

REDEVELOPMENT OF THE WAKE ROBIN INN

Site Plan Special Permit Application

Public Hearing #2

September 17, 2024

- Zoning Conformance
- Traffic & Circulation
- Noise & Acoustics
- Wells Hill Road View Sheds
- Lighting & Photometrics

WAKE ROBIN INN LAKEVILLE, CONN.



- Comment/Response Letter addressing Third Party Reviewing Engineer Comments**
- Comment/Response Letter addressing Public Hearing Comments**
- Traffic Study**
- Revised Project Narrative**
- Revised Site & Architectural Plan Sets**
- Additional Architectural Renderings (Spa & Pool)**
- Additional Photo-Simulations along Wells Hills Road (Existing & Proposed Conditions)**
- Building Height & Zoning Compliance Letter (Revised)**
- Tree Preservation Report (CT Licensed Arborist Completing Assessment)**
- Photometric Plan (Exterior Site & Building Lighting)**



ZONING CONFORMANCE & BUILDING HEIGHT

BUILDING HEIGHT & ZONING COMPLIANCE

The existing building exceeds the maximum permitted building height for a principal building (35 feet for a hipped roof). Section 500.1 defines a non-conforming building or structure as “a building...that does not conform to one or more of the building...dimensions...of these regulations...Examples are: a building height that exceeds the maximum height requirement.” Per section 500.2, continuance of a non-conforming situation is permitted, however the intent of the bylaws is to “reduce or eliminate non-conforming situations as quickly as possible.

Section 503 places limits on the modifications that may be made to non-conforming buildings. Per section 503.2 no non-conforming building or structure may be modified “in any way that increases the area or space, including vertical enlargement, of that portion of the building or structure that is non-conforming.” The non-conforming portion of the building is the height. Therefore, the design of the extension has been reworked to comply with the zoning bylaws for the maximum building height for a principal building (section 309.2). Based on this section, the building height may be a maximum of 35’ measured from the average grade plane to the mid-point of the roof if a gable, gambrel, or hip.

Based on the current grading plan, the average grade plane of the principal building is 841.3. The average grade plane was developed by taking the grade elevation every 5’-0” around the perimeter. The roofs of the addition have been modified to be gambrel roofs. Height is measured from the average grade plane to the mid-point of these roofs (between eave and peak). The height of the addition proper is therefore 28’ and the height of the mechanical/elevator overrun is 31.48’.



2 HOTEL NORTH ELEV.
SCALE: 3/32" = 1'-0"



1 HOTEL SOUTH ELEV.
SCALE: 3/32" = 1'-0"





TRAFFIC & CIRCULATION

SLR International Corporation

David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning
dsullivan@slrconsulting.com

Cameron N. Natusch
Staff Transportation Planner
cnatusch@slrconsulting.com

Attachments

Figures

- Figure 1 – Site Location and Surrounding Roadway Area
- Figure 2 – 2024 Existing Traffic Volumes
- Figure 3 – Site Traffic Distribution
- Figure 4 – Site-Generated Trips
- Figure 5 – 2026 Background Traffic Scenario
- Figure 6 – 2026 Combined Traffic Scenario

Appendix

- LOS Designation Descriptions
- Traffic Counts
- *Synchro* Analysis Reports
- Wedding Venue Trip Generation
- Background Development Trip Generation

Excerpt from SLR Traffic Report
highlighting authors, figures & appendix

TRAFFIC REPORT & REVISED ENTRY/EXIT DRIVEWAY



- Traffic Report Submitted
- CT DOT (Under Review)
- Sharon Road Sightline Improvements
- Emergency Access Only @ Wells Hill Road w/ Gate

Intersection sight distances (ISD), stopping sight distances (SSD), and left turn sight distances (LTSD) were extensively analyzed at the driveway locations. Due to the vertical grade of Wells Hill Road, SSD could not be achieved in the northbound direction without significant re-grading of the road. Consequently, the driveway off Wells Hill Road is recommended to be emergency access only.

Map showing original proposed driveway entry/exit layout

TRAFFIC REPORT & REVISED ENTRY/EXIT DRIVEWAY



- Sharon Road & Wells Hill Sightline & Stopping Distance Requirements
- Revised Entry/Exit Driveway Circulation
- Coordination & Design Under Review by CTDOT

We further studied the driveway visibility to determine if adequate ISD and LTSD would be achievable for the 85th percentile speed. We found that with the proposed regrading south of the site, SSD and LTSD would be available for vehicles at the entrance driveway and SSD would be available at the egress drive for the 85th percentile speed on Sharon Road. **Table 2** summarizes the sight distance guidelines per the CTDOT *Highway Design Manual* for each of the sight distance parameters that were used.

