

WAKE ROBIN INN REDEVELOPMENT



Public Hearing #2: August 12, 2025

Salisbury Connecticut Planning & Zoning Commission

#2025-0287 / Wake Robin LLC & Ms. Serena Granbery (ARADEV LLC) / 104 & 106 Sharon Road & 53 Wells Hill Road

COMMENT RESPONSE – PREVIOUS HEARING

Is the applicant committing to the fact that there will be no more tented lawn weddings outside?

The applicant will agree to having only daytime (before 8pm) tented events on the property which will have minimal amplified microphones, music, or live music. The intended use is to use the tented events for wedding ceremonies, daytime trade shows, festivals, community events, and receptions, all in accordance with the sound study that was provided by Cavanaugh Tocci and the conclusion that sound will not be a nuisance

Explain how the public or guests using the Inn Restaurant will work while events in the event space are ongoing?

When there is an event in the event space (e.g. wedding), the outdoor portion of the restaurant, specifically in the courtyard, will have limited service (reduced number of tables, exact number TBD) as guests will be walking through to get to the courtyard and event area. In addition, when there is a private event in the event space, the fast casual provisions area will be closed.

Explain how the peak traffic flow for the property will be during the afternoon when there is an event versus the evening rush hour dinner arrivals:

The following response is from the SLR Consulting traffic engineers (Neil Olinski and David Sullivan). When there is an event in the main event space, the casual dining kitchen will be closed. Consequently, we considered both scenarios in our traffic study: one with an event, and one with the casual dining open. In the afternoon peak hour, the event space will generate more traffic than the casual dining. The intersection capacity analysis (Level Of Service [LOS] analysis) was based on the higher traffic generation scenario and found that during the afternoon peak hour the study intersections will operate at LOS C or better (mostly LOS A's and B's) on a scale of LOS A to F. Note that during non-peak times of day that LOS are typically even better. Also note our traffic study LOS findings have been independently verified through peer review by F.A. Hesketh & Associates. per their letters dated October 11, 2024 and July 17, 2025. See R8 below for further description of LOS A, B, and C.

How many tented events have taken place at the Inn in the last 3 years?

During the last 3 years, the current Inn owners have steered away from having tented events on the property due to Covid-19 (2020-2022) limitations, the pending acquisition of the property (2023-present), as well as other personal and health reasons. As shown in the presentation on 8/5/2025 and the corresponding "Historical Narrative" prepared by the current owners, the Wake Robin has historically held numerous outdoor weddings, fairs, car shows, and events per year. The property is permitted under the current Salisbury Zoning Regulations to continue the usage of outdoor tented events. As proposed, the applicant would be moving evening outdoor tented events into a newly constructed acoustically designed structure.

In the event people in the cottages are being disruptive to neighbors, will there be a night manager who the neighbors can call 24/7?

Once a general manager is brought on board for the project, the applicant will share a 24/7 phone number and email for neighbors to have in case of complaints.

Is this project really within the bounds of the regulations?

Yes. The project strictly adheres to and complies with the various Salisbury Zoning Regulation sections including, but not limited to Section 213.5, Section 800, Section 803. Refer to the "Exhibit A – Zoning Compliance" document included in the original application submission for an in-depth analysis on the compliance of the application with the Regulations.

COMMENT RESPONSE – PREVIOUS HEARING

The main parking lot will sit 20 feet above existing residences, down to the church and will look like a UFO is landing at night in Lakeville, with lights projecting out into houses and the lake area.

Refer to the LS sheet of the submitted Site Plan package prepared by SLR Consulting where there is an elevation drawing that depicts the stone wall, extensive vegetation, and landscaping which will create a barrier for all headlights.

Further detailing on the removal of land, earth, and trees is required; at the bottom of the removal plan “all tress vegetation in conflict with the proposed work shall be removed whether noted on the plans or not”

At the request of the Planning and Zoning Commission during the previous application process, the applicant engaged the services of Bartlett Tree Experts (Licensed Arborist) who performed a tree survey of the property, provided a detailed existing conditions report, and consulted with the design team to modify the proposed site plan improvements to minimize tree removals. Bartlett will continue as a consultant through the tree removals process when the project moves to construction. The note on the “Removals” page is a standard note that can be found on most detailed site plans; however, the note will be modified to read “Licensed Arborist” will be consulted for the unplanned removal of trees not shown to be removed in the site plan package. Additional removals may be required due to additional dead or dying trees, life and safety concerns, utility adjustments during final construction coordination with utility providers, and CT DOT sight line approvals process. Any additional trees not shown for removal on these plans that may require removals will be reviewed by a Licensed Arborist and brought to the attention of the Land Use official for review prior to removal.”

Can the cottages be long-term rentals or perhaps permanent rentals?

The cottages will be reserved as a typical hotel room on a nightly basis and will be categorized as a “suite.” State of Connecticut State regulations allow a guest to stay in a room for up to 30 days maximum to be treated as a transient guest. The cottages will not be for sale residential or permanent rentals

Can the applicant confirm whether or not the Wake Robin currently uses the Granbery property for its operations?

