

The Jolleys own the subject property and BS&G is the applicant for the special permit to which Condition #4 is attached. Therefore, BS&G and the Jolleys are statutorily aggrieved as a matter of law under Connecticut General Statutes § 8-8. *Goldfield* v. *Planning & Zoning Commission*, 3 Conn. App. 172, 176, 486 A.2d 646 (1985). Because Condition 4 adversely impacts the Jolleys' and BS&G's investment and interest in the property, they are also classically aggrieved. *West Farms Mall, LLC* v. *West Hartford*, 279 Conn. 1, 13, 901 A.2d 649 (2006).

The standard for judicial review of administrative decisions made by municipal planning and zoning commissions is whether the agency acted illegally, arbitrarily, or in abuse of its discretion. *Gagnon* v. *Municipal Planning Commission*, 10 Conn. App. 54, 56-57, 521 A.2d 589, cert. denied, 203 Conn. 807, 525 A.2d 521 (1987). "When considering an application for a special exception, a zoning authority acts in an administrative capacity, and its function is to determine whether the proposed use is expressly permitted under the regulations, and whether the standards set forth in the regulations and statutes are satisfied." *Daughters of St. Paul, Inc.* v. *Zoning Board of Appeals*, 17

Conn. App. 53, 56, 549 A.2d 1076 (1988).

The plaintiffs have presented a number of reasons why the Commission's imposition of Condition 4 was illegal. While the court will address all arguments, it finds that one argument is sufficient to vitiate the imposition of Condition 4: the Chair of the Commission had a conflict of interest and not only failed to recuse herself, but used her influence and clear predisposition against the Application to gain approval of Condition 4 even when there were viable alternatives.

During the public hearing, Sigfridson's father, Mr. Fleming, who lives across the street from the BS&G facility, voiced his opinion that the Commission should prohibit the importation part of the permit. Sigfridson acknowledged that she had grown up across the street from the facility. She failed to recuse herself. Instead, she continued, not as a passive member of the Commission, but as the leading proponent of the Commission's unusual course of influencing the actions of the ZBA with respect to the plaintiffs' variance requests. While the BS&G and the Town Planner, Roberson, as well as various Commission members, suggested that the importation of material could be effectively monitored by various means such as truck counts, Sigfridson continually steered the Commission away from compromise and towards her father's position, which wanted to end BS&G's business and saw the prohibition on importing material as the best way to do so.

"[Connecticut General Statutes] Section 8-11 provides that no member, directly or indirectly interested in a personal or financial sense in 'any matter' coming on for a decision or hearing of the commission may participate in that hearing." *Thorne* v. *Zoning Commission*, 178 Conn. 198, 202, 423 A.2d 861(1979). A personal interest is defined as:

> A personal interest is either an interest in the subject matter or a relationship with the parties before the zoning authority impairing the impartiality expected to characterize each member of the zoning authority. A personal interest can take the form of

> favoritism toward one party or hostility toward the opposing party; it is a personal bias or prejudice which imperils the open-mindedness and sense of fairness which a zoning official in our state is required to possess.

Anderson v. *Zoning Commission*, 157 Conn. 285, 290-91, 253 A.2d 16 (1968).

"This prophylactic rule serves the salutary purposes of promoting public confidence in the fairness of the decision-making process and preventing the public official from placing himself in a position where he might be tempted to breach the public trust bestowed upon him." *Gaynor-Stafford Industries, Inc.* v. *Water Pollution Control Authority*, 192 Conn. 638, 649-50, 474A.2d 752, cert. denied, 469 U.S. 932, 105 S. Ct. 328, 83 L. Ed. 2d 265 (1984). "It is axiomatic that the appearance of impropriety created by a public official's participation in a matter in which he has a pecuniary or personal interest is alone sufficient to require disqualification." *Brunswick* v. *Inland Wetlands Commission*, 29 Conn. App. 634, 639, 617 A.2d 466 (1992).

The determination as to whether an interest is sufficient to disqualify is a factual one. *Thorne*, *supra*, at 205. In *Thorne*, the chair of a zoning commission moderated the public hearing and voted in favor of the zoning change at issue. The chair's parents and sister owned and lived in property adjacent to the plaintiffs' property and benefitted from the zone change. On appeal, the defendant claimed that § 8-11 did not apply to zoning changes and that the chair's interest was too remote to require disqualification under that section. The court disagreed, stating:

> There was . . . no error in the judgment of the trial court finding that Byrne was "directly or indirectly," in a "personal or financial sense," interested in the decision of the commission redesignating the plaintiffs' property from a business to a residential zone. *Section 8-11 of the General Statutes clearly requires that a member of the zoning commission or board shall disqualify himself when the decision of the zoning authority could inure to his benefit, and forbids a member of a zoning commission or board of appeals from participating in any matter in which he has a personal interest in the outcome.* . . . While we make it clear that there is no evidence that Byrne exercised any improper influence upon the commission, and we impute

> no such impropriety to him, we conclude that, *in view of the chairman's interest in the zone change, as evidenced by the close proximity of his parents' and sisters' residences to the plaintiff' property and by his interest on their behalf in maintaining the residential character of the locality, the court did not err in holding the commission's action a nullity as to the plaintiffs' property.*

(Emphasis added.) *Thorne, supra,* at 204-205.

In this case, Sigfridson's personal interest was virtually identical to that of the chair in *Thorne* and, by itself, would warrant her disqualification. However, unlike the chair in *Thorne*, Sigfridson clearly exercised improper influence upon the Commission, including her encouragement that the Commission take the extremely unusual and, arguably improper, action to influence the ZBA and her repeated refusal to even consider measures suggested by other Commission members and the town planner which would have obviated the need for Condition 4.

The defendant argues that § 8-11 should not disqualify Sigfridson because the plaintiffs did not demand her disqualification at any hearing. However, Connecticut courts allow raising a conflict of interest claim for the first time on appeal to the Superior Court. See *Nazarko* v. *Conservation Commission*, 50 Conn. App. 548, 553, 717 A.2d 850, cert. denied, 247 Conn. 941, 723 A.2d 318 (1998); *Fruscianti* v. *Westbrook Zoning Board of Appeals*, Superior Court, judicial district of Middlesex, Docket No. 60825, 1992 WL 91670 (April 7, 1992, *Higgins, J.*) (6 Conn. L. Rptr. 298); *East Street Residential Partnership* v. *East Granby Planning & Zoning Commission*, Superior Court, judicial district of Hartford, Docket No. 366173, 1990 WL 284338 (May 22, 1990, *Smith, J.*) (1 Conn. L. Rptr. 653).

As stated above, unlike the chair in *Thorne*, who had a disqualifying conflict of interest, but did not seek to improperly influence the Commission, Sigfridson was the chief antagonist with respect to the Application. The record shows that she had predetermined to prohibit importation

before the public hearing commenced.

"The law does not require that members of zoning commissions must have no opinion concerning the proper development of their communities. It would be strange, indeed, if this were true." *Furtney* v. *Zoning Commission*, 159 Conn. 585, 594, 271 A.2d 319 (1970). The decisive question in determining whether a commission member was predisposed for or against something is whether she had actually made up her mind prior to the public hearing without hearing any arguments. This involves a question of fact as to which the plaintiffs have the burden of proof. *Cioffoletti* v. *Planning and Zoning Commission*, 209 Conn. 544, 555, 552 A.2d 796 (1989).

