



HARRY E. COLE & SON

engineering • surveying • planning

October 28, 2021

Michael J, Murphy, AICP, SCCOG Consulting Planner/ Town Planner  
Town of Lisbon  
1 Newent Road  
Lisbon, CT 06351

Re: AutoZone  
98 River Road  
HEC #2135

Dear Mr. Murphy,

Harry E. Cole & Son (HEC) has reviewed your checklist dated October 11, 2021 and offers this formal response

**Site Design Issues**

1. The area of disturbance exceeds one (1) acre. New storm-water regulations are in effect for storm-water management plans. See revised section 10.16 and new section 10.16.7 of the zoning regulations, inclusive.

***Response: The new stormwater regulations refer to the use of LID design strategies for handling and treating stormwater on site. Some of the LID strategies proposed in this plan and which were revised on this plan are:***

- ***Roof leaders discharge to grass area to the North of the building and overland flow to the retention basin (not to an impervious surface).***
- ***Directing stormwater flows from paved areas to stable vegetated areas***
- ***Retain runoff and promote infiltration (stormwater basin is a retention basin).***
- ***Retention basin will discharge any non-infiltrated flows to wooded area and all runoff sheet flows through site via overland flow***
- ***Tree clearing only done in direct area of development***
- ***Design maintains the existing topography as much as possible and does not change watershed directions or divert large areas to different watersheds***

2. Provide a detailed cost estimate for site improvements, excluding building related construction costs.

***Response: Acknowledged, applicant will work with town staff on this item.***

3. Review individual sheets to make sure all *legend* items that should be covered are covered on respective sheets.  
**Response: Legends have been updated accordingly.**
4. Address *buildable area* calculation in site data table. You may eliminate *lot width and front parking setback* items (see #10 for explanation).  
**Response: The buildable area calculations have been updated based on the revised plan.**
5. Confirm proposed u/g electrical utilities and show the route proposed from Route 12 to the building.  
**Response: Proposed underground utility route shown on plans.**
6. Any wetland soils within flood zone areas should be called out.  
**Response: Wetland soils on the site are shown in the survey. No wetland soils are present in the area of development.**
7. The E & S control plan will need to conform to recent amendments in effect as of 9/1/21. See section 10.16, available on the Town's website. Specifically, 10.16.1 addresses plan detail requirements. The New London County Soil Survey should also be cited and referenced to confirm accuracy versus only the web soil survey. There should be a sheet or two to address all the requirements.  
**Response: Using the New London Soil Survey, Map 21, we have verified the MyB (Merrimac) and Ud (Udorthents) soil types on site. Revisions have been made to the E&S sheet (C1.B) and the detail sheet (C1.5) in accordance with these regulations. Sheet C1.B has been revised and has a detailed narrative and details for Erosion Control Measures.**
8. Light fixtures exceed the total height requirement of 20' (including stanchion base). Please revise the photometric plan after new calculations based on the height limitation. Also, include measures to reduce light pollution spill onto adjacent sites. Every effort should be made to provide the minimum for safety and security per section 12.6.9, using UL as a lighting standard guide.  
**Response: The photometric plan has been revised accordingly. The sight lights are now 20' OAH vs the originally submitted 28'.**
9. The wall sign may not exceed 5' high x 10' wide for a total of 50 square feet. See section 15.8.1b. Only one wall sign is permitted. In addition, a properly scaled free standing sign addressing section 15 will need to be included or  
**Response: The applicant will be requesting a variance for signage and would like the signage to be handled separately from the overall approval of the site plan.**

10. Section 8.5.1 does allow some parking encroachment into setbacks with full screening, but it does not supersede section 14.2.1. a.1, 13.1.1, 13.13 or recently adopted section 10.16.7, subsections 12 and 18. So, a 25' strip must be landscaped or a modification granted by the Planning and Zoning Commission along Route 12. This will affect your parking design; the 8 stall parking bay along Route 12 should be eliminated and the curb radius brought out to a point no less than 25' from the highway line to maintain a 24' aisle wide drive. This should still allow you to meet your parking requirement.