Table 2: Sight Distances at Proposed Site Driveways

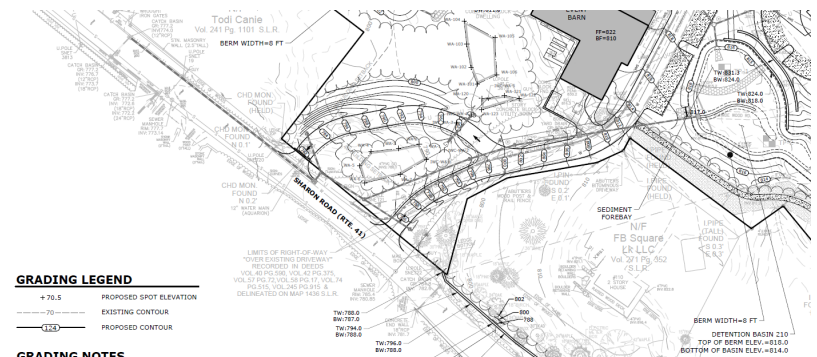
Roadway	ISD	SSD	LTSD
Sharon Road	445 feet	360 feet	365 feet

SSD and LTSD calculations were based on 45 mph 85th percentile speed.
 ISD calculations were based on average/posted 40-mph speed from 10-foot offset from travel way.

Map showing revised proposed driveway entry/exit layout



SUBMITTED SITE PLANS FOR COMPARISON



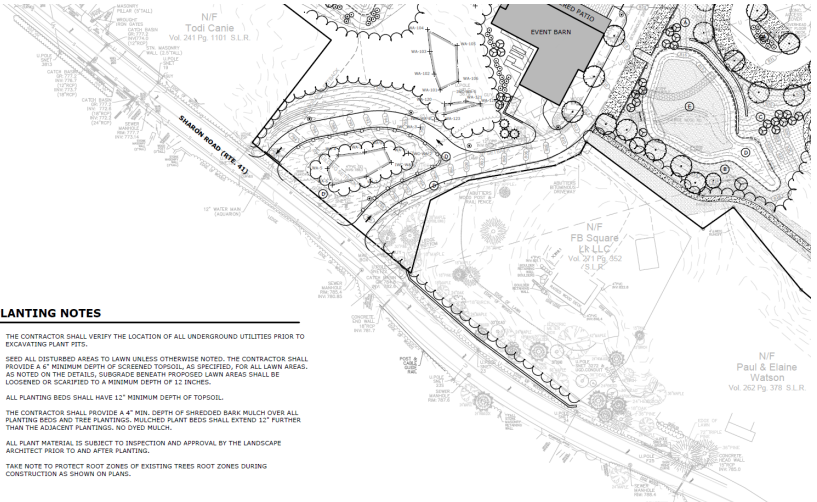
GRADING LEGEND

- +70.5— PROPOSED SPOT ELEVATION
- — — — — EXISTING CONTOUR
- — — — — PROPOSED CONTOUR

GRADING NOTES

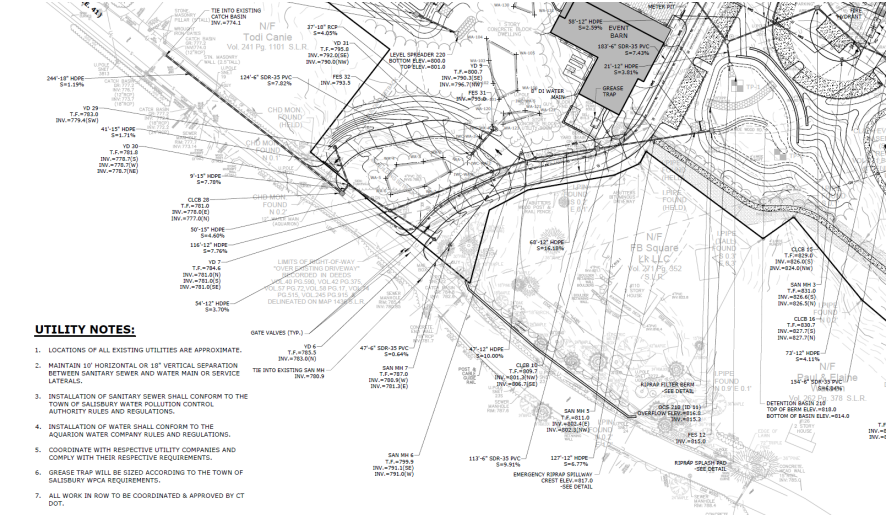
1. ACCESSIBLE ROUTE SLOPES SHALL BE 1:20 (5%) OR LESS AND THE CROSS SLOPES SHALL NOT EXCEED 1:50 (2%). CHANGE IN LEVELS SHALL NOT BE GREATER THAN 1/2 INCH, AND SLOPES SHALL NOT BE GREATER THAN 1:20 UNLESS RAMPS OR LIFTS ARE PROVIDED.
2. ALL RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1:12. ALL RAMP LANDINGS SHALL BE A MINIMUM OF 3'x3' CLEAR WITH A MAXIMUM SLOPE AND CROSS-PITCH OF 2%.
3. IN ALL CASES IN WHICH PROPOSED ROADS, SIDEWALKS AND CURBING WILL BE TIED INTO EXISTING ROADS/SIDEWALK AND/OR CURBS THE CONTRACTOR SHALL MATCH THE LINE AND GRADE OF THE EXISTING SITE.
4. ALL RETAINING WALLS ARE TO BE DESIGNED BY A LICENSED CT PROFESSIONAL ENGINEER.

