TOWN OF MANCHESTER PLANNING AND ZONING COMMISSION

May 6, 2024 7:00 P.M.

Lincoln Center Hearing Room, 494 Main Street Or virtually, via Zoom

AGENDA

This meeting will be held both in person and virtually, via Zoom. The meeting will be shown live on Cox Channel 16 and streamed live at http://www.channel16.org/CablecastPublicSite/watch/1?channel=1. Individuals who wish to speak at or attend the virtual meeting must complete a Request to Attend Virtually form, available at https://manct.us/meeting by 4:00 p.m. on the day of the meeting. These individuals will need to join the Zoom meeting and will be allowed to speak when directed by the Chairman. Zoom meeting information will be sent to individuals who complete a Request to Attend Virtually form. Only individuals who complete a Request to Attend Virtually form will be allowed to join the Zoom meeting. A physical location and electronic equipment will be provided for the public to use if a written request is received at least 24 hours in advance, via email to pzccomments@manchesterct.gov, or by mail to the Planning Department, 494 Main Street, P.O. Box 191, Manchester, CT 06045-0191.

PUBLIC HEARING:

- 1. SIDEWALK AND CURB PLAN 2024-2029 (Continued from April 15, 2024) Proposed amendments to the Town Sidewalk and Curb Plan.
- 2. HARTFORD HEALTHCARE CORPORATION Applicant requests to amend the Manchester Zoning Regulations to add a subsection to Article IV, Section 13 to permit a limited exception to the maximum signage limitation for medical services.
 - Zoning Regulation Amendment (REG-0002-2024)

BUSINESS:

- 1. SIDEWALK AND CURB PLAN 2024-2029 Proposed amendments to the Town Sidewalk and Curb Plan.
- 2. <u>HARTFORD HEALTHCARE CORPORATION</u> Applicant requests to amend the Manchester Zoning Regulations to add a subsection to Article IV, Section 13 to permit a limited exception to the maximum signage limitation for medical services.
 - Zoning Regulation Amendment (REG-0002-2024)
- 3. TRIVIK BUILDERS, LLC Modification to site plans at 27 Lillian Drive.
 - PRD Detailed Site Plan Modification (PRD-0001-2024)

4. **BOTTICELLO PROPERTIES LLC** – Show Cause Hearing

• Cease and Desist Order for violations to the Inland Wetlands and Watercourses Regulations at 69 Woodside Street

5. ADMINISTRATIVE REPORTS

- Upcoming Training Opportunities
- IWP-0036-2023 (177 & 181 Wyneding Hill Road) Appeal update

6. APPROVAL OF MINUTES

• April 15, 2024 – Public Hearing/Business Meeting

7. RECEIPT OF NEW APPLICATIONS

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TOWN OF MANCHESTER LEGAL NOTICE

The Planning and Zoning Commission will hold a public hearing on May 6, 2024 at 7:00 P.M., both virtually and in person in the Lincoln Center Hearing Room, 494 Main Street, Manchester, Connecticut, to hear and consider the following petition:

<u>HARTFORD HEALTHCARE CORPORATION</u> – Zoning Regulation Amendment (REG-0002-2024) – Applicant requests to amend the Manchester Zoning Regulations to add a subsection to Article IV, Section 13 to permit a limited exception to the maximum signage limitation for medical services.

At this hearing interested persons may be heard, either in person or virtually via Zoom, and written communications received. This meeting will be shown live on Cox Channel 16 and streamed live at http://www.channel16.org/CablecastPublicSite/watch/1?channel=1. Individuals who wish to speak at or attend the virtual meeting must complete a Request to Attend Virtually form, available at https://manct.us/meeting, by 4:00 p.m. on the day of the meeting. These individuals will need to join the Zoom meeting and will be allowed to speak when directed by the Chairman. Zoom meeting information will be sent to individuals who complete a Request to Attend Virtually form. Only individuals who complete a Request to Attend Virtually form will be allowed to join the Zoom meeting. A physical location and electronic equipment will be provided for the public to use if a written request is received at least 24 hours in advance, via email to pzccomments@manchesterct.gov, or by mail to the Planning Department, 494 Main Street, P.O. Box 191, Manchester, CT 06045-0191.