***Response: The applicant would like to request a modification for the 25' Landscape strip along Rt. 12 as it is not typical for any neighboring properties. The parking layout has been modified to meet other requirements.***

11. The front landscaped adjustments recommended in item 10 above should be made, making sure to review mature tree canopy size to make sure there is no long term encroachment on O/H utility/power lines.

***Response: The landscaped area in the front yard has been improved to include more shrubs and low height plantings. Street trees have been pushed away from the overhead lines along the street.***

12. Clarify on the plan how irrigation shall be provided to support landscaping as per section 14.2 c.

***Response: The landscaper and irrigation company will coordinate with the town. There will be a separately metered water service for irrigation, and the landscaping area in front of the building will have irrigation, the final design is done by the contractor doing the work and submitted to AutoZone for approval so no final design is done at this time; but, the contractor will coordinate with town staff prior to installation of the system.***

13. A 6' wide walkway from Route 12 to the building is required under section 10.13 d, unless modified by the commission for practical or physical considerations. It should be considered just to the north of the new driveway and provide for a nearby bench in the front landscaped area with elimination of the parking bay there.

***Response: The sidewalk has been modified to include a connection to the parking area in front of the building to provide pedestrian access from the street to the building.***

14. Curbing in the front portion of the parking area must be concrete within the site. The interior walk extending from Route 12 can extend through this area to the curb line, then across the pavement to the small plaza at the building entrance area.

***Response: Acknowledged, the curbing has been noted as concrete in the front of the site.***

15. Please address the comments from the WPCA. If you need a copy, my assistant will provide them.

***Response: Acknowledged. WPCA comments will be addressed. A separate response letter is attached.***

16. The type CL basin should ideally be relocated to the south along the curb-line and changed to a type C basin to avoid conflicts with the HC ramp and potential for icing in winter conditions. Out Town engineer is also looking at the plan and may have additional comments.

***Response: Relocating the CB to the curb line would result in the collection of a large amount o drainage from Rt. 12. This would redirect the existing watershed and add a substantial amount of stormwater to our basin. We are proposing to maintain the gutter but collect the water from our new curb cut before it flows into Rt. 12.***

17. 8' wide landscaped islands will need to be included at particular locations. The 10 stall parking bay in front of the building that will remain will need one at the plaza area near the entrance; staff can support a hard-scaped island alternative if necessary to allow for trucks and pedestrians to cross. A second island should be placed at the stall closest to the dumpster; however, staff can support (and prefers) one instead along the parking bay along the southern boundary to break up this longer length of paved parking stalls.

***Response: A landscaped island has been added to the South to break up the parking row. A stripped island is provided in the front set of parking spaces to allow for truck turning and pedestrian access to the front of the building from the sidewalk on the street.***

18. Unfortunately, the parking spaces will need to be modified to 10' wide by 20' long since the site is not within a large retail center (100,000 sq ft or more). Depending on the width of the internal walk along the south building elevation and a need to retain a 24' wide aisle between parking bays, you may need to bump the building slightly north to keep the 10' wide landscape strip along the southerly boundary. Review alternatives.

***Response: The parking space size and layout has been modified to meet these requirements. The building has been shifted slightly to the North.***

19. While the driveway location, spacing from the adjacent property, and its design are not optimum, this use is a permitted use "by right" which may allow the commission some flexibility with its design; however, the design does adversely affect traffic and access to some degree, especially having an "effect on traffic of adjacent streets (Route 12) and its relationship regarding proposed circulation on the adjacent property to the south for both vehicles and pedestrians". So, given the proposed design and need to meet requirements of section 12.6.4, staff

recommends elimination of the two (2) parking stalls closes to the driveway entrance and creation of an 18' wide driveway connector to the convenience store pavement. Staff is willing to facilitate discussion with the adjacent landowner.