GRADING FOR SLOPE LINES ARE TO BE APPROVED BY CT DOT



PLANTING NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO EXCAVATING PLANT SITES.
2. SEED ALL DISTURBED AREAS TO LAWN UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL PROVIDE A 4" MINIMUM DEPTH OF SCREENING TOWNSHIP AS SPECIFIED. FOR ALL LAWN AREAS, AS NOTED ON THE DETAILS, SUBGRADE BENEATH PROPOSED LAWN AREAS SHALL BE DOORDED OR SCARIFIED TO A MINIMUM DEPTH OF 12 INCHES.
3. ALL PLANTING BEDS SHALL HAVE 12" MINIMUM DEPTH OF TOPSOIL.
4. THE CONTRACTOR SHALL PROVIDE A 4" MIN. DEPTH OF SHREDED BARK MULCH OVER ALL PLANTING BEDS AND TREE PLANTINGS. MULCHED PLANT BEDS SHALL EXTEND 12" FURTHER THAN THE ADJACENT PLANTINGS. NO CYED MULCH.
5. ALL PLANT MATERIAL IS SUBJECT TO INSPECTION AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO AND AFTER PLANTING.
6. TAKE NOTE TO PROTECT ROOT ZONES OF EXISTING TREES ROOT ZONES DURING CONSTRUCTION AS SHOWN ON PLANS.



UTILITY NOTES:

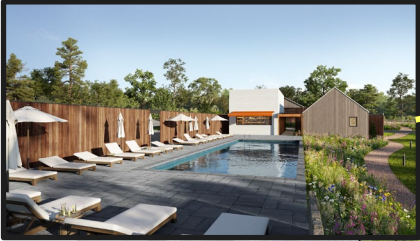
1. LOCATIONS OF ALL EXISTING UTILITIES ARE APPROXIMATE.
2. MAINTAIN 10' HORIZONTAL OR 10' VERTICAL SEPARATION BETWEEN SANITARY SEWER AND WATER MAIN OR SERVICE LATERALS.
3. INSTALLATION OF SANITARY SEWER SHALL CONFORM TO THE TOWN OF SALISBURY WATER POLLUTION CONTROL AUTHORITY RULES AND REGULATIONS.
4. INSTALLATION OF WATER SHALL CONFORM TO THE AQUARIUM WATER COMPANY RULES AND REGULATIONS.
5. COORDINATE WITH RESPECTIVE UTILITY COMPANIES AND COMPLY WITH THEIR RESPECTIVE REQUIREMENTS.
6. GREASE TRAP WILL BE SIZED ACCORDING TO THE TOWN OF SALISBURY WPCA REQUIREMENTS.
7. ALL WORK IN ROW TO BE COORDINATED & APPROVED BY CT DOT.