In *Marmah, Inc.* v. *Greenwich*, 176 Conn. 116, 405 A.2d 63 (1978), the Supreme Court upheld the trial court's finding that "the commission acted with predisposition and predetermination" and its "actions were capricious, unreasonable and illegal" when it denied the plaintiff's site plan application. In *Marmah*, the commission initially denied the plaintiff's site plan application to construct a post office. Shortly thereafter it scheduled a public hearing on a proposed amendment to the zoning regulations to delete the use sought by the plaintiff. The commission then declined to consider the site plan application based on a pretext that there was no quorum and then scheduled the plaintiff's hearing on the same night as the hearing to amend the regulations. The court further found:

> The commission's overt consideration of the site plan [was] casual and perfunctory. The commission appeared to be favoring opponents of the application throughout the public meeting at which it was discussed. Representatives of the [plaintiff] were not permitted to question the representative capacity, or the technical credentials, of those who spoke or wrote in opposition to the application. There was no expert testimony about traffic, architectural design or building design, other than the approvals of [the plaintiff's] application by the defendant town's traffic department, architectural review board, and building department. Nonetheless, the commission voted to disapprove the site plan on the grounds of increased traffic and unsatisfactory parking

layout, as well as the absence of a request for new facilities by the postal authorities. *Marmah, supra*, at 118.

The behavior of the Commission here, under Sigfridson's leadership was similar to that of the commission in *Marmah*. The Commission repeatedly rescheduled the special permit hearing to await the ZBA's decision on BS&G's variance applications. The Commission improperly sought to influence the decision of the ZBA as set forth above. After the Commission had guided the ZBA to deny all variances, including the one which requested an increase in imported material, Sigfridson aggressively promoted the prohibition of importation as part of the special permit.

While this court believes that the conflict of interest discussed above is sufficient to invalidate Condition 4 of the permit, it will address the other arguments raised by the plaintiffs. The plaintiffs argue that the imposition of Condition 4 was arbitrary and illegal in that the Commission violated the prior application rule, the imposition of the Condition was not based on substantial evidence and the imposition of the Condition terminated a pre-existing, nonconforming use. The court agrees.

"There is a well-established concept in the administrative law of this state that prohibits an administrative agency from reversing its prior decision unless the facts and circumstances that resulted in the decision have sufficiently changed to affect materially the reason that produced and supported the decision and no vested rights have intervened." *Grace Community Church* v. *Planning & Zoning Commission*, 42 Conn. Supp. 256, 270-71, 615 A.2d 1092 (1992). An administrative agency that has acted on a special permit application is not allowed to reverse itself unless there has been a substantial change of circumstances that affects the merits of the case. *Id.*, citing *Rocchi* v. *Zoning Board of Appeals*, 157 Conn. 106, 111, 248 A.2d 922 (1953); see also

Laurel Beach Assn. v. *Zoning Board of Appeals*, 66 Conn. App. 640, 646, 786 A.2d 1169 (2001).

It appears from the record that the 2019 BS&G application was substantially the same as the 2017 and 2018 applications. The reason why the 2019 application involved a new special permit was that the limit on the amount of material under the previous permit had been exhausted. In both the 2017 and 2018 renewals, the Commission allowed BS&G to import the same amount of material as it excavated. In 2017, BS&G requested removal of 100,000 cubic yards, but removed only 53,000 cubic yards. The 2018 renewal allowed BS&G to remove the remaining 47,000 cubic yards. The 2019 Application requested removal of 112,000 cubic yards over the course of two years, substantially the same relief as the 2017 and 2018 applications.

The 2017 and 2018 permits allowed importing material at a ratio of one to one, as permitted in the Regulations (13.5.4.2). The neighbors who spoke against the Application cited truck traffic and noise. However, notwithstanding the Commission's arguments to the contrary, there was ample evidence that BS&G had complied with the truck trip requirements with respect to the 2017 and 2018 permits. Moreover, in the face of purely anecdotal reports of excess truck trips, BS&G and its engineer offered several times to hire and pay for professional counters, but those offers were rejected. As the Application proposed removing a substantially similar amount of material as the previous permits allowed, the truck traffic would not be substantially different from that allowed in 2017 and 2018.

In *Mason* v. *Board of Zoning Appeals*, 143 Conn. 634, 124 A.2d 920 (1956), the board denied the new owner of a car repair business a certificate of premises suitability. A similar certificate had been issued to a previous owner for the same location. Neighbors' complaints of noise, smoke and traffic were the reason for the denial. In reversing the action of the board, the court

stated:

> When a business has been launched and continuously operated on a site officially declared suitable by a zoning board of appeals, the status of suitability should normally continue. This conforms to the rule of law that, after an administrative agency has made a decision related to the use of real property, it is ordinarily powerless to reverse itself, although it may do so if a change in circumstances has occurred since its prior decision, or other considerations materially affecting the merits of the subject matter have intervened and no vested rights have arisen.

Id. at 838-39.

In *Grace Community Church, supra*, the court noted that "[f]or material changes to exist since the prior application, there should be some evidence of changed conditions in the immediate vicinity of the subject property connected with the reason for disapproval of the second application." *Id.* at 271. In *Grace Community Church,* there was no evidence of a change in traffic conditions between the time of the first approval and the denial of the second application. The court held that in "the absence of factual findings by the Commission as to how the application was different from the previous one, it should not have denied the special permit.... This is particularly true where the applicant was willing to consider reasonable controls and improvements to prevent traffic problems." *Id.* at 272.

Like *Grace Community Church*, there was no evidence in this case or findings by the Commission that there were any changes in conditions between the 2018 permit and the 2019 Application.

The plaintiffs argue that the imposition of Condition 4 was not supported by substantial evidence. The court agrees. The Commission relied on complaints by neighbors about excessive truck traffic, but refused the plaintiffs's repeated offers to verify the number of trucks. The Commission also gave credence to neighbors' claims that the plaintiffs had not complied with their

previous permit applications when the record clearly shows that town officials had found compliance. Martha Frankel, the Town's Zoning and Wetlands Agent, noted that "volumes as reported for the past year are compliant with the permit." ROR 70. The Town Planner, Roberson, confirmed that BS&G had complied with the truck reporting requirements. ROR 41 at 27.

The neighbors claimed that allowing BS&G to continue operating would diminish property values because "no one will want to purchase a house so close to a commercial processing gravel operation." Defendant's Brief at 6-7 and ROR 22. Since these neighbors had all purchased their properties 8-35 years ago, when the plaintiffs were already operating the gravel pit, it should have been difficult to credit their testimony that no one would buy a property due to the plaintiffs' operation. There was nothing that showed that the plaintiffs' continued operation and importation would change their property values as the importation amounts requested in 2019 were the same as in 2017 and 2018.

A special permit may be denied only for failure to meet specific standards in the regulations, and not for vague and general reasons. *Cambodian Buddhist Society of Connecticut, Inc.* v. *Planning & Zoning Commission,* 285 Conn. 381, 431, 941 A.2d 868 (2008). It is an abuse of discretion to deny a special permit application based on unsubstantiated evidence. *Norwalk Yacht Club Corp.* v. *Zoning Commission*, Superior Court, judicial district of Stamford, Docket No. CV-06-4008012-S, 2010 WL 1667281, at *7 (March 31, 2010, *Adams, J.*). In *Norwalk Yacht Club*, a yacht club applied for a special permit to remodel its clubhouse. The local homeowner's association opposed the application on the grounds that the club's summer sailing program and increase in the club's membership would generate increased traffic. The zoning commission denied the special permit on the grounds, among other things, that there would be an increase in traffic from the summer sailing

program.

On appeal, the court found that there was no evidence in the record that the renovation of the clubhouse would have any effect on traffic. The court stated that most of the traffic complaints from neighbors involved traffic related to the club's youth sailing program, which the proposed renovations would not affect. The court determined that it would be "unfair and arbitrary to deny a permit when the project applied for would have no adverse effect on the condition complained of." *Id.* at p. 7.