Individuals may also submit comments in writing to the Planning and Economic Development Department via email to pzccomments@manchesterct.gov, or by mail to the Planning Department, 494 Main Street, P.O. Box 191, Manchester, CT 06045-0191. All written comments received by 4:00 p.m. on the day of the meeting will be presented and recorded as part of the hearing.

A copy of the proposed zoning regulation amendment may be reviewed online at https://www.manchesterct.gov/Government/Departments/Planning-and-Economic-Development; by contacting the Town Clerk's office at townclerkdept@manchesterct.gov or (860) 647-3037 to request a PDF by email; or in the Planning and Economic Development Department, 494 Main Street, during regular business hours, 8:30 – 4:30, Monday through Friday. Information about this application will be available online at https://Manchesterct.gov/pzc by the Friday before the hearing.

TOWN OF MANCHESTER PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

TO: Planning & Zoning Commission

FROM: Megan Pilla, Principal Development Planner

DATE: May 2, 2024

RE: Proposed Sidewalk & Curb Plan 2024-2029

This hearing is continued from April 15, 2024.

Introduction

Pursuant to Article IV, Section 279-31 of the Code of the Town of Manchester (attached for reference), the Planning & Zoning Commission must review and update the Sidewalk and Curb Plan every five (5) years. The existing Plan was most recently adopted with revisions in April 2019, and is due to be updated and adopted again now.

As described in the ordinance, the purpose of this Plan is to aid in determining whether or not developers shall be required to install sidewalks and curbs simultaneous with new building construction, and if payment of a fee in lieu of such installation is acceptable, on a case by case basis.

Updates Since April 15 Meeting

At the April 15 meeting, the Commission requested that language be added to the Plan to state that the text of the Plan takes precedence over the Map. After consideration, staff do not recommend making this change. The original intent, which has carried through since the Plan was first adopted, is for the Map to take precedence over the text. The following statement is currently in the Plan (highlighted on page 3 of the attached draft for reference):

"Regardless of the general policy and standards recommended in the Plan and contained in Table One above, the location of sidewalks on existing streets shall be based on the Sidewalk Location Map which is a part of this Plan."

While the general policies outlined in the text of the Plan, including Table One, are useful for guiding updates to the Map, it is not practical for them to be applied as blanket policies at a Town-wide scale. Sidewalk locations on the Map are intended to be established based on a review of needs (including public input), feasibility, and cost/benefit analysis. To apply the parameters of Table One as a blanket policy would inevitably result in the Town requiring sidewalk installations, or more likely fees in lieu of installation, for new development in locations where full sidewalk installation is unrealistic. In the opinion of staff, this would be both impractical and present an unfair burden on those potential developers.

At the April 15 meeting, Commissioner Farina also presented a list of suggested additions to the Map in order to conform with the parameters of Table One. Staff have reviewed those suggestions and, based on considerations including need, feasibility, and cost/benefit analysis, have identified the following proposed additions as feasible. These have added them to the draft Map update:

- Woodland Street add north side from Hilliard Street to Broad Street
- Highland Street add south side from Charter Oak Street to Candlewood Road, add north side from Candlewood Road to Porter Street
- Porter Street add southwest side from Oak Grove Street to Highwood Drive
- Autumn Street add east side
- Lydall Street add south side from Woodbridge Street to Vernon Street
- North Main Street add south side from Allied Way to Union Street
- Vernon Street add west side from Lydall Street to Vernon Street West
- Vernon Street West add east side
- Middle Turnpike East add north side from Dale Road to Lake Street, add south side from Parker Street to Woodbridge Street
- Middle Turnpike West add south side from Downey Drive to East Hartford town line
- Adams Street add west side from Tolland Turnpike to Hilliard Street

The remainder of the proposed additions have been identified as impractical for various reasons, including limited right-of-way, rock outcroppings, topography, and/or utility pole locations.

Other Proposed Updates

(This section has not changed since the April 15 meeting.)

Proposed updates to the Plan document include the following:

- Addition of a "Purpose" section to explain the purpose of the Plan, as dictated by the referenced ordinance.
- Addition of a "Maps" section to clearly identify the maps that are included in the Plan.
- Revision of the minimum standard width for sidewalks on Rural/Scenic Roads from "8 feet" to "6-8 feet, based on site conditions."
- Staff recommendations for streets to be added to the list of "critical path extensions" on pg. 4 of the Plan.
- Revision of the "Removal of Sidewalks" section to clarify that the Plan no longer recommends any specific sidewalks to be removed.
- Several minor language and grammar revisions.
- All references to PWD are changed to DPW for consistency with other Town documents.
- In Table One, minimum sidewalk width for Rural/Scenic Roads is revised from 6-8 feet to 5-8 feet.