**REVISED PROPOSED DRIVEWAY ENTRY/EXIT PLAN
(GRADING, UTILITIES, & LANDSCAPING PLANS)**



SOUND/NOISE/ACOUSTICS

THE PROPOSED RENOVATION & EXPANSION



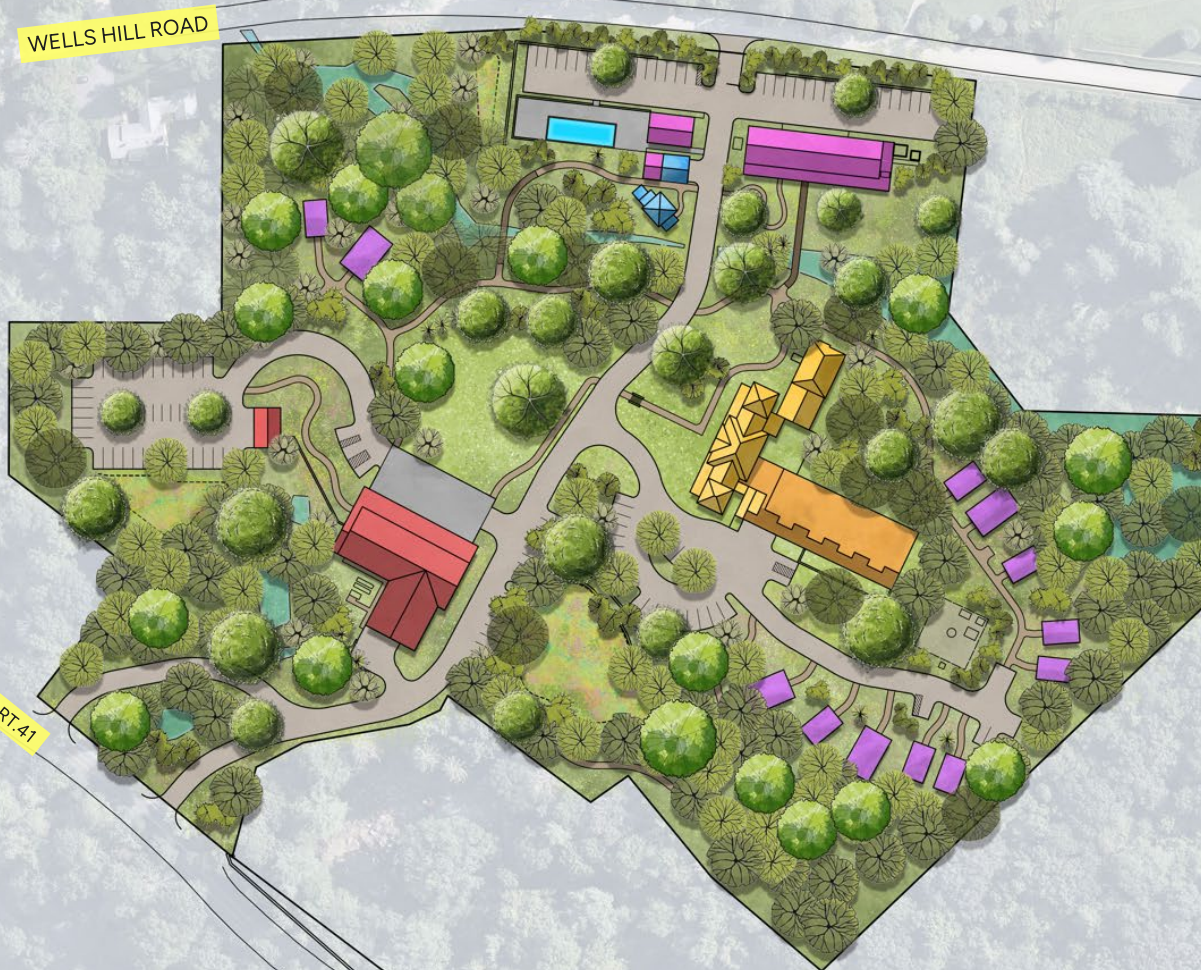
WELLS HILL ROAD



SHARON ROAD RT. 41



SOUND/NOISE/ACOUSTICS



- ❑ Pool area for Hotel/Inn guests only
- ❑ Pool will close at 8PM
- ❑ Spa is only a 'Tranquil Spa' with treatment rooms - Gym moved into Hotel/Inn
- ❑ All outdoor events will be moved inside @ 9PM
- ❑ Limited Windows/Doors on Barn elevations (North, South, West)
- ❑ Enclosed vestibule added on East elevation
- ❑ Acoustic rated window systems proposed on Barn
- ❑ 40 dBA (typical rural ambient sound) or less proposed at property lines
- ❑ Senior Acoustical Engineer added to Design Team

SOUND/NOISE/ACOUSTICS



The proposed facility will be an upscale, programmed venue, with the appropriate number of dedicated and trained staff assigned for each planned event at the facility as well as a full-time operations manager who will be responsible for compliance with internal and external rules and conditions. Hours of operation both inside and outside will be strictly adhered to. It should also be noted that the current property hosts outdoor wedding/event receptions in an open-sided, temporary tent structure, while the proposed project will host these weddings/events within a fully permanent interior facility designed for sound attenuation.

The use of standard, non-acoustically rated windows, and modern building construction typically provides an indoor-to-outdoor sound reduction of 30 dBA or more, the event barn proposed for this project will use an acoustically rated window system that will provide a considerably higher reduction. It should be noted that three of the barn's proposed facades will have a limited amount of glazing (windows), with the fourth side facing the great lawn, that will include several doors and windows allowing access and daylight into the structure. Furthermore, the distance, changing topography, and natural and proposed vegetation will provide additional sound reduction in the range of 10-20 dBA, or greater. Thus, considering these factors cumulatively, any proposed indoor sound levels of 90 to 100 dBA (typical industry standard for live music) would result in mitigated property line sound levels near or below typical ambient sound levels in a rural setting at 30-40 dBA, which is relatively quiet and comparable to typical conversational sound.

MAIN HOTEL/INN + CABINS



Hotel + Addition (sf)	46,822 sf <i>(includes 7,849 sf basement)</i>
Cottages (sf)	10,420 sf
Hours of Operation	Food Service: 7:30AM - 11PM Alcohol Service: 10AM – 11PM <i>Private Events ONLY can serve until 1AM or 2AM in accordance with Connecticut Liquor Control Act (Ch 545) Sec. 30-91(a).</i>
Open to the public?	Yes
Estimated Capacity (public areas)	80 persons
Estimated Capacity (guestrooms)	106 persons
Number of rooms	57 guestrooms
Number of cottages/cabins	14 cabins
Total Staff	43 persons

- Gym moved to the main hotel @ ground level
- Outdoor dining to conclude by 9PM
- All F&B service to conclude by 11PM (private events can extend until 1AM/2AM in accordance with Connecticut Liquor Control Act (Ch 545) Sec. 30-91(a).
- Valet parking during restaurant/bar hours encouraged for hotel and dining guests
- Use of the hotel golf carts (staff use only) will minimize car usage on site

EVENT BARN + FAST CASUAL RESTAURANT



- Private security will be required for Event Barn rentals to oversee traffic control, alcohol compliance, door opening/closing for sound, and overall safety of guests + neighbors
- All staff to be certified in ServSafe Alcohol training to prevent over-serving and promote responsible alcohol consumption
- All outdoor events to be moved indoors by 9PM and can continue until 1AM (Monday, Tuesday, Wednesday, Thursday Friday) and 2AM (Saturday, Sunday, and the day after a holiday) per Connecticut Liquor Control Act (Ch 545) Sec. 30-91(a)