In *Martland* v. *Zoning Commission*, 114 Conn. App. 655, 971 A.2d 53 (2009), the court affirmed the trial court's decision that "the requirement of [a] restoration condition was improper," because the record did not contain substantial evidence to support the Commission's imposition of the condition. *Id.* at 667. The condition required the applicant to restore an existing berm, which the Commission found had acted as a noise and physical barrier. The court concluded that the evidence before the Commission that the berm acted as a noise buffer was not substantial because "it is not supported by anything other than speculation and conjecture on the part of those objecting to the plaintiff's proposed activities." *Id.* at 665-66. The court highlighted the absence of "scientific data" comparing the noise levels in the area with and without the berm and stated, "Even if we assume arguendo that the noise level would increase as a result of the changes to the berm, the record is devoid of any evidence indicating how much of a noise increase would be permissible before the public health, safety, convenience or property values would be impacted." *Id.*

The plaintiffs further argue that the imposition of Condition 4 improperly terminated a valid, pre-existing, non-conforming use of the property. "It is a fundamental zoning precept in Connecticut . . . that zoning regulations cannot bar uses that existed when the [zoning] regulations were adopted."

Cioffoletti v. *Planning & Zoning Commission*, 24 Conn. App. 5, 8, 284 A.2d 1200 (1991). "Once a nonconforming use is established, the only way it can be lost is through abandonment." *Taylor* v. *Zoning Board of Appeals*, 65 Conn. App. 687, 696, 783 A.2d 526 (2001).

The Brooklyn Zoning Regulations were adopted in 1972. Held, a representative of the plaintiff BS&G, testified that the gravel operation had existed since the 1950s. ROR 41 at 12. One of the neighbors, Dessert, testified that over fifty years ago he had attended a hearing where Mr. Jolley discussed the importation of material for his processing plant. The importation of material was a pre-existing, non-conforming use. The imposition of Condition 4 interfered with that use based on insufficient evidence and was unreasonable.

The defendant argues that Condition 4 is an essential component of the special permit and, therefore, if it is invalidated, the whole permit should be invalidated. This is difficult to accept in light of the record. Roberson, the Town Planner, presented the Commission with a draft approval of the Application in which condition 4 provided:

> The quantity of imported material may not exceed mined material in accordance with the Brooklyn Zoning Regulations as measured by truckloads and converted to cubic yards. Material excavated on-site will be counted in the year that it is excavated. Imported material will be counted in the year that it is brought on site. Stockpiled material shall not be counted towards the excavation or importation volume.

ROR 47 at 1.

The defendant has failed to cite any cases to support its argument that Condition 4 is an essential component of the Application. "The imposition of a void condition . . . does not necessarily render the whole decision illegal and inefficacious. If the decision is otherwise supported by sufficient grounds as found by the board, a modification of the decision may be decreed with a view toward ending further litigation." *Parish of St. Andrew's Protestant Episcopal Church* v. *Zoning*

Board of Appeal, 155 Conn. 350, 354-55, 232 A.2d 916 (1967); see also *Pecora* v. *Zoning Commission*, 145 Conn. 435, 443-44, 144 A.2d 48 (1958). Under Connecticut General Statutes § 8-8 (l), the court is allowed to "affirm, wholly or partly, or revise, modify or remand the decision from which the appeal was taken in a manner consistent with the evidence in the record before the court." See also R. Fuller, 9A Connecticut Practice Book Series: Land Use Law and Practice (4th Ed. 2015) § 35:1.

For the foregoing reasons the Condition 4 of the special permit is null and void. The court sustains the plaintiffs' appeal and directs the Commission to approve the special permit adopting the Condition 4 contained in the proposed special permit approval (see p. 18 *infra*), which provides:

> The quantity of imported material may not exceed mined material in accordance with the Brooklyn Zoning Regulations as measured by truckloads and converted to cubic yards. Material excavated on-site will be counted in the year that it is excavated. Imported material will be counted in the year that it is brought on site. Stockpiled material shall not be counted towards the excavation or importation volume.

By the court,

/s/ 402017
Aurigemma, J.

W 1286—Warranty Deed, Individual or Corporation
JULIUS BLUMBERG, INC., LAW BLANK PUBLISHERS
80 EXCHANGE PL. AT BROADWAY, N. Y. C. 10004

THIS IS A LEGAL INSTRUMENT AND SHOULD BE EXECUTED UNDER SUPERVISION OF AN ATTORNEY

To all People to Whom these Presents shall Come, Greeting:

Know Ye, That FREDERICK F. JOLLEY of the Town of Brooklyn, County of Windham and State of Connecticut

for the consideration of ONE DOLLAR ($1.00) and other valuable considerations

received to my *full satisfaction of* MERCIER and SONS, INC[redacted] a Connecticut corporation with its principal place of business at Brick Yard Road in the Town of Brooklyn, County of Windham and State of Connecticut

mailing address: c/o Foxhill Campground Rt. 205 Brklyn, Ct.

do give, grant, bargain, sell and confirm unto the said MERCIER and SONS, INC[redacted] a certain tract or parcel of land with the buildings and improvements thereon situated in the Town of Brooklyn, County of Windham, and State of Connecticut, bounded and described as follows:

A parcel located at the southeasterly intersection of the Allen Hill Road with State Highway Route 205.

Beginning at the intersection of the southerly highway line of the Allen Hill Road with the easterly highway line of State Highway Route 205, this being the northwesterly corner of the within described tract; thence southeasterly 2040 feet, more or less, along the easterly highway line of Route 205; to a corner of lands of Carl and Viola Leone; thence easterly 508 feet, more or less, to a corner; thence southwesterly 565 feet, more or less, to a corner; thence westerly 120 feet, more or less, to a corner on the easterly highway line of Route 205, these last three (3) courses bounding on lands of Carl and Viola Leone; thence southeasterly 390 feet, more or less, along the said easterly highway line of Route 205, to lands of the Sacred Heart Church Corporation; thence northeasterly 776 feet, more or less, bounding on said Church Corporation, to a corner; thence southeasterly 900 feet, more or less, bounding on said Church Corporation to the Quinebaug River; thence northeasterly along the Quinebaug River, to lands of George Bouthillier; thence westerly 1030 feet, more or less, along a wire fence, to a stone wall; thence northwesterly 470 feet, more or less, along the stone wall, these last two (2) lines bounding on said George Bouthillier, to a wall corner on the southerly highway line of the Allen Hill Road; thence westerly 675 feet, more or less, along the said highway line of Allen Hill Road, to the point or place of beginning. Containing 80 acres, more or less.

Together with a fencing agreement as contained in a certain deed from Charles Benham to Frank and Viola Leone, dated June 25, 1935, and recorded in Volume 25, Page 48 of the Land Records of the Town of Brooklyn.

Together with a fencing agreement and a reserved right of way, as contained in a certain deed from Charles Benham to the Church of the Sacred Heart of Jesus, dated April 16, 1924 and recorded in Volume 21, Page 579 of the Land Records of the Town of Brooklyn.

Being subject to rights of the Connecticut Light and Power Company, to construct and maintain pole lines across this described tract and as may appear of records.

