

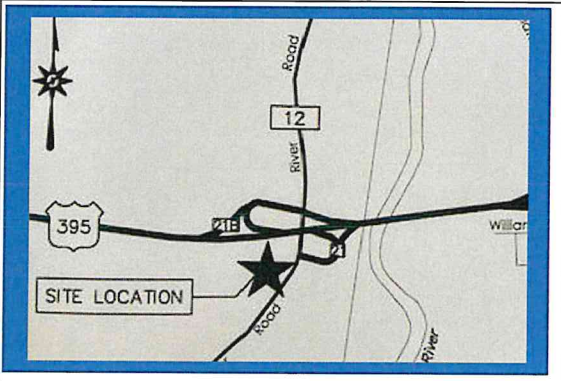
TOWN PLANNING STAFF REPORT FROM: Michael J. Murphy, AICP, 860-885-8697/mmmurphy@seccog.org

APPLICATION / PROJECT NAME	APPLICANT / PROPERTY OWNER
143 River Road Retail Development	River Road 1, LLC
PUBLIC HEARING / DECISION TIMEFRAMES	PROPERTY ADDRESS / LOCATION INFORMATION
Hearing 1/3/23; decision 65 days from close of public hearing	143 River Road, Lisbon, CT

BRIEF SUMMARY OF REQUEST

This application involves the proposed construction of a 10,000 sf +/- building for retail and restaurant uses in the recently rezoned BV-II zoned area abutting I-395. The Starbucks location will also be served by a drive-thru lane.

WAIVER REQUESTS: N/A



MAP SOURCE: Applicant Locus Map

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS	SIZE OF PROPERTY
BV-II	Vacant	North: BV- II/I395-Retail-Gas South: IP-1/Restaurant East: IP-1-Route 12-Large Retail West: IP-1-Large Retail	Multi-Unit Commercial Development, parking, landscaping, sidewalks and storm drainage.	6.54 acres

PLANNING STAFF ANALYSIS AND RECOMMENDATIONS

<p>COMPATIBILITY / COMPLIANCE with the POCD-2016 and other appropriate plans, policies or studies:</p> <p><i>This area is located in the Route 12 Corridor in the POCD and is proposed for economic development.</i></p>	<p>PROJECT HISTORY AND BACKGROUND:</p> <p>This area was the subject of approvals for a car dealership in 2003 and other approvals in 2009. The history is still being reviewed by staff, along with stipulations for access at the rear of this site behind the Chili's location to the roadway leading up to the Crossing at Lisbon. Staff will provide additional information as it becomes available at the public hearing. Access to and from Route 12 in this area is of critical concern due to the signaled interchange at I-395.</p> <p>This area was also rezoned in the last couple of years from BV I to BV II to allow the potential for more diverse economic development at this site.</p>
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LAND USE/ DEVELOPMENT COMPATIBILITY with APPLICABLE REGULATIONS AND/OR DESIGN STANDARDS:

Administrative: The application was accepted at the December meeting, scheduled and advertised as required by statute for January 3, 2023. The legal ads have appeared as required and public notice signs installed as required by the regulations. The notifications to abutters are expected to be submitted soon and will be reviewed by the public hearing. Information has been uploaded to the Town's website for public and commission review. The plan was referred to multiple agencies for review but we have only received comments from the WPCA and CONNDOT.

Supporting Information: The applicant has addressed most of the requests of staff for information, including architectural, response regarding crushing on site, traffic impact information and title information. A cost estimate for work is presently being developed and is expected during the hearing process. The title commitments are being

reviewed in detail regarding to previous conditions attached to approvals at this property.

Site Plan Information: The applicant has been very responsive in addressing technical plan requirements.

Utilities: The site is served by water and sewer. Reports are expected from the water company and the WPCA, which will be included with this report, if received. There should be sufficient capacity for water and sewer in the corridor.

Sidewalks, Access, Transit and Parking: The project proposes a frontage sidewalk along Route 12 and a designed stamped and paved connection to the building. Staff has suggested that the applicant extend the sidewalk along Route 12 northerly to the traffic signal in light of the additional frontage along the I-395 and Route 12. The walk will also likely need to be set back from the travel-way to create a snow shelf and coordinated with the Town's sidewalk plan for this area as proposed in the Town's LOTCIP grant application. Staff will address this during the hearing based on the Town Engineer's review comments, which have not been received at the time of this writing.