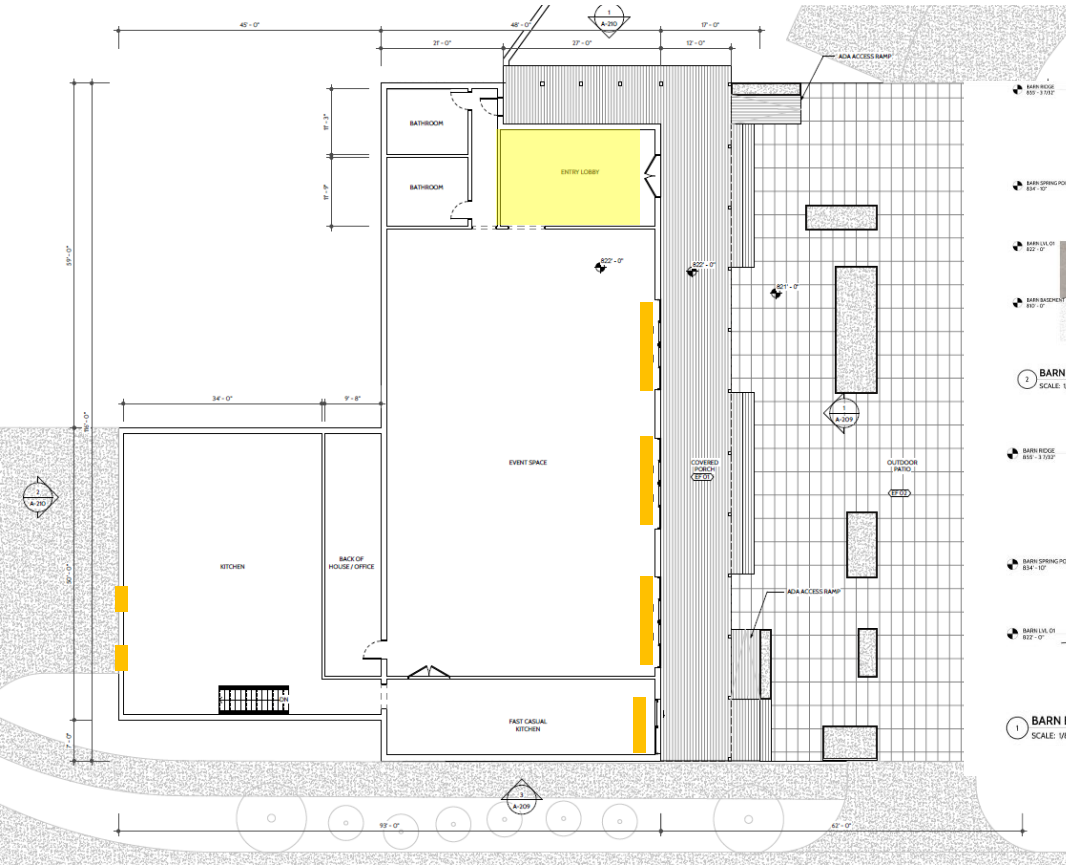
EVENT BARN

Square Footage (sf)	12,029 sf <i>(includes 4,400 sf basement)</i>
Kitchen & Storage (sf)	7,595 sf
Front of House (sf)	4,434 sf
Hours of Operation	Flexible All events moved indoors by 9PM
Open to the public?	Yes – private contract required
Estimated Capacity (guests)	175 persons
Total Staff	30 – 40 persons

FAST CASUAL RESTAURANT

Square Footage (building total)	Included in Event Barn above
Hours of Operation	11AM – 9PM <i>Will be closed to the public during private Event Barn rental</i>
Open to the public?	Yes
Estimated Capacity (guests)	40 persons
Total Staff	3 – 4 persons

EVENT BARN + FAST CASUAL RESTAURANT – FLOORPLAN & ELEVATIONS



2 BARN WEST ELEV.
SCALE: 1/8" = 1'-0"



1 BARN EAST ELEV.
SCALE: 1/8" = 1'-0"

Building elevations shown above do not reflect landscaping proposed and are shown for architectural purposes only