EXCEPTING THEREFROM the following described parcel of land:

A certain tract of land at the southeasterly corner of the intersection of Route #205 and Allen Hill Road in the Town of Brooklyn, County of Windham and State of Connecticut, as shown on a plan entitled "Plan of Land of Frederick F. Jolley - Allen Hill Road & Route 205 - Brooklyn, Connecticut - Kieltyka, Woodis & Pike, Land Surveyors - Scale 1"=40' - April 27, 1977 " bounded and described as follows:

Commencing at a concrete highway bound at the southeast corner of the intersection of Route #205 and Allen Hill Road; thence S. 19° 00' 02" E. 200.01' along the easterly line of Route #205 to a drill hole in the stone wall; thence N. 59° 30' 04" E, 325.00' to an iron pin; thence N. 19° 04' 35" W. 200.10' to an iron pin in the southerly line of Allen Hill Road, the last two (2) courses being bounded on the south and east by other land now or formerly of Frederick F. Jolley; thence along the southerly side of Allen Hill Road S. 57° 10' 38" W. 59.76' to an iron pin; thence S. 58° 17' 39" W. 83.78' to an iron pin; thence S. 59° 12' 26" W. 87.03' to an iron pin; thence S. 62° 13' 59" W. 94.37' to a concrete highway bound in the easterly line of Route #205 and the point of beginning.

The above described tract contains 1.44 acres and is a portion of the fourth tract conveyed to Frederick F. Jolley by deed from Ralph W. Fisk and Florence K. Fisk dated October 15, 1962, and recorded in Volume 37, Page 122 and 123, of the Town of Brooklyn Land Records.

SUBJECT TO a utility easement from Frederick F. Jolley to the Connecticut Light and Power Company dated January 19, 1971, recorded in the Brooklyn Land Records, Volume 50, Page 288.

"$ 214.00 Conveyance Tax received

Eileen M. Theroux

Ass't. Town Clerk of Brooklyn"

To Have and to Hold the above granted and bargained premises, with the appurtenances thereof, unto it the said grantee its successors ~~heirs~~ and assigns forever, to and their own proper use and behoof. And also, I the said grantor do for myself my heirs, executors, and administrators, covenant with the said grantee its successors ~~heirs~~ and assigns, that at and until the ensealing of these presents, I am well seized of the premises, as a good indefeasible estate in FEE SIMPLE; and have good right to bargain and sell the same in manner and form as is above written; and that the same is free from all incumbrances whatsoever, except as above stated.

And Furthermore, I the said grantor do by these presents bind my self and my heirs forever to WARRANT AND DEFEND the above granted and bargained premises to it the said grantee its successors ~~heirs~~ and assigns, against all claims and demands whatsoever, except as above stated.

In Witness Whereof, I have hereunto set my hand and seal ~~[illegible]~~ ~~[illegible]~~ this 14th day of June 1977.

Signed, Sealed and Delivered in the presence of

Raymond J. Chabot — Frederick F. Jolley (L.S.)

George H. Jackson, III — (L.S.)

(L.S.)

(L.S.)

(L.S.)

(L.S.)

(L.S.)

(L.S.)

State of Connecticut, County of New London ss.: New London, June 14, 1977

On this the 14th day of June 1977, before me, Raymond J. Chabot the undersigned officer, personally appeared Frederick F. Jolley

known to me (or satisfactorily proven) to be the person whose name is subscribed to the within instrument and acknowledged that he executed the same for the purposes therein contained.

In Witness Whereof, I hereunto set my hand.

Raymond J. Chabot
Commissioner of the Superior Court
Title of Office

State of Connecticut, County of ss.:

On this the day of 19 , before me,
the undersigned officer, personally appeared
who acknowledged himself to be the of
, a corporation, and that he, as such
, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the corporation by himself as

In Witness Whereof, I hereunto set my hand.

Title of Office

Received for record this 14th day of June A.D. 1977 at 1:45 P.M.

Austin Tanner
First Selectman
Town of Brooklyn

Hello, I hope your well. I was Talking to Wayne Jolley recently and the subject came up about a Gravel bank off RT 205. in Brooklyn. IT is my understanding that The Town is looking for people who might remember the gravel bank prior to existing zoning regulations. I told Wayne That my grandfather Herman Frink got gravel or Sand (I cant remember which) back in 1967-1968 prior to me going to high Shool. I went there with my Uncle Albert Frink with the COW Truck to get Sand or Gravel. BACK Then we had an International cattle Truck to move cows or pick up hay in the field. It didn't have a Tail gate so IT we loaded toward the front so we wouldn't Lose IT on The Road on the Way back to the Farm. I Know I was still in grade School 7th or 8th grade. It was a long Time ago. I remember there was a river back Then. Anyways if this letter helps in any way good. Take Care

Paul Sweet
360 new rd
Moosup, CT 06354
Cell 860-237-7311

To whom it may concern,

As to the question "were they mining at the Jolley property on RT 205 in Brooklyn prior to zoning" the answer is yes.

I remember as a boy around 1968 going with my dad, Len Albee, to Fred Jolley's property on Rt 205 to ride along with dad as we moved sand and stone in the building of Fox Tail Campground, and also move material for use in the concrete plant off Rt 12 in Danielson. This was from a spot on the property that Fred processed bank run gravel into sand and stone.

Later around 1978 while working for Cliff Green & Sons, I remember going back to the same place to start to process again for them with a portable plant from Rawson MFG.

We moved from Woodward Rd to Rt 205 in 1976 and I always remember processing at that property.

Tim Albee

507 Wauregan Rd

Brooklyn CT 06234

860-319-4271

To whom it may concern,

I am Ronald Racine, owner of Racine and Sons Excavation. I was born July 6th 1943 and started my business at around age 19. I purchased stone, for the purposes of installing septic systems, from Fred Jolley all the way back to 1970. I picked up material from the Brooklyn location on RT 205 entering from Fox Tail Campground's main entrance and continued passed the campground and all the way to the south east side of the property where the screening plant was, in the same vicinity of the current processing plant that is where Brooklyn Sand and Gravel now resides. I observed the operation of the screening plant and was aware that the material was being brought in from an outside location to make the stone I was using for my business.

Ronald Racine

Ronald Racine

17 Ware Rd

Dayville CT 06241

860-234-5022

Jolley Concrete & Block
A Division of Jolley Concrete Inc.
42 Junior Ave. Danielson CT 06239
1-860-774-5000 · 1 800-752-5720 (CT) · Fax 860-774-3872

RECEIVED
OCT 2 0 2022

To Whom it may concern,

The property listed as 530 Wauregan Rd in Brooklyn on Rt 205 also known today as Brooklyn Sand & Gravel is land which has been used to process imported material for the purposes of sale and use in many construction facets since the 1960s when the property was owned by Fred F. Jolley. Back when Fred purchased the land in the 1960s, he started work on building a campground, which would eventually become Fox Tail Campground. During the construction of the campground is when Fred began processing material with a screening plant and at first using it to make the roads and pads for campers to access the site. Jack Burke remembers using the material to install the swimming pool which has since been filled in, near the recreation hall which still stands to this day. Some of the material was sold for use by others as evidenced by Mr. Racine, who purchased material for septic systems. Processing on the site was observed by many outside the family as evidence in the many letters that have been previously given to the town and more letters yet to be procured by those who are still with able to remember that far back. When Mercier & Sons purchased the property in 1977 they continued to use the property for processing imported material with the same screening plant, continuing the use of the property as it had been used previous. In 1985 when we purchased the property from the bank when Mercier defaulted on his loan with them, we purchased it with the intent to continue using the property in this manner.

For these reasons and many accounts of the properties use before planning and zoning was even in existence, according to the bylaws of the State, the pre-existing non-conforming use should be grandfathered to the property as no one has owned it without the purpose of using it in that manner.

Sincerely,

Wayne L Jolley

President/Owner

Jolley Concrete Inc. and

Brooklyn Sand & Gravel

David Fuss
Bailey Woods Rd
Brooklyn Ct.

9/13/2022

Brooklyn P&Z
Brooklyn Ct.

P&Z Members,

I am writing in regards to Brooklyn Sand and Gravel and the length of time it has been in the business of producing aggregate.