- A statement is added to the end of the "*Policy for New Sidewalk Installation*" section (middle of page 3) to link this plan to DPW policies for road reconstruction projects.
- The bullet points in the "Critical Path Extensions" section are updated to reflect the main points of 3 of Commissioner Farina's draft policies, which the Commission agreed could be referenced as criteria for prioritizing Town sidewalk projects (see attached with the main points highlighted in the first 3 policies). Some of this language was already there, but the additional statements make it more clear.
- In the last paragraph in the "Critical Path Extensions" section, the specific date range is replaced with "current 5-year" planning period.

Proposed updates to the Sidewalk Location Map, which is part of this Plan, include:

- Updates to reflect sidewalk extensions and gap closures that have been completed since 2019.
- Deletion of the term "Bike Lane" from the legend, because this term is incorrect in this context (the referenced trails are multi-use trails, not bike lanes).
- Deletion of the category "Neighborhood Identified For Possible Sidewalk Removal Projects" from the legend, because sidewalk removals are no longer recommended on a neighborhood scale.
- Removal from the Map of any trails that are not adjacent to public streets, because they are irrelevant to the purpose of this Plan.
- "Proposed Sidewalk Removal" is deleted from the legend, and all instances of this category on the map are noted to be removed.
- A proposed sidewalk extension is added to the west side of McKee Street.
- A notation is added to show pedestrian-scale lighting where it currently exists (Main Street, Hartford Road, and Broad Street). Proposed pedestrian-scale lighting can be added as a future update after it has been studied and appropriate locations are identified.

No changes are proposed to the Roadway Classification map, which accompanies this Plan only for reference.

Staff Review

As required by the ordinance, the proposed Plan update was sent to the Board of Directors for review. No comments from the Board have been received.

Town of Manchester, CT Wednesday, March 20, 2024

Chapter 279. Streets and Sidewalks

Article IV. Assessments for Sidewalks and Curbs

§ 279-31. Sidewalk and curb installation on existing streets simultaneous with building construction.

[Amended 7-22-2003]

- A. The owner of lands on which any structure is hereafter erected, fronting on public highways or streets in the Town, shall install concrete sidewalks and granite curbs in accordance with the public improvement standards of the Department of Public Works, if such installation is in conformance with the sidewalk and curb plan of the Town as approved by the Town Planning and Zoning Commission. Said walks and curbs shall be installed concurrently with the construction of said structure. When, for good cause shown, the installation of either sidewalks or curbs is not advisable or desirable, the Planning and Zoning Commission may allow and/or require the owner of said lands to make a payment to the Town in lieu of the installation. The Planning and Zoning Commission shall not make its determination until it has received a recommendation from the Director of Public Works on the advisability of installing the sidewalks and/or curbs. The Director of Public Works shall make his recommendation no later than 20 working days from the receipt of the request for an opinion from the Planning and Zoning Commission or its designated staff. [Amended 3-3-2009]
- B. When payment in lieu of installation is required, payments shall be in an amount based upon the prevailing costs of said improvements as determined by the director of public works. If a substitute material for granite curbing is required temporarily for good cause, the cost of the substitute material shall be deducted from the cost of the granite, and the balance will constitute the payment in lieu of installation.
- C. Payments in lieu of installation shall be deposited into a dedicated fund to be used solely for the installment of new sidewalks and curbs. A record of all property owners and properties subject to the payment in lieu of installation shall be kept by the Planning Department, and said property owners shall not be liable for any fee or assessment for the installation of sidewalks or curbs in front of their property in the future.
- D. The Planning and Zoning Commission shall prepare and adopt a sidewalk and curb plan for the Town. The plan shall set forth the policies for determining where sidewalks and curbs would be installed; enumerate examples of what constitutes good cause for allowing or requiring payment in lieu of installation; and recommend priority locations for the extension or removal of sidewalks. The sidewalk and curb plan shall be reviewed and amended as appropriate every five years. The plan shall be so revised and adopted within six months of the adoption of this section and every five years thereafter. Before adoption, the plan shall be submitted to the Board of Directors for review and comment, and at least one public hearing shall be held.
- E. If concrete sidewalks, concrete curbs or granite curbs are in existence abutting the land on which any structure is hereinafter erected, fronting on public highways or streets in the Town, the owner of such lands shall repair said sidewalks and curbs to the satisfaction of the Director of Public Works

or his designated representative. Existing bituminous curbs shall be removed and replaced with granite curbs.