The applicant has indicated that this is really just the first phase of development at the site, with plans for additional development at the rear of the property in the future. While a reference has been made to possible residential development in the future in the Traffic Impact Report, the regulations do not permit it at this time. Given the limited size of this development and the denial of CONNDOT to allow access to the traffic light for direct access to the site, staff would support the one-way access scheme proposed at this stage for the site, conditioned on widening the highway and the installation of the concrete highway median proposed at the center of Route 12. The CONNDOT District II Traffic Engineer has also supported this concept provided documentation is a CONNDOT denial of access to the traffic light. A copy of the letter from CONNDOT regarding the access denial is attached to this staff report.

The one-way access scheme from Route 12 should work well with the median in place. Traffic exiting the site will need to make a right turn and go down to the signal at Lisbon Landing to make a U-turn if heading northerly or back to I-395. The applicant should address the ability for passenger vehicles and delivery trucks to make this movement at the hearing. Staff has also recommended some adjustments to the entrances to facilitate truck movements and influence right turns out of the site, which will be discussed at the hearing.

Staff is currently reviewing the history as noted earlier in this report; however, staff believes the commission should consider a requirement to connect development at the rear of the site to the roadway to Crossing at Lisbon (behind Chili's). The commission settled a stipulation of judgment in 2009 between interested parties relating to this access concept. This can also be discussed at the hearing.

This site is set along the Route 12 commercial corridor and has access to transit with service by SEAT. Staff has referred the applicant to that agency to consider the need for a bus shelter in this area. The regulations also ask the applicant to address the need for additional pedestrian appurtenances in the vicinity of the sidewalk connection to the building. Staff expects the applicant to address this at the hearing.

The applicant has proposed a total of 79 parking spaces to serve the development of two food operations and two retail storefronts. The most conservative approach to parking would result in a requirement for 56 parking stalls as noted by the applicant, while staff's review of the floor plans and information leads this planner to calculate that a more appropriate number of parking stalls is 67. Staff will review this at the hearing and believes parking spaces can be reduced to some degree. The access lanes meet the 24' requirement, except at the rear of the site where the parking diverges from 90 degrees to 75 degrees to complicate the design. Staff will address possible alternatives available at the hearing. The parking totals are also tied very closely to achieving low impact development goals and will be discussed further under the storm-water section of this report below.

The drive-thru facility associated with the Starbucks complies with stacking and design requirements. It also includes a by-pass lane. The order board location will need to be clarified.

E & S, Storm-water and Low Impact Development: The applicant has addressed most issues with the recent plan upgrade received on 12/20. Staff's remaining concerns focus on the potential to reduce the paved area, clarification regarding the function of the grassed swale at the western curb line, and submission of the geotech report for the cut slope embankment at the rear of the parking area. Stabilizing this lengthy steep slope is an important goal. The geotech

report has not yet been submitted but is expected during the public hearing.

Staff believes that to simplify the circulation pattern and reduce pavement, the 11-stall parking bay behind the building can be eliminated to bring the total of parking stalls to 68, down from the 79 proposed. In addition, staff would like more clarification of the function of the grassed swale at the western curb line.

Landscaping and Architecture: Generally, the landscape plan is sensitive to the site and addresses the intent of the landscaping regulations, in my opinion; however, the impact of the parking stalls closest to the street can be softened with installation of a landscaped berm with the rhododendrons and European hornbeams to elevate the evergreen shrubs an extra foot or so. In terms of tree growth, special measures may be necessary to confirm that ledge conditions on site will allow for proper growth of trees in the perimeter landscaped areas near heavy ledge conditions. The applicant should address this at the hearing.

The applicant proposes landscape nodes in front of the building storefronts that will break up the pavement and concrete, which do not appear on the architectural elevations. The elevations reveal the use of techniques used in other projects in this area of town to meet the requirements of section 10.13, including the use of stone base material, elevation changes, neutral low-reflectance colors, substantial glazing, screening of roof-top equipment, and horizontal and vertical changes in elements. The only question staff would raise is about the grey angled metal panel and how it meets the standard that prohibits prefabricated steel panels. The Building Official and the applicant's consultants should weigh in on this.