My father bought the farm I am on now in 1966. I recall the local contractors we hired to do construction improvements purchasing and hauling aggregate material from the sight B.S and G. occupies today.

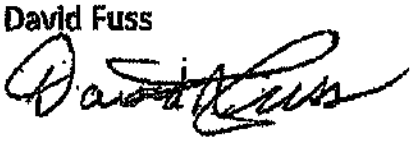
It was common practice for farmers and land owners with good gravel to open a gravel pit and sell gravel. The Jolley family put in a screening and sizing plant, that made the product produced there more desirable. With the property being located on a state road it made it easy to access from the local towns.

In the 60's and up into the 70's many of the local roads were gravel roads. I recall as a young boy aggregate material being hauled out of what is now B.S. and G. to build and repair local roads. At that time there were small concrete block plants that used material from the Rt. 205 location. In the early days of construction, it was common practice to haul aggregate material to the construction site to mix and build houses, barns and chicken coops. Brooklyn was a large agricultural community and to expand people needed aggregate. This is also true today aggregate products go into the making of the concrete blocks that rebuild the catch basins on state roads that are being repaved now. This material is used to make our lives better in so many ways.

If you could follow a truck load of material you would be able to see all the different lives that material impacts. The people that are employed from that truck load of material. This creates a micro economy in our corner of the state. These men and women that material employs. The person that drives the truck, operates the loader, the people that make the concrete, make the concrete blocks. These are the same materials that build or rebuild our schools, the Brooklyn Middle School gym was rebuilt using the block for the wall rebuild, the concrete repoured the sidewalks.

Think of all the people that are employed as a result of these products.
These same people use their pay check and shop at the stores that employ local people, these people are your neighbors, your friends, your relatives, are all impacted in one way or another.
No one could have known 60 years ago when they started that gravel processing operation the impact it would make on all our lives today.

Thank You,
David Fuss



Re: Fox Tail Campground Letter

JB Jack Burke <jeburke057@yahoo.com>
10/24/2022 3:08 PM

To: Thomas Jolley

To whom it may concern:

My name is Jack Burke and I am the owner of J&B Transportation, LLC located in Dayville, Ct.

I'm a retired State Police Officer and former Commanding Officer of Troop "K" in Colchester, Ct

I started a trucking business in 1967 and sold, installed and filled swimming pools.

Fred Jolly, owner of Jolly Concrete, hired my company to haul some of his finished products. I also hauled pool water to a swimming pool Fred was installing in a campground he was developing on some of his property on Rt 205 in Brooklyn. During that time he was operating a screening plant on the property to facilitate the building of the campground and he had trucks hauling gravel off the property. I can't be certain of the dates but I believe it was in the late 60's or early 70's.

Sincerely

Jack Burke

To whom it may concern,

I am Wayne Jolley of 524 Wauregan Rd in Brooklyn CT. I am the owner of Brooklyn Sand & Gravel which is listed as 530 Wauregan Rd. The property that Brooklyn Sand & Gravel now resides is property my father, Fred F. Jolley, owned from the mid-60s to late-70s, I believe from 1966 to 1977. During the time my father owned the property, he built and operated what was Fox Tail Campground. When I was a teenager I helped my father with the construction of the campground by using material that he was screening on the property and I used that material on the property to make roadways, trailer pads, and around the various out-buildings on the property. I operated a bull dozer to spread the material around the various locations on the property. This was all work that was done in the 1960s as I was born in 1950. I loaded sand from the screening plant to various people in the town, including Emerson Nutting who delivered material to Donald Francis for his chicken coops. Ernest Jolly was bringing in the bulk of the material that was imported from off site from various locations around town, including local farmers.

Wayne Jolley

Wayne Jolley

524 Wauregan Rd

Brooklyn CT 06234

860-208-7364

RECEIVED

OCT 25 2022

HOMETOWN
T&S ENERGY

Dear Wayne,

I was waiting in the gravel bank a couple times and started to think back to when I was younger. My dad would take me over to the 205 pit to pick up some gravel for a farm project; back then it would have been for Hillandale. I'm not certain, but I think it was the early 1970's when the pit first opened and visiting it then as a young kid, who would have thought I'd end up driving concrete trucks for your family and Jolley Concrete ten years later!

I can tell you, when I started J. Booth Construction your company and the pits was a great resource for me. Having the pit so close in proximity and the great qualities of your materials really helped make my jobs even more successful. I've truly enjoyed the working relationship we've shared all these years.

Even as a little boy watching big loaders fill up trucks; it was just remarkable. Just thought I would share some very old memories with you.

Yours Truly,

Jim Booth

P.O. Box 739 • Brooklyn, CT 06234 • 860.779.2222 • Fax 860.774.1194
www.hometownheatingllc.com

October 26, 2022

Allan Rawson
210 Chase Road
Putnam, CT 06260

TO: The Town of Brooklyn, CT

Wayne Jolley has asked me to write this letter to recap my experience during the time I ran Brooklyn Sand and Gravel. During the years prior to my lease at Brooklyn, Jolley Concrete was a customer for sand and stone used in concrete that my company (Rawson Sand and Gravel) delivered daily. As Jolley Concrete and our other customers grew, we needed to increase production to satisfy the demand. After discussing the issue with Wayne, he brought me to the Brooklyn S&G property where I viewed an open gravel bank which obviously had been active for many years. Since I had an extra portable wash plant, we formulated an agreement (lease) whereby Rawson Sand & Gravel would operate Brooklyn S&G to produce concrete aggregate for Jolley Concrete.

In order to justify the investment necessary to establish this facility, it was obvious that we needed to locate raw material close by to supplement the gravel remaining on the Brooklyn property. I naturally looked to the Langevin property next door- which was rich in gravel. Since I had a personal relationship with the Langevins, we quickly came to an agreement.

Our engineer made application to Brooklyn Wetlands and Zoning for the gravel removal permit; along with the ability to build a bridge to span the stream separating the properties.

We worked with Zoning Officer Karen Johnson and the Brooklyn Zoning Commission and were able to secure the necessary permits. This bridge gave us access to the power line road that allowed us the ability to secure permits on the Regis, Neimann, Lehto and Salmon properties. We started production there in 1987 and these property permits enabled us to produce material through 1996 when our agreement ended and the equipment was sold to Jolley Concrete.

During this entire period working with the Town of Brooklyn, there was never any mention of the necessity of securing a permit on the Brooklyn Sand and Gravel property. When Wayne told me that the Brooklyn Zoning Commission was questioning his ability to produce material on the site, I was surprised. All those gravel permits during the years we were there surely reinforced the "pre-existing, non-conforming use ("grandfathered") status".

If you have any questions about the operation of Brooklyn Sand and Gravel from 1987 through 1996, feel free to call me (860.919.6413).

Regards,

Allan Rawson

To whom it may concern,

This is David Weaver, long time Brooklyn resident, and longtime employee of Fred Jolley and then his son Wayne Jolley until my retirement in 2004. I started working for Fred somewhere around 1964, before he bought the property in Brooklyn he got from old man Fisk, and then started building Fox Tail Campground. The property that Fred bought was on both sides of Rt 205 going from the Sacred Heart Church all the way passed Allen Hill Rd. I purchased a piece of the that land to build my own house at 451 Wauregan Rd, that I built in '78 and lived there until I moved to Florida after retirement. I drove a concrete mixer for about 40 years for both Fred and Wayne and was involved with many building and construction projects that were done at the Rt 205 property and the main offices of Jolley Concrete, including the block plant and concrete plant in Danielson. While working for Fred, back in the early days, I was cutting down trees off of the property on Rt 205, clearing out the land to make pathways and open areas for the campsites and helped with concrete work there for the recreation hall, tennis court and swimming pool. I was there when he brought in a screening plant in the late 60's and had a few people bringing in materials that were put through that plant and were used on site for the campground and some sold to contractors and shipped off site. Fred used the screening plant there the entire time while the campground was there, and Mercier continued to process and sell material out of the same property when he bought the section of land back in the late 70's, where Brooklyn Sand & Gravel is now. When Mercier lost the property Wayne bought it back in the early 80's and got to work starting up the processing again, under Brooklyn Sand & Gravel.

David P Weaver

David Weaver

Lake Worth Florida 33467

Jolley Concrete & Block
A Division of Jolley Concrete Inc.
42 Junior Ave. Danielson CT 06239
1-860-774-5000 · 1 800-752-5720 (CT) · Fax 860-774-3872

1/4/2023

To whom it may concern,

To the issue of whether the site was processing off site material prior to 1995, that would be a definitive yes. The property has been in my name since 1985 and we had been processing there since not long after I acquired the property and installed a bridge over Pine Brook approved by the town to transport the off-site material in the late 80's or early 90's. There were many people that we imported over that bridge immediately following its completion, they were, Dick Regis, Charlie Langevin, Paul Lehto, Clarence Solomon, Ken Niemann Sr, and Don Dubois, who all owned property on the east side of Allen Hill Rd and trucked the material to our site where we had 2 plants performing the processing of that material.

As for the matter of paperwork involving those transactions, we do not have any, as we only keep records back 7 years as that is what is required for tax reasons. But we should be able to get testimonials from those remaining living individuals that we did importation with prior to zoning regulations.

There were also many others that we did import material from other sites not over the bridge on our property over Pine Brook, including Arthur Parent, bringing in material from digging septic systems to my father Fred Jolley, when he owned the property back in the 60s and 70s. Donald Francis used us via Emerson Nutting's trucking company to bring processed material to his chicken coops.

My father owned the property from 1964 to 1977 where he ran a campground and operated a processing plant until he sold it to Mercier & Sons in 1977. Mercier used the property in much the same way until he defaulted on the mortgage and the bank foreclosed it. I ended up purchasing the property from the bank in 1985 at which point I began operating our sand and gravel business.

Sincerely,

Wayne L Jolley

President

Jolley Concrete Inc.

Brooklyn Sand & Gravel

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A Division of Jolley Concrete Inc.
42 Junior Ave. Danielson CT 06239
1-860-774-5000 · 1 800-752-5720 (CT) · Fax 860-774-3872

1/12/2023

To Whom it may concern

To the issue of grandfathering rights on the property used by Brooklyn Sand & Gravel, we've specifically shown that the property has been used prior to planning and zoning's existence in 1972 dating back to 1964 when Frederick F Jolley owned the property. Here is a list of specific uses that we have had many people give testimonials to witnessing prior to 1972:

1. Importing raw material to the location.
2. Processing the imported raw material to clean usable material.
3. Selling the processed material to customers.

We will be providing more testimonials that verify these uses of the property in the coming days.

Sincerely,

Wayne L. Jolley

President

Jolley Concrete Inc.

Brooklyn Sand & Gravel

To whom it may concern,

Through the late 60s and many years later my father, my brother Fred and myself helped work on the campground run by Fred Jolley. We brought equipment to help set up the campground. We brought raw material from our site on Day St in Brooklyn to the site where the screening plant was used to make finished sand and stone, that we later purchased the finished materials to use at sites for new homes and sewer systems. We continued to work on the property even after Fred sold the property to Mercier and Sons in 1977. We hauled material from Mercier's property on Brickyard Rd in Brooklyn from their gravel bank to the location on Rt 205 for processing until the time the Mercier lost the property in the mid 80s.

Sincerely

Cliff Green Jr

Cliff Green Jr.

119 Clearview Dr

Brooklyn CT 06234

To whom it may concern,

My family ran a dairy farm in Canterbury off RT 169 in the late 60's and we didn't have much money back then, so we would sell material to Fred Jolley that we brought to his property on Rt 205 in Brooklyn and bought material that was finished in return trips. We would buy the sand from there to use as bedding sand for the stalls for the dairy cows. I remember seeing the screening plant as a young man in the late 60's when my father would go to and from the property that had a campground and you drove all the way around from the entrance and around to the place where the screening plant was located and they kept all the raw material and the finished sand and stone.

Sincerely

Wayne Laframboise

P.O. Box 467

Brooklyn Ct 06234

To whom it may concern,

We had a family stone quarry in Sterling that we started back in the 50's and ran into the mid 80's on Valley View Rd name Helene Stone Corporation that my father and uncle ran. We would blast for large slabs stone and the remaining material which we referred to as scrap we sold to Fred Jolley and brought to his property in Brooklyn on RT 205 where he had his campground. The scrap material was sand and small stone that we had no use for. We delivered our scrap material there from the late 60s into the 70s until Fred sold the property.

Sincerely

Susan Strouse

Susan Strouse

9 Kathleen Dr

Brooklyn CT 06234

Jolley Concrete & Block
A Division of Jolley Concrete Inc.
42 Junior Ave. Danielson CT 06239
1-860-774-5000 · 1 800-752-5720 (CT) · Fax 860-774-3872

1/12/2023

To Whom it may concern

To the issue of grandfathering rights on the property used by Brooklyn Sand & Gravel, we've specifically shown that the property has been used prior to planning and zoning's existence in 1972 dating back to 1964 when Frederick F Jolley owned the property. Here is a list of specific uses that we have had many people give testimonials to witnessing prior to 1972:

1. Importing raw material to the location.
2. Processing the imported raw material to clean usable material.
3. Excavating raw material on site for processing.
4. Processing on site excavated raw material to clean usable material.
5. Selling the processed material to customers.

We will be providing more testimonials that verify these uses of the property in the coming days.

Sincerely,

Wayne Jolley

Wayne L. Jolley

President

Jolley Concrete Inc.

Brooklyn Sand & Gravel

Synopsis

	Date Received	Name	Use(s) Mentioned Prior to 5/24/72
1.	9/15/22	Paul Sweet	mining
2.	9/15/22	Tim Albee	mining, processing
3.	9/15/22	Ronald Racine	mining, processing & importing
4.	10/20/22	Wayne Jolley	mining, processing & importing
5.	10/20/22	David Fuss	mining, processing
6.	10/25/22	Jack Burke	mining, processing
7.	10/25/22	Wayne Jolley	mining, processing & importing
8.	10/31/22	Jim Booth	mentions "early 1970's"
9.	10/31/22	Allan Rawson	no mention of prior to 5/24/72
10.	12/7/22	David Weaver	processing & importing
11.	1/4/23	Wayne Jolley	processing & importing
12.	1/17/23	Wayne Jolley	processing & importing
13.	1/17/23	Cliff Green Jr.	processing & importing
14.	1/17/23	Wayne Laframboise	processing & importing
15.	1/30/23	Susan Strouse	importing
16.	1/31/23	Wayne Jolley	mining, processing & importing

TOWN OF BROOKLYN
Land Use Department
69 South Main Street • Suite 22
BROOKLYN, CONNECTICUT 06234
860-779-3411 Ext. 12

Wayne L. Jolley
Jolley Concrete & Block
42 Junior Avenue
Danielson, CT 06239

January 3, 2023

Dear Mr. Jolley,

It is my understanding that you have requested the Brooklyn Zoning Enforcement Officer to render a decision as to whether off-site earth products were being imported to the Brooklyn Sand & Gravel LLC site (Assessor's Map 30 Lot 97, Lot 97-1, and Lot 97-2, collectively the "subject property") and processed on the subject property on a regular basis to establish that use prior to the adoption of zoning regulations.