**Response: After reviewing this option we feel that grading and possible drainage/icing issues may result by making this connection. This connection also would create a dangerous intersection as there is not much distance between the entrance to AutoZone from Rt. 12 to the proposed location of the connector.**

20. The truck circulation detail is beneficial, but it is somewhat confusing due to overlapping lines. This will need to be clearly demonstrated at the next meeting, since it really affects the driveway spacing. Any ability to decrease the radius on the south curb line to increase spacing between your drive and the convenience store northern curb line would be welcomed.

**Response: The turning movements have been broken up to make the process easier to identify the path. There is no way to decrease the radius as the truck turning radius will require a large opening given the turns it needs to make once inside of the site.**

21. Review numbering of details on sheet CI.A to avoid confusion with plan sheet CI.0.

**Response: The numbering has been reviewed and revised as necessary to make sure there is the proper correlation between the details and notes.**

22. Adjust all other details as necessary after redesign.

**Response: Acknowledged.**

### **Architectural/Materials Issues**

23. Confirm architectural consistency of the trash enclosure with building architecture/materials, etc.

**Response: We will match the trash enclosure color and materials to the building.**

24. Provide material and color samples for building and structural treatments. The commission will want to see them at the meeting.

**Response: Per a conversation between the applicant and staff this is not possible currently due to supply delays and lack of availability of materials.**

25. Confirm that materials are high quality relative to market products.

**Response: Materials proposed are architectural enhanced for Town standards. Stone veneer base / Stucco accents / Split face-Textured CMU AZ standard is smooth face CMU with no texture, this project doesn't use AutoZone standard materials.**

26. Your recent revisions include some horizontal and vertical treatments which are appreciated. They do improve the project; however, the plans do not appear scaled to allow clear review of dimensional requirements for façade changes, etc.

**Response: The colored elevation plans are drawn at 1/8" = 1'-0" and have been resubmitted with the latest set.**

27. The East and West elevations should reflect the apparent projection changes made to the North elevation.

**Response: In contrary, there have been 3 wall elevations that have been revised to show offset parapet heights. First is the West wall that raises over the storefront and wraps around the building canopy and terminates at the side storefront. The north and the south elevations have revised to include a middle section of wall to raise parapet. The raise parapet portions coordination to the added wall pilasters / bump outs. The east wall elevation does not account for raised parapet, due to no improvements proposed on that side of the building. There is no public R.O.W. behind proposed building. The site drops down 12'-15' at rear of site. There will be no public view of the rear of the building and therefore no additional accents or façade improvements are proposed.**

28. Some planter/landscape element should be included at the main entrance.

**Response: A landscaping planter area has been added into the sidewalk by the main entrance and is called out to be planted with shrubs.**

29. Section 10.13.1 d requires at least two (2) roof line features. While you appear to address the decorative cornices now with 16" depths, they do not appear very pronounced on the elevations. This becomes important in meeting the "eves" criteria in this section of the regulations since you do not have traditional eaves, sloped roofs or multiple slope roof planes.

**Response: Original cornice accounted for 16" depth with 3 tiers for total projection of 4". Revised cornice now accounts for 16" dept with 3 tiers for total projection of 12" – 4X's more projection then previously submitted.**

I believe the revised plans and documents adequately address your comments. If you have any further questions or concerns, please do not hesitate to contact me.