The applicant has indicated that additional architectural detail information will be provided for drive-thru appurtenances, which staff has yet to receive but expects during the hearing process.

Lighting: The light stanchions are all below 19' in height and the lighting levels and envelope appear to be suitable to the type of development proposed. Also, given its location, it should have no adverse impact on abutting properties or land uses in the area.

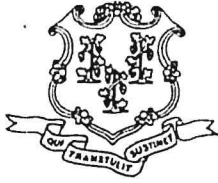
Signage: Only a Starbucks sign and a Metro Mattress sign appear on the plans. The details of signage are not totally clear (size and lighting plan for the signs) from the proposal and the applicant realizes that separate approvals will be required for signage. At this point, staff would recommend a full package for all four land uses at the site should be submitted at a later date with a zoning permit application. Staff will discuss this at the hearing.

RECOMMENDED ACTIONS, INCLUDING ANY MODIFICATIONS, CONDITIONS, REASONS FOR APPROVAL OR DENIAL, ETC.:

Staff will make a presentation during the hearing and may need to suggest the hearing remain open depending on information received and discussed.

ATTACHMENTS (CIRCLE):	SUBMITTED PLANS	APPLICATION FORM(S)	LEGAL NOTICE	LEGAL DESCRIPTION
	PUBLIC COMMENT(S)	AGENCY COMMENTS	APPLICANT RESPONSE (low impact development)	STUDY EXCERPTS

OTHER (DESCRIBE):



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone: (860) 594-2465

January 24, 2020

David G. Sullivan, P.E.
Milone & McBroom
195 Church Street
7th Floor
New Haven, Connecticut 06510

Dear Mr. Sullivan:

Subject: State Land - Manchester
File No. 327-02-10B
Your Client: 143 River Road, LLC

This will inform you that the Department of Transportation (Department) has determined that the subject State land cannot be released or leased due to the following reasons:

1. The Department cannot release or lease the subject State land due to its proximity to the highway, as well as the non-access highway line and drainage concerns.
2. While the Department does not have immediate plans for this parcel, it should be retained for potential improvements to the northbound off-ramp from I-395.
3. A potential suggestion would be a proposed access through Chili's driveway.

Should you have any questions concerning the above, please contact Ms. Christie LaBella at (860) 594-2465.

Very truly yours,

Amy N. Martinez
Transportation Principal Property Agent
Appraisals/Property Management Section
Division of Rights of Way

Christie A. LaBella/cal

bcc: Amy N. Martinez - Melanie A. Fadoir
Christie A. LaBella
Workflow - Scan Copy

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**Low Impact Development Strategies
Proposed Mixed-Use Development
143 River Road
Lisbon, CT 06351
BL Project Number: 2201674
December 19, 2022**

The proposed mixed-use development is located at 143 River Road within the Town of Lisbon. The property is approximately 6.54 acres in area. The proposed project includes the construction of a proposed retail/restaurant building with a G.F.A. of 10,233 S.F. In addition to the mixed-use building, the following site improvements are proposed to serve the development and operations: employee/customer parking, associated drive aisles and access drives, retaining walls, proposed ADA compliant sidewalk network, utility services including water, sanitary sewer, propane, electric and tele-communications and stormwater, landscaping, site lighting, and a comprehensive stormwater management system.

The proposed stormwater management system has been designed to attenuate the increased flows generated by the proposed development. Stormwater quality is being addressed by a formalized street sweeping program, deep sump and hooded outlet catch basins, and a hydrodynamic separator structure. These features will provide the minimum required 80% TSS removal as required in the CT Stormwater Quality Manual.

Additional low impact development strategies provided on this site include but are not limited to a vegetated swale along the western perimeter curb line and a rain garden located in a landscaped island north of the proposed building. The vegetated swale will convey stormwater runoff from the west sheet flowing towards the development and promote infiltration into the ground. In addition to the vegetated swale, a rain garden located to the north of the proposed building will capture stormwater runoff from the parking lot and allow it to infiltrate into the ground.

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DEC 20 2022

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