Prior to 1995, the zoning regulations had no provision for the importation of off-site earth material for on-site processing. Your claim of a grandfathered use as to importation of off-site material and on-site processing must pre-date the adoption of zoning regulations.

The Land Use Department is in receipt of ten letters of support for your request. Please refer to the attached list of letters, with dates stamped received and names of persons who wrote the letters. The Land Use Department is also in receipt of the Memorandum of Decision for Brooklyn Sand & Gravel LLC v. Planning and Zoning Commission of the Town of Brooklyn, dated December 2, 2020.

I hereby request additional information, such as aerial photographs, invoices, trucking manifests, and any other evidence documenting the quantities of materials and the off-site mines from which imported material was regularly brought to the subject property for processing. A listing of the type of processing equipment that was on-site prior to the adoption of zoning regulations should also be provided.

The decision you have requested must be made on the basis of evidence and facts that prove to a reasonable standard that the use was in place before the regulation was adopted, at a level that indicates the establishment of an ongoing use, rather than the occasional processing of earth products.

Would you please submit further documentation, if possible, to establish the ongoing use at your earliest convenience? We will make every effort to render a decision as soon as possible after we are in receipt of the additional information in support of your claim of a grandfathered use.

Sincerely,

Margaret Washburn

Margaret Washburn
ZEO/WEO/Blight Enforcement Officer
69 South Main Street, Suite 23
Brooklyn, CT 06234
(860) 779-3411 ext. 31
Mon. – Thurs. 8:00 am – 3:30 pm
m.washburn@brooklynct.org

TOWN OF BROOKLYN
Land Use Department
69 South Main Street • Suite 22
BROOKLYN, CONNECTICUT 06234
860-779-3411 Ext. 12

Wayne L. Jolley
Jolley Concrete & Block
42 Junior Avenue
Danielson, CT 06239

January 11, 2023

Dear Mr. Jolley,

I have received your letter dated 1/4/23.

In regards to grandfathering previously existing, nonconforming use(s), the only timeframe that matters is prior to 5/24/72, when zoning was adopted. Any further evidence you can supply must document the use(s) prior to 5/24/72.

I would like to resolve these matters as quickly as possible. I would like you to try to address the specific points described below.

In order for me to render a decision, please submit a formal request specifically listing the use(s) for which you seek approval as a legally existing, non-conforming use or uses.

It isn't clear to me when the use of the property went from Fred Jolley mining to build himself a campground to a business/commercial use as a mining and processing enterprise. I don't have any documentation of if and when Fred's business had a name.

It would also be helpful to me in rendering a decision if you would please submit a chronological property history including evidence of any specific use(s) for which you seek a decision. This chronological property history should list all the related business uses, with dates, if possible, including the operation of the block plant in Killingly.

You may wish to seek assistance from a land use attorney in the preparation of the formal request and the property history requested above.

Please bear in mind that any decision I make regarding your request will be heavily dependent on the facts that you can provide supporting the existence of the use(s) prior to the enactment of zoning regulations.

It would be helpful to me in rendering my decision if you would please submit written testimonials from any family member or land owner who can attest to selling unprocessed material to Fred Jolley from off-site for processing on-site prior to 5/24/72. Specific timeframes would be most helpful.

Your letter received 10/25/22 mentions that "Ernest Jolly was bringing in the bulk of the material that was imported from off site from various locations around town, including local farmers." It will be important to provide dates of such activity and also the frequency with which such activity occurred. A testimonial from Ernest Jolly would be helpful, if possible.

Your letter received 1/4/23 mentions that Arthur Parent brought material to Fred Jolley. A testimonial from Arthur Parent would also be helpful, if possible.

Can you provide some quantitative estimates of the proportion of on-site material to off-site material processed on-site prior to 1972?

Questions that could be answered include:

How much material was imported in any given year prior to 5/24/72?

Where was the material originally excavated, documented by giving a street address, a map and lot number, or an aerial photograph?

How often was material imported in any given year prior to 5/24/72?

I realize that it must be challenging trying to document events from 50 years ago.

I look forward to hearing from you.

Sincerely,

Margaret Washburn

Margaret Washburn
ZEO/WEO/Blight Enforcement Officer
69 South Main Street, Suite 23
Brooklyn, CT 06234
(860) 779-3411 ext. 31
Mon. – Thurs. 8:00 am – 3:30 pm
m.washburn@brooklynct.org

1/30/23 Wayne Jolley brought in a 12th letter from Susan Strouse.

Wayne states that the 3 uses listed in his 1/12 letter are what he's asking to have grandfathered. At my urging he says he wants to add excavation of raw material and processing of on-site material to that list.

~~Wayne states that he is 72 years old. He is a Vietnam veteran. Wayne was discharged in 1971.~~
Wayne states that he want excavation to be grandfathered.

Wayne states that his Dad filled in the raceway at the old mill. in '69 or '70.

Wayne states that they used to exit the property where his house is now and drive down Rt 205 to get to the old raceway.

Wayne looked at the 1970 aerial photo. He states that the old barn and house are gone now. He built a house for his son there (Christopher). Then the son moved away. The house was sold. Wayne points out where the old gravel pit was.

Wayne does not want to use atty Peter Ridell ~~a land use~~ attorney in his request for grandfathering.

Wayne says he doesn't have any photographs of the gravel pit before 1972.

I asked Wayne to submit a formal request listing all the activities he wants grandfathered. Dana and I ~~urged~~ urged him to get assistance from a land use attorney.

Wayne says the campground construction started around 1965. He started selling gravel around the same time. Foxtail campground was the only name he used, nothing like Brooklyn Sand + Gravel.

The wholetime Fred ran the campground + gravel pit the entrance was where Wayne's house is now. There was no other entrance.

They used to drive from the campground to the mine.

Wayne states that around 1965 ~~all~~ types were started around 1) campground (2) onsite excavating 3) processing 3) selling (4) offsite ~~importing~~ / processing / selling

Emerson Nutting bought raw material and came back with cellar hole spoils to process at Foxtail.

Jane located a quarry on Valley View Rd in Sterling that may be the same site that the Strouses owned in the late 1960's + 1970's
Early

Joly's.
Steve Joly is Ernest's son. Steve is living in FL but in poor health. Wayne says he either already has a letter from Steve Joly or he will try to get one. I told Wayne that we do not have a letter from Steve Joly.

Fred
1955 Jolley + Sons opened off Junior Ave.
~~He~~ Fred was getting mat'l from Ernest Joly at first.

Fred F.
1955 Jolley + Sons made ready-mix concrete sold in trucks. Blocks started being produced around 1970. The Joly blocks (mafia blocks) are also made off Junior Ave.

I asked Wayne about Arthur Parent's sons. Wayne can try to get a letter from Arthur Parent's son.

Susan Strause is 72 years old.
Strause, Emerson Natting, Arthur Parent, Ernest Joly, LaFramboise, would all bring in material from time to time.

Ernest Joly dug a pond for Fred Jolley at the north end of the property with a dam. The pond was for swimming. The dam broke but is still visible. Fred traded pond spoils to Ernest to bring processed material back for campground roads.

Mercier's campground off Brickyard Rd was called "Big Valley" and is now owned by the Greens.

Wayne LaFramboise is 71 years old.

Wayne Jolley by signing this document acknowledges that he read it, understands it and agrees that it is true.

Margaret Washburn

From: Wayne Jolley <wjolley@jolleyconcrete.net>
Sent: Monday, February 06, 2023 7:05 AM
To: Margaret Washburn
Subject: Notes
Attachments: BSG Historical Notes.pdf

Margaret,

Here is the transcribed notes from our meeting, and signed to verify their substance.