Sincerely,

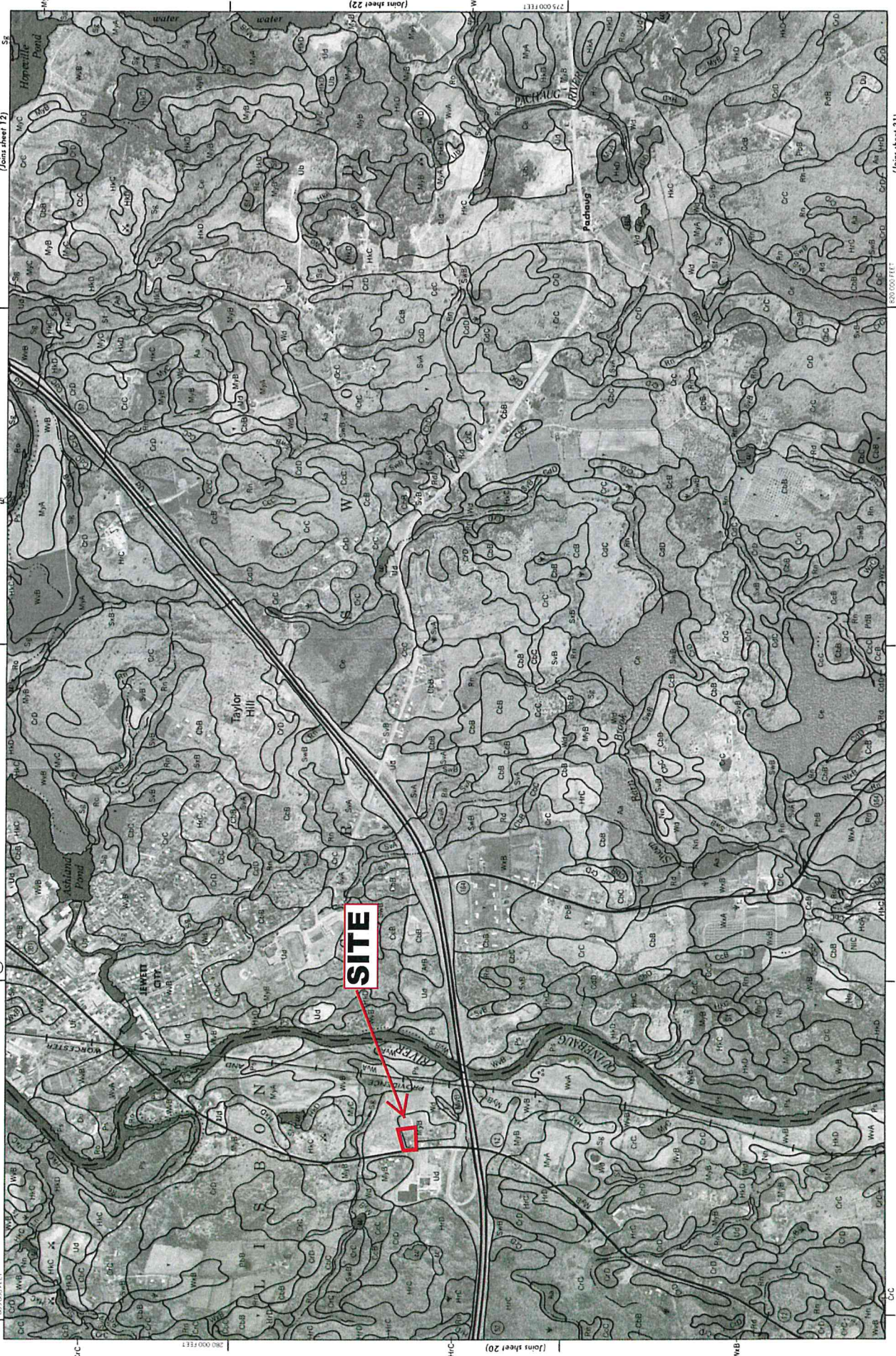


Barton Bovee, P.E.  
Senior Engineer

Cc: AutoZone

NEW LONDON COUNTY, CONNECTICUT - SHEET NUMBER 21

21



(Join sheet 12)

(Join sheet 22)

(Join sheet 31)

800,000 FEET

CRC

(Join sheet 20)

WB

CRC





HARRY E. COLE & SON

engineering • surveying • planning

October 27, 2021

Joseph Boucher – M.S., L.S. WPCA Consultant  
Matthew D. Maynard, P.E., WPCA Consulting Engineer  
Towne Engineering, Inc.  
1 Richmond Lane  
Willimantic, CT 06226

Re: AutoZone  
98 River Road, Lisbon CT TEI Job #21115  
HEC #2135

Dear Mr. Boucher,

Harry E. Cole & Son (HEC) has reviewed your checklist dated September 17, 2021 and offers this formal response.