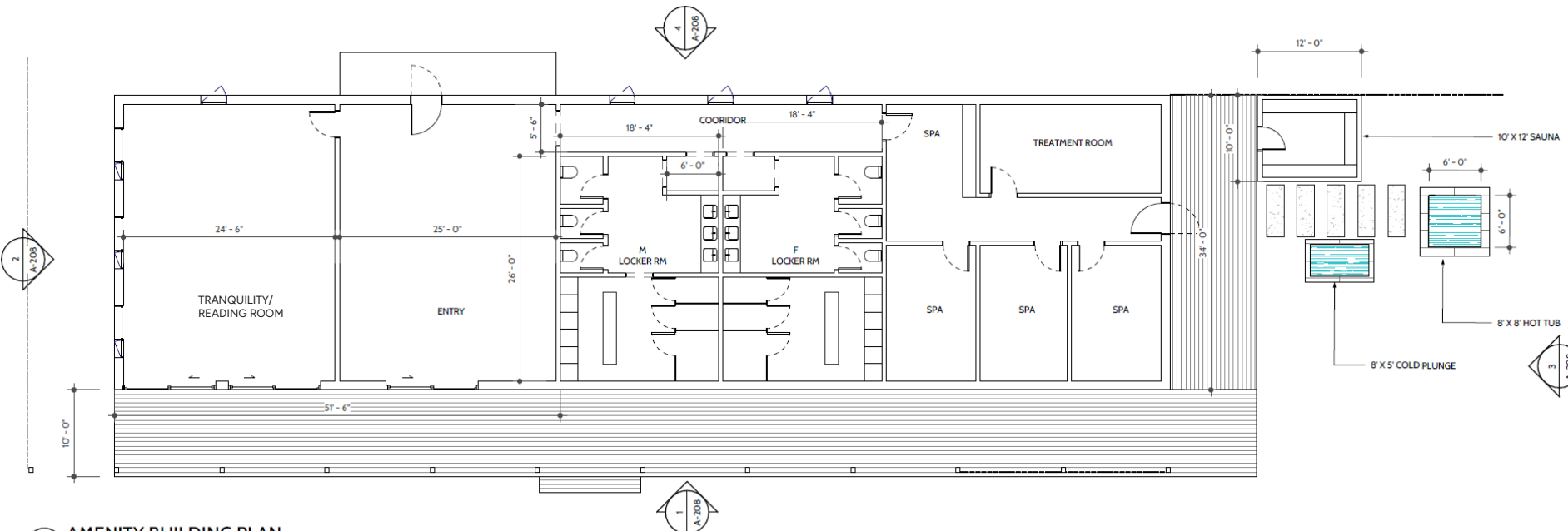
SPA



Square Footage (sf)	4,175 sf
Hours of Operation	7AM – 7PM
Open to the public?	Yes – by reservation only
Estimated Capacity	10 – 12 persons
Total Staff	6 – 7 persons

- **Gym was removed from the building**
- **Spa is open to the public through advanced reservations. No day passes for public guests allowed**
- **Hotel guests receive priority to book treatments and are allowed to purchase day passes (maximum 2 hours of use) with no more than 5 day passes in use at a time (depending on capacity of treatments booked)**
- **Flex Space to be used as a quiet tranquility/reading area**
- **Traffic to and from the SPA building to be via walking paths and golf carts, except for public reservations. Minimal come and go parking traffic is expected for this area.**

SPA - FLOORPLAN



1 AMENITY BUILDING PLAN
SCALE: 1/8" = 1'-0"

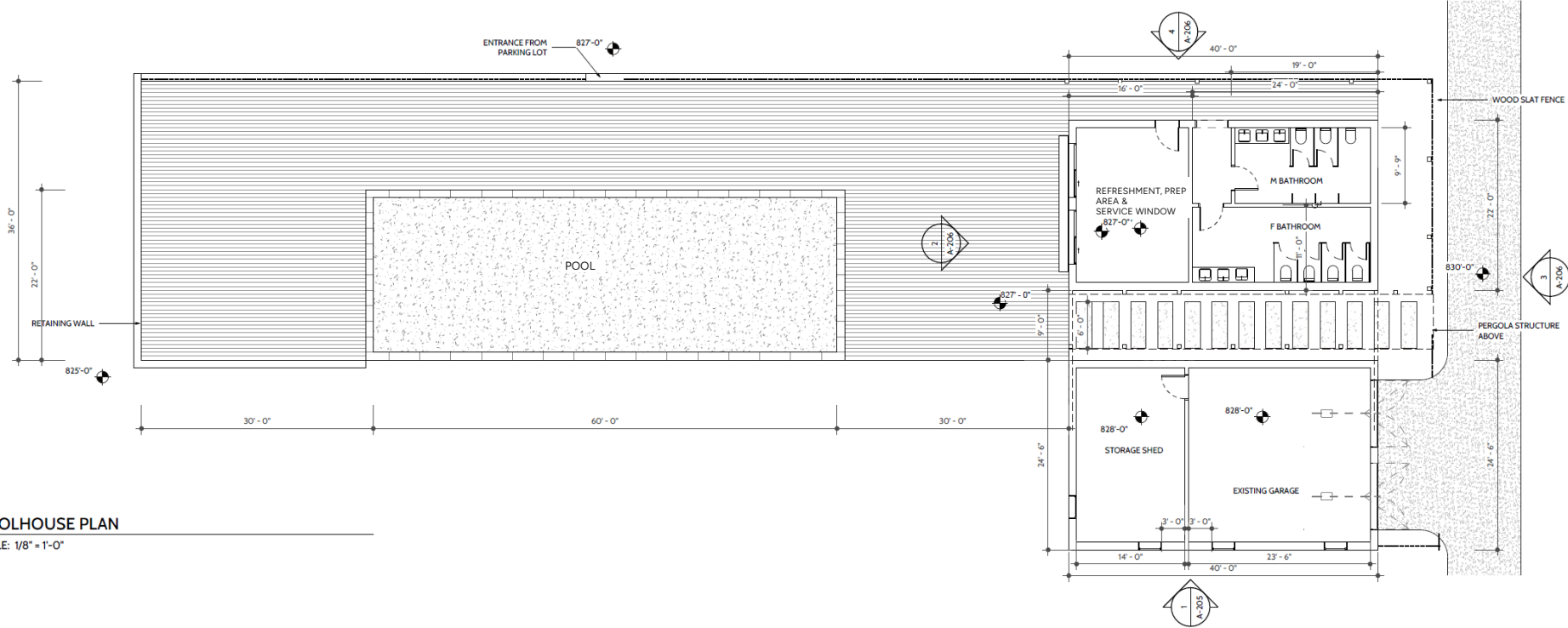
POOL



Square Footage (sf)	5,000 sf <i>Includes pool, pool deck, restrooms, storage, and snack bar</i>
Hours of Operation	9AM – 8PM <i>seasonal</i>
Open to the public?	No
Estimated Capacity	40 – 50 persons
Total Staff	3 – 4 persons