Thank you

Wayne

Margaret's Notes

1/30/23 – Wayne Jolley brought in a 12th letter from Susan Strouse.

Wayne states that the 3 uses listed in his 1/12 letter are wheat he's asking to have grandfathered. At my urging he says he wants to add excavation of raw material and processing of on-site material to the list. Wayne states that he is 72 years old, he is a Vietnam Veteran. Wayne was discharged in 1971. Wayne states that he wants excavation to be grandfathered.

Wayne states that his dad filled in the raceway at the old mill in '69 or '70.

Wayne states that they used to exit the property where his house is now and drive down RT 205 to get to the old raceway.

Wayne looked at the 1970 aerial photo. He states that the old barn and house are gone now. He built a house for his son there (Christopher). Then the son moved away. The house was sold. Wayne points out where the old gravel pit was.

Wayne does not want to use atty Peter Rydel in his request for grandfathering.

Wayne says he doesn't have any photographs of the gravel pit before 1972.

I asked Wayne to submit a formal request listing all the activities he wants grandfathered. Jana and I urged him to get assistance from a land use attorney.

Wayne says the campground construction started around 1965, He started selling gravel around the same time. Foxtail Campground was the only name he used, nothing like Brooklyn Sand & Gravel.

The whole time Fred ran the campground & gravel pit the entrance was where Wayne's house is now. There was no other entrance.

The used to drive from the campground to the mine.

Wayne states that around 1965 all uses were started around 1) campground 2) on site excavating 3) processing 4) selling 5) off site importing/processing/selling

Emerson Nutting bought raw material and came back with cellar hole spoils to process at Foxtail.

Jana located a quarry on Valley View Rd in Sterling that may be the same site that the Strouses owned in the late 1960s and early 1970s.

Steve Joly is Ernest Joly's son. Steve is living in FL but in poor health. Wayne says he either already has a letter from Steve Joly or he will try to get on. I told Wayne that we do not have a letter from Steve Joly.

1955 Fred F Jolley & Sons opened off Junior Ave. Fred was getting material from Ernest Joly at first.

1955 Fred F Jolley & Sons made ready mix concrete sold in trucks. Blocks started being produced around 1970. The Jolley blocks (mafia blocks) are also made off Junior Ave.

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Susan Strouse is 72 years old. Strouse, Emerson Nutting, Arthur Parent, Ernest Joly, Laframoise, would all bring in material from time to time.

Ernest Joly dug a pond for Fred Jolley at the north end of the property with a dam. The pond was for swimming. The dam broke but is still visible. Fred traded pond spoils to Ernest to bring processed material back for campground roads, while Ernest kept some of the material he could use. Fred also processed material at the campground to make road material and sold or traded other material from the processing.

Mercier's campground off Brickyard Rd was called "Big Valley" and is now owned by the Greens.

Wayne Laframboise is 71 years old.

Wayne Jolley by signing this document, acknowledges that he read it, understands it and agrees that it is true.

Sign: Wayne Jolley Date: 2-3-23

Wayne Jolley

Margaret Washburn

From: Margaret Washburn
Sent: Tuesday, February 07, 2023 1:21 PM
To: Wayne Jolley
Subject: RE: Notes

Received, Wayne. In the interest of concluding the process, will you please submit all related correspondence by February 15, 2023?

Thank you,

Margaret Washburn
ZEO/WEO/Blight Enforcement Officer
69 South Main Street, Suite 23
Brooklyn, CT 06234
(860) 779-3411 ext. 31
Mon. – Thurs. 8:00 am – 3:30 pm
m.washburn@brooklynct.org

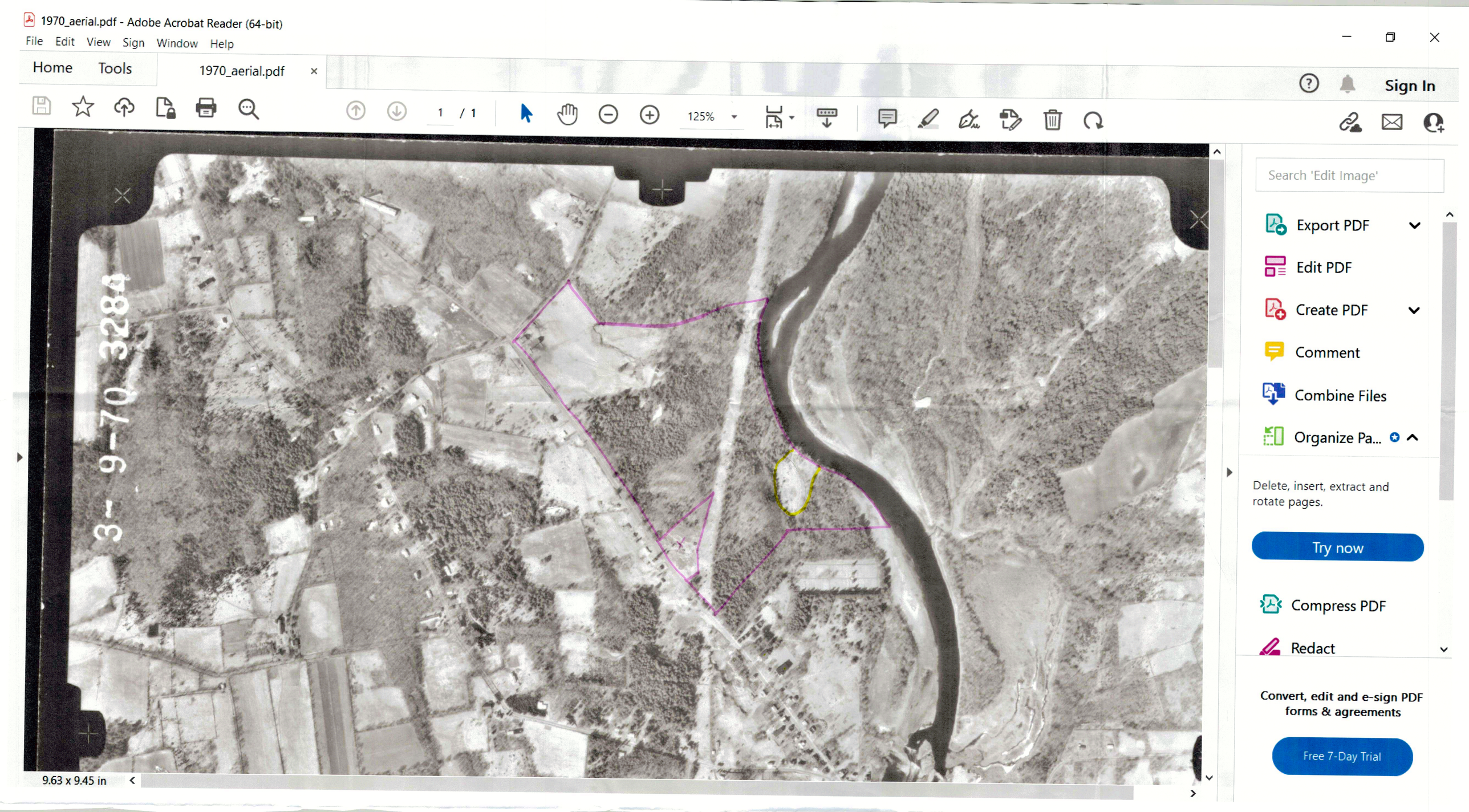
From: Wayne Jolley <wjolley@jolleyconcrete.net>
Sent: Monday, February 06, 2023 7:05 AM
To: Margaret Washburn <M.Washburn@Brooklynct.org>
Subject: Notes

Margaret,

Here is the transcribed notes from our meeting, and signed to verify their substance.

Thank you

Wayne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