

Narrative of Proposed Activities

FRAP LLC is proposing to develop senior housing at 40 Fullin Road in Norwalk, Connecticut, west of Westport Avenue. This site is currently vacant, and contains approximately 7.127 Acres. It formerly supported a large asphalt parking area generally located in the westerly half of the property.

The development consists of the removal of the abandoned asphalt parking lot, and the removal of various items of abandoned drainage structures strewn in the adjacent wetlands, and the construction of 40 detached single-family units, with a common driveway loop, individual driveway in front of each one-car garage, a new common driveway entrance off of Fullin Road, site grading and landscaping, utility connections, a drainage management and treatment system, and a gravity sanitary sewer collection system. Refer to the latest Civil Plans, prepared by this firm (D'Andrea Surveying & Engineering P.C.) for a depiction of existing and proposed conditions.

The property formerly supported a large parking lot that discharged stormwater as sheet flow across the parking lot uncollected, and untreated into a wetland system located just beyond the westerly edge of the parking lot, and east of Fullin Road. From the easterly side of Fullin Road the property slopes down toward the parking lot where stormwater runoff is intercepted by what appears to be a cut-in drainage swale. The drainage swale conveys collected runoff toward the south and off the property.

In addition to the wetland area on the westerly side of the property, there is a second small system running north to south on the easterly side of the property. Both systems form near the northerly boundary lines and are separated from each other by the parking lot and a woodland area. Refer to a soils report prepared by Evans Associates, dated December 18, 2020 for a description of the upland and wetland soils.

No structural work will take place within the easterly flagged wetland and only a necessary driveway crossing is proposed to cross the most narrow section of the westerly wetlands. Other than the culvert crossing of the drainage ditch and fringe wetlands, the closest site grading is proposed at 17 feet to the wetlands, while closest proposed building will be 33 feet. A demarcation grading wall and fencing is proposed that will served as permanent demarcation feature separating the community from the proposed conservation areas. Of the 1.36 Acres of upland review area, only 0.4260 Acres will be disturbed. Of the 0.8769 Acres of wetlands, only 0.0425 Acres will be encroached upon in order to construct the common driveway linking the community with Fullin Road.

Stormwater control, infiltration, and treatment will be provided and meet the requirements of the City of Norwalk Drainage Manual. In particular, runoff from the proposed impervious areas will

be treated by infiltrating the Water Quality Volume on-site. Included in the treatment train will also be a hydrodynamic oil and grit separator. The system design is presented throughout the site plan drawings. The drainage management system will be designed to throttle post-development runoff to match or be less than existing peak stormwater discharge rates. Refer to the Drainage Summary Report prepared by this firm for more information.

It should be noted that the Norwalk Drainage Manual does not allow us to model in soil infiltration rates, therefore model results will be conservative, and theoretical post-construction flow rates at the Points of Concern will be actually less than predicted.

During construction, sedimentation and erosion controls will be put in place and maintained. They include single or double-row silt fencing downhill of the development area, construction fencing to delineate the remaining disturbance boundary, tree protection for those specimens to remain, silt sacks to protect newly constructed catch basins and yard drains, and a tracking pad at the construction entrance. For more information, refer to the Sedimentation & Erosion Control Plan within the civil set.

The alternatives considered included subdividing the parcel into single-family parcels served by a new roadway. In our opinion, because of the greater roadway widths versus private common driveways, the cluster design as presented would have less potential for wetland buffer degradation or abuse by homeowners. The selected alternative being a community development, will have management controls for maintaining and protecting the conservation areas and overall green spaces of the community. These areas would be maintained by professional lawn care companies under contract with the community operator.

The proposed development will maintain and protect the wetland, and proposed conservation areas by the establishment of hardline demarcation features such as stonewalls, fencing, and landscaping. No adverse impacts are anticipated based on the proposed plan of development.