No. The Wake Robin does not use the Granbery parcel as part of its operations. The Wake Robin and its operations stay within its own property. The Granbery parcel is owned by Ms. Granbery and she has been a neighbor for a few years with a very good relationship with both the Inn owners and the applicant.

Light pollution – will lights be turned off at a certain time? We need a light spillage review that the Town should be managing and look at things from across the lake and all around

As has been illustrated in its application and presentation, Aradev strongly believes in sustainability and environmentally friendly site and building design. It is their priority to limit any environmental impacts including light, noise, and energy consumption. However, there is a need to keep exterior and interior lights on to make sure all guests are safe to enter, exit, and get around the property. The exterior lights proposed are dark sky complaint and the photometric design for the property provides for a 0.0 foot candle value at all property lines (refer to Photometric Plan).

TRAFFIC

September 13, 2024 – Traffic Impact Study (SLR)

October 11, 2024 - Traffic Peer Review Signoff #1 (F.A. Hesketh & Assoc.)

December 5, 2024 – P&Z Comment Response Letter (SLR)

April 18, 2025 - Trip Generation Comparison Letter for Revised Application (SLR)

July 17, 2025 – Traffic Peer Review Signoff #2 (F.A. Hesketh & Assoc.)

August 12, 2025 – P&Z Comment Response Letter (SLR)

“Based on the capacity analyses, it was found that all lane movements are expected to operate at LOS C or better in the future, even with the addition of site traffic from the proposed development. Thus, this development is anticipated to have a minimal impact to area traffic flow.” – SLR Consulting

“The capacity analyses conducted at local intersections indicate acceptable levels of service will be maintained under the combined traffic volume conditions.” - F.A. Hesketh & Associates

“This development is anticipated to have a minimal impact to area traffic flow.” - F.A. Hesketh & Associates

“The design of the site access driveway is sufficient to accommodate the anticipated volume of site generated traffic and will provide acceptable levels of service.” - F.A. Hesketh & Associates

3rd Party Professional Traffic Engineer Letter– July 17, 2025

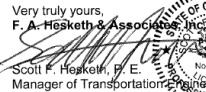
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FAH Conclusions and Recommendations

The September 13, 2024 traffic impact report has been prepared in accordance with current engineering standards. The data presented for background traffic and site generated traffic is appropriate for the proposed development. The capacity analyses conducted at local intersections indicate acceptable levels of service will be maintained under the combined traffic volume conditions. The current application will result in a decrease in site traffic volumes. Therefore, the September 13, 2024 report is appropriate for consideration of the proposed development. We concur with SLR that this development is anticipated to have a minimal impact to area traffic flow.

The design of the site access driveway is sufficient to accommodate the anticipated volume of site generated traffic and will provide acceptable levels of service. The available sight distances will need to be reviewed and approved by the ConnDOT District IV office. The applicant has been coordinating with the DOT to prepare and provide an acceptable design.

We appreciate the opportunity to provide this information to you. If you require any additional information, please do not hesitate to contact our office.

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

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

cc: Ms. Abby Conroy, Director of Land Use

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SLR Professional Traffic Engineer Letter– April 29, 2025

ARADEV LLC
Trip Generation Potential – Updated Occupancy Estimates for the
Redevelopment of the Wake Robin Inn Property

April 29, 2025
SLR Project No.: 141.21278.00001

Summary and Conclusion

At the redevelopment site, both the spa and fast-casual provisions facilities will remain closed during wedding events. This analysis reflects the closure of the fast casual provisions, but not the spa. The spa trips were left in to allow for a direct comparison with the September 9, 2024 estimate, and as such these estimates are somewhat conservative.

Under the updated redevelopment scenario (Redevelopment Scenario – April 2025), the number of estimated vehicle trips will be significantly lower than the September 9, 2024 study. When no event is taking place, estimated trips are projected to be 10% lower during the weekday morning peak hour, 7% lower during the weekday afternoon peak hour, and 11% lower during the Saturday midday peak hour. During an event, estimated trips are expected to decrease even further, by 10% during the weekday morning peak hour, 12% during the weekday afternoon peak hour, and 12% during the Saturday midday peak hour. Consequently, the Traffic Study conducted on September 9, 2024, and the findings and recommendations therein, are appropriate for the current proposal, which is of lesser intensity from a traffic perspective.

We hope this traffic letter is useful to you in further assessing the traffic/transportation aspects of either scenario of this proposed development. If you have any questions or need any further information, please do not hesitate to contact us.

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EXPLANATION OF TRAFFIC ENGINEERING

Traffic Study Steps:

- Roadway / intersection traffic and speed counts
- Estimate the amount of new traffic from development
- Analyze traffic flow with vs. without the new development's traffic
 - **Finding: peak hour LOS A to LOS C at study intersections. Peer Review Agrees**
- Review safety aspects such as driveway sightlines distances
 - **Finding: driveway sightlines to be adequate upon regrading and clearing of vegetation along Sharon Road. CT DOT District 3 approval underway**

Resources:

- ITE and CTDOT traffic study methodology
- CTDOT and 3rd party traffic and speed counts
- CTDOT Trip Generation Guidelines
- ITE 'Trip Generation Manual'
- Highway Capacity Manual (HCM) analysis methodology

LOS	Control Delay (s/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50