1. The current plans do not detail that the proposed gravity sewer lateral crossing River Road will need to cross the existing 6 inch force main which according to the as-built maps prepared by BL Companies for the Lisbon WPCA Sewer System is nearly at the same elevation as the existing gravity sewer line in this location and may very well conflict with the proposed lateral elevations. We provided Bryan Panico at Cole Engineering a copy of that sheet of the BL as-built on September 16<sup>th</sup>, 2021 via email. Mr. Panico has not yet responded.

***Response: The plans have been updated to show a drop into the gravity sewer over the existing force main.***

2. The plans contain details for a low pressure pump sewer system that apparently were taken from another project in Middlefield that are not germane to the project. Project specific details are needed for:

A. The proposed pump station including:

- i. Size of pump chamber and its emergency reserve capacity

***Response: The detail on sheet C1.4 has been updated to indicate the correct size. Water data collected from the Southington Water Department in Southington, CT, for an AutoZone utilizing public water which is similar in size and layout, shows an average daily usage of 70 gallons per day.***



***The pump chamber called for is 250 gallons which provides approximately 3.5 days of emergency reserve capacity.***

1. The plans don't show an emergency generator, so the reserve capacity becomes important.

***Response: Acknowledged, the reserve capacity provides storage for approximately 3 days.***

ii. Location of high-level alarm

***Response: The high-level alarm location has been shown on the plans***

B. The type of proposed connection at the existing gravity sanitary sewer.

***Response: A 8"X8"X6" PVC Y fitting has been called out on the plan.***

3. We have asked Mr. Panico if there will be mop sinks or floor drains in the building and are awaiting his response.

***Response: There is one mop sink proposed in the restroom. No floor drains are proposed.***

4. On sheet C1.0 there is not a note that there will be a "freeze-less yard hydrant" but we don't find a location for the hydrant nor understand its purpose.

***Response: The hydrant has been removed.***

5. We note that parts of the site will have an irrigations system installed. Unless the tenant wishes to pay sewer usage fees for any irrigations water used then a separate meter will be needed to measure irrigation water use.

***Response: Acknowledged, the applicant will work with the WPCA prior to construction to coordinate the water meter locations and water laterals.***

6. The proposed SMH #1 indicates that there will be 2-six inch pipes which does not agree with the proposed 1 ½ force main.

***Response: The SMH has been updated to reflect a 1-1/2" force main in and a 6" gravity sewer lateral out.***

A. Care will need to be taken to prevent the possibility of back flow siphoning.

***Response: Acknowledged***

B. Any gravity sewer lateral needs to be labeled as 6 inch SDR 35 in accordance with current WPCA specifications.

***Response: Acknowledged, plan updated to reflect this.***

C. The crossing of River Road will need to be made with an open trench as opposed to boring (there are conflicting notes).

***Response: Acknowledged, plan updated to reflect this.***

7. There are other details which make reference to other sites which should be corrected (i.e. "Mountain Road, CT Route 168")

***Response: Acknowledged***

I believe the revised plans and documents adequately address your comments. If you have any further questions or concerns, please do not hesitate to contact me.

Sincerely,



Barton Bovee, P.E.  
Senior Engineer

Cc: AutoZone

**bpanico@hecole.com**

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**From:** Elijah Stewart <estewart@southingtonwater.org>  
**Sent:** Thursday, October 28, 2021 10:39 AM  
**To:** bpanico@hecole.com  
**Subject:** Advanced Auto Parts Water Usage Data

Good morning Brian,

Below is the quarterly water consumption for the Advanced Auto Parts located at 151 Queen Street. Please let me know if you require any additional information.

**Advanced Auto Parts  
151 Queen Street 13  
Southington, CT 06489**

Quarterly Water Usage	
Date	Consumption (gal)
6/22/2021	2,992
3/18/2021	3,740
12/11/2020	19,448
9/21/2020	7,400
6/25/2020	6,732
3/12/2020	4,488
12/20/2019	4,488
9/18/2019	3,740
6/11/2019	3,740
3/12/2019	3,740

**B.Panico Notes:**

60,548 gallons in 30 months  
= 2,018 gal./month average  
= approx. 68 gal./day

*Elijah Stewart*  
**Engineering Technician**  
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