- **Seasonal Pool to be used by HOTEL guests only**
- **Light bites + drinks to be served**
- **Pool Facility closes at 8PM**
- **Additional Screening & Fencing proposed along Wells Hill Rd**

POOL - FLOORPLAN



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



WELLS HILL ROAD VIEWSHEDS

PHOTO-SIMULATION FROM WELLS HILL ROAD (BELOW PROPOSED POOL AREA & SMALL PARKING AREA) LOOKING INTO SITE



EXISTING PHOTO



PHOTO-SIMULATION HAS BEEN PREPARED FOR INFORMATIONAL PURPOSES ONLY. EXISTING PHOTOGRAPH HAS BEEN DIGITALLY ALTERED TO DEPICT A GRAPHIC REPRESENTATION OF FUTURE PROPOSED CONDITIONS. PROPOSED IMAGE FEATURES ARE BASED UPON DESIGN DRAWINGS AND SHOULD BE CONSIDERED APPROXIMATE IN NATURE AND HAVE BEEN PREPARED TO SHOW DESIGN INTENT.

PHOTO-SIMULATION FROM WELLS HILL ROAD LOOKING INTO PROPOSED IMPROVEMENTS @ EMERGENCY ACCESS GATE



EXISTING PHOTO



PHOTO-SIMULATION HAS BEEN PREPARED FOR INFORMATIONAL PURPOSES ONLY. EXISTING PHOTOGRAPH HAS BEEN DIGITALLY ALTERED TO DEPICT A GRAPHIC REPRESENTATION OF FUTURE PROPOSED CONDITIONS. PROPOSED IMAGE FEATURES ARE BASED UPON DESIGN DRAWINGS AND SHOULD BE CONSIDERED APPROXIMATE IN NATURE AND HAVE BEEN PREPARED TO SHOW DESIGN INTENT.

PHOTO-SIMULATION FROM WELLS HILL ROAD LOOKING INTO PROPOSED SPA & SMALL PARKING AREA



EXISTING PHOTO

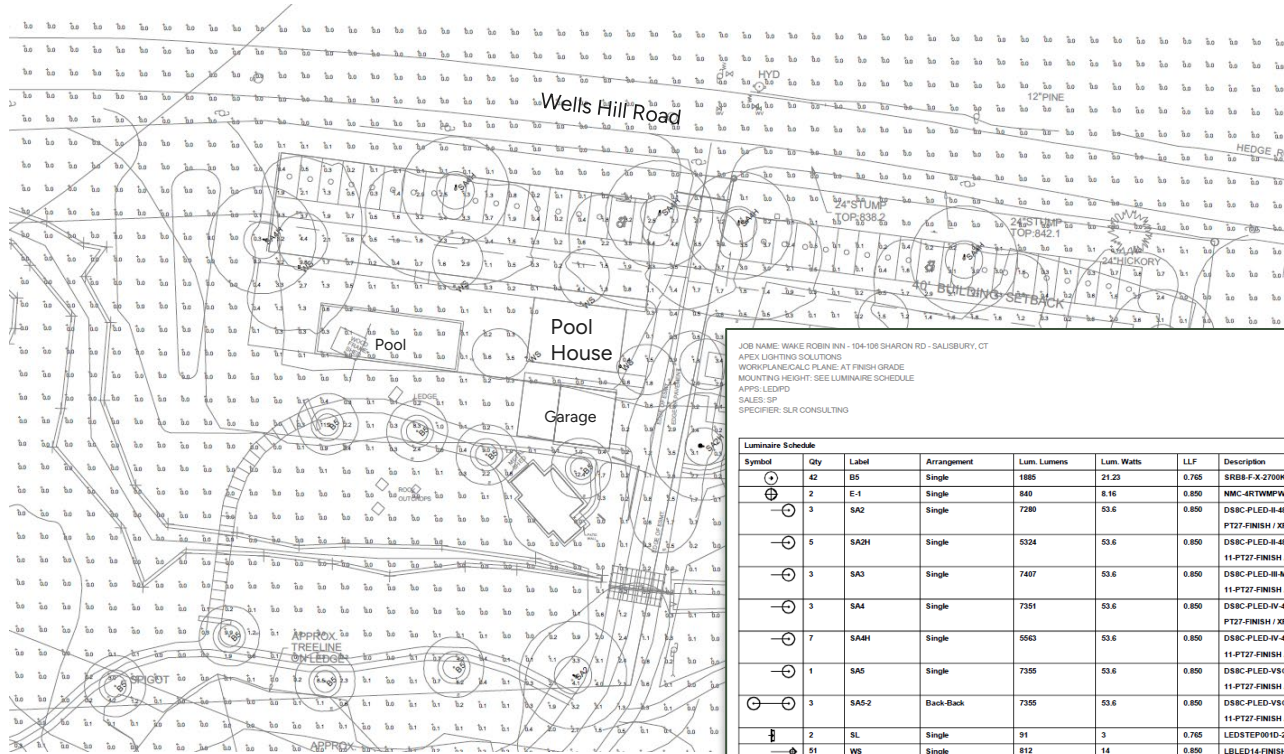


PHOTO-SIMULATION HAS BEEN PREPARED FOR INFORMATIONAL PURPOSES ONLY. EXISTING PHOTOGRAPH HAS BEEN DIGITALLY ALTERED TO DEPICT A GRAPHIC REPRESENTATION OF FUTURE PROPOSED CONDITIONS. PROPOSED IMAGE FEATURES ARE BASED UPON DESIGN DRAWINGS AND SHOULD BE CONSIDERED APPROXIMATE IN NATURE AND HAVE BEEN PREPARED TO SHOW DESIGN INTENT.