[Amended 3-3-2009]

- F. The Building Department shall affix a copy of this regulation to all building permits issued by it.
- G. From the effective date of this section forward, any previously granted deferments may be called by the Board of Directors, and the then-owner of the property shall be required to pay the cost of said installation. Before calling a deferment, the Board of Directors shall request a written recommendation from the Planning and Zoning Commission and Director of Public Works on the advisability of calling said deferment.

2019<u>2024</u>-<u>202</u>4<u>2029</u>

TOWN OF MANCHESTER SIDEWALK AND CURB PLAN



Prepared by:

Manchester Planning Department Manchester Public Works Department

Adopted April 1, 2019 TBD Planning and Zoning Commission

SIDEWALK & CURB PLAN

Purpose

In accordance with Town ordinance § 279-31, which requires the installation of sidewalks and curbs by property owners simultaneous with new building construction, the purpose of this plan is:

- To set forth the policies for determining where sidewalks and curbs should be installed along public streets;
- To recommend priority locations for the extension of sidewalks; and
- To enumerate examples of what constitutes good cause for allowing or requiring payment in lieu of sidewalk installation.

Introduction

Providing paths for pedestrians has always been fundamental to community building, and while the need for and function of sidewalks has changed, it has not disappeared. The purpose of sidewalks is to provide a safe location for people to walk separated from motorized or mechanized vehicles. Sidewalks are an elemental form of transit, connecting people to public transit, schools, work, shopping, services, and cultural or recreational facilities and activities. They provide a space for spontaneous social interaction. They are increasingly used as a recreation and health amenity in themselves for walkers and joggers. For families with young children sidewalks provide a safe dedicated space for youngsters to learn to ride a bike or rollerblade.

For all of these reasons, Manchester has long required individuals and businesses developing land in Manchester to construct sidewalks. The goal is to provide pedestrian connections within neighborhoods, connections between neighborhoods, and connections from homes to services, facilities, and amenities in the community.

The Town's Sidewalk Plan was first adopted in 1980. Since that time there have been at least twoseveral periods of significant new industrial, commercial and residential development in Manchester. Because As development has extendged to previously undeveloped areas and away from beyond the Town center, the Planning and Zoning Commission periodically reviewsed the Sidewalk Plan considering current conditions and anticipated future trends. Our sidewalk and curb policies, and the location map that will serves as a guide for the implementation of this Plan, have been revised to reflect these new current realities condition. The Plan articulates policies for where new sidewalks should be installed; effectively and sensibly deals with new installations in developed areas; sets guidelines on how and whether to decide to remove

sidewalks in certain areas, identifies priorities for filling in gaps and/or extending the existing system; and provides guidance on what types of curbs should be installed in various locations or conditions.

Maps

The following maps are included with this Plan:

- Sidewalk Location Map a map of all existing and anticipated future sidewalks along public streets, identified by material type.
- Roadway Classification Map the classification of all public streets by type, to be used in accordance with the policies outlined below for locating new sidewalks.

Policy for New Sidewalk Installation

As a general policy, the Sidewalk Plan calls for concrete sidewalks on all-most streets in the Town of Manchester. The amount and location of sidewalks will vary depending on the type of street and its function. Table One describes the minimum standards and locations for sidewalks. Roadway classifications are shown on the Roadway Classification Map, Town of Manchester Sidewalk Plan, dated revised July 2009 (date TBD). 1

On all new local streets, sidewalks will be constructed as required in Table One unless the judgment is made by the Planning and Zoning Commission, with the recommendation of the Public Works Department of Public Works (PWDDPW), that payment in lieu of installation is warranted. On all existing local² streets, sidewalks will be required as identified on the Sidewalk Location Map, unless the judgment is made by the Planning and Zoning Commission, with the recommendation of PWDDPW, that payment in lieu of installation is warranted.

Table One

Minimum Standards for Sidewalks					
Roadway Classification	Sidewalk	Concrete	Bituