



Ellen Bartlett, P.E. • CPSWQ, Leed Accredited

June 20, 2024

Town of Montville  
Planning & Zoning  
310 Norwich-New London Turnpike,  
Montville, CT 06382

RE: Modified Site Plan – 303 Norwich-New London Turnpike  
Applicant/ Owner: Lombardi Gravel, LLC

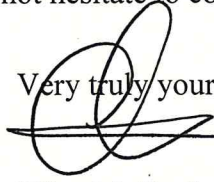
An application is being submitted by Lombardi Gravel, LLC for a modification to the previously approved site plan, for the property located at 303 Norwich-New London Turnpike. The site presently contains two existing buildings, which have previously been used as a variety of commercial uses, such as warehouse, retail, and office space. The Phase I building has been renovated into an apartment building and the majority of the Phase I site improvements have been completed. The proposed modifications to the approved site plan have been shown in blue on the plans and are described as follows:

1. The building mounted lighting is requested to be modified to provide adequate lighting surrounding the building, near the mailboxes, and small lights next to each doorway. Free standing light posts are requested to be added in the area of the rear parking area to provide adequate lighting for safety. The highlighted As-built plan shows these changes as well as the Modified Site Plans.
2. Eversource dictated that the electrical panels go along the rear of the Phase I building, where the dumpster was located on the approved site plans. Unfortunately Eversource will not meet until after a project has received site plan approval from the Towns. Therefore, the dumpster enclosure is proposed to be relocated as shown on the modified site plans. The highlighted As-built plan shows these changes as well as the Modified Site Plans
3. The dumpster location has been relocated to the location recommended by the Assistant Planner, in the front parking lot. This eliminates the need for the garbage truck to back out of the rear parking area.
4. As part of Phase I construction, the Handicap Van sign has been installed outside of the Phase II building, as per the original approved site plan.

5. The retaining walls in the rear have been installed in different locations than shown on the approved site plan. We are asking for approval of the new retaining wall locations, as shown in blue on the modified site plan. The new retaining wall configuration is tiered, spreading out the loads, which is preferable to one single wall. A decorative block wall was installed along the access drive to the rear parking lot, as it was much more visible and is an aesthetic upgrade from the block wall that was approved. The decorative block wall was installed in the area that it a retaining wall was needed, as the contractor was able to eliminate a section of wall and grade that section without the full length of the retaining wall. The highlighted As-built plan shows these changes as well as the Modified Site Plans
6. A modification is requested to allow timber guide rails instead of metal guide rails. The timber guide rails are aesthetically more pleasing, and have been reviewed by the Town's consulting engineer, who has no issues with the revision. The highlighted As-built plan shows these changes as well as the Modified Site Plans
7. As the sidewalk leading down to the rear parking lot is not flush with the pavement until the surface course of pavement is installed, a temporary asphalt transition has been installed to prevent a tripping hazard.
8. The 6 bollards in front of the old landscaping along front of the Phase I building, were called out to be removed, on the approved site plan. We are requesting that new bollards be installed in front of the new sidewalk in front of the Phase I building, for safety, as the mailboxes are located along the front of the building and pedestrian traffic will be highest in this area. The Town's consulting engineer has reviewed the bollard locations and has no issues with this revision. The highlighted As-built plan shows these changes as well as the Modified Site Plans
9. The original approved site plan showed a new bollard at the corner of the sidewalk in front of the Phase I building. We propose to relocate this bollard just slightly around the corner of the sidewalk, as the corner is a narrow driveway area. The purpose of the bollard was to protect the column from the balcony, and it will still provide protection to the column in the revised location. The modified site plan also proposes one more bollard to protect the last column of the balcony, located approximately 30 feet from the first bollard. The Town's consulting engineer has reviewed the bollard locations and has no issues with this revision.
10. Four additional bollards are proposed along the rear of the Phase I building, in front of the electrical panels that Eversource installed. These bollards were required by Eversource. The highlighted As-built plan shows these changes as well as the Modified Site Plans. The Town's consulting engineer has reviewed the bollard locations and the electrical panels and has no issues with this revision.
11. The modified site plan is requesting that the base course of pavement be installed throughout the site in Phase I, and the surface course of pavement be installed in Phase II, once the renovations of the Phase II building are completed. The surface course of pavement will be damaged during construction. The Town's consulting engineer has reviewed this request and does not have an issue with it, as it is a common practice.

If you have any questions please do not hesitate to contact me.

Very truly yours,

A handwritten signature in black ink, consisting of several overlapping loops and a horizontal line extending to the right.

Ellen M. Bartlett, PE, CPSWQ  
LEED Accredited Professional