LIGHTING & PHOTOMETRICS

PHOTOMETRIC PLAN

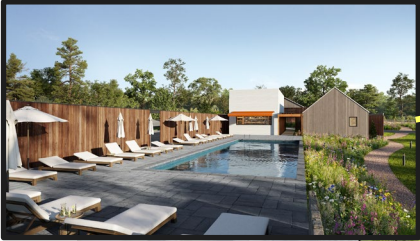


JOB NAME: WAKE ROBIN INN - 104-106 SHARON RD - SALISBURY, CT
 APEX LIGHTING SOLUTIONS
 WORK PLANE: ALC PLANE, AT FINISH GRADE
 MOUNTING HEIGHT: SEE LUMINAIRE SCHEDULE
 APPS: LEDFPD
 SALES: SP
 SPECIFIER: SLR CONSULTING

Symbol	Qty	Label	Arrangement	Lum. Lumens	Lum. Watts	LLF	Description	[MANUFACT]	Filename
	2	B5	Single	1885	21.23	0.765	SRB8-F-X-2700K UNV-FINISH-26in	Solera	srB8-Fx-4437/04 ies
	2	E-1	Single	840	8.16	0.850	NMC-4RTWMPW 2700K, BR MH	Nora Lighting	NMC-4RTWMPW 2700K ies
	3	SA2	Single	7280	53.6	0.850	DS8C-PLED-II-48LED-350mA-27K / RNTS 144-11-PTZ7-FINISH / XPKM-1-FINISH	U.S. ARCHITECTURAL LIGHTING	DS8C-PLED-II-48LED-350mA-27K ies
	5	SA2H	Single	5324	53.6	0.850	DS8C-PLED-II-48LED-350mA-27K-HS / RNTS 144-11-PTZ7-FINISH / XPKM-1-FINISH	U.S. ARCHITECTURAL LIGHTING	DS8C-PLED-II-48LED-350mA-27K-HS ies
	3	SA3	Single	7407	53.6	0.850	DS8C-PLED-III-M-48LED-350mA-27K / RNTS 144-11-PTZ7-FINISH / XPKM-1-FINISH	U.S. ARCHITECTURAL LIGHTING	DS8C-PLED-III-M-48LED-350mA-27K ies
	3	SA4	Single	7351	53.6	0.850	DS8C-PLED-IV-48LED-350mA-27K / RNTS 144-11-PTZ7-FINISH / XPKM-1-FINISH	U.S. ARCHITECTURAL LIGHTING	DS8C-PLED-IV-48LED-350mA-27K ies
	7	SA4H	Single	5563	53.6	0.850	DS8C-PLED-IV-48LED-350mA-27K-HS / RNTS 144-11-PTZ7-FINISH / XPKM-1-FINISH	U.S. ARCHITECTURAL LIGHTING	DS8C-PLED-IV-48LED-350mA-27K-HS ies
	1	SA5	Single	7355	53.6	0.850	DS8C-PLED-VSQ-W-48LED-350mA-27K / RNTS 144-11-PTZ7-FINISH / XPKM-1-FINISH	U.S. ARCHITECTURAL LIGHTING	DS8C-PLED-VSQ-W-48LED-350mA-27K ies
	3	SA5-2	Back-Back	7355	53.6	0.850	DS8C-PLED-VSQ-W-48LED-350mA-27K / RNTS 144-11-PTZ7-FINISH / XPKM-2-180-FINISH	U.S. ARCHITECTURAL LIGHTING	DS8C-PLED-VSQ-W-48LED-350mA-27K ies
	2	SL	Single	91	3	0.765	LEDSTEP001D-2700K-FINISH, Mounted 1.5R	DALS Lighting	LEDSTEP001D_JESNA2002IES
	51	WS	Single	812	14	0.850	LBLED14-FINISH-3, Wall Mounted BR, 45° TR	Troy CSL Lighting Inc	LBLED14-65IES
	3	WS1	Single	812	14	0.850	LBLED14-FINISH-3, Wall Mounted BR, 45° TR	Troy CSL Lighting Inc	LBLED14-65IES

Calculation Summary								
Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min	Description
Site	Illuminance	Fc	0.33	20.6	0.0	N.A.	N.A.	10R Grid
Event Barn Parking Lot	Illuminance	Fc	1.44	4.3	0.4	3.60	10.75	10R Grid
Hotel Parking Loop	Illuminance	Fc	1.46	4.2	0.3	4.87	14.00	10R Grid
Hotel Rear Deck	Illuminance	Fc	1.57	6.1	0.1	15.70	61.00	10R Grid
Pool Parking Lot	Illuminance	Fc	1.48	4.4	0.1	14.80	44.00	10R Grid

THE PROPOSED RENOVATION & EXPANSION



WELLS HILL ROAD

SHARON ROAD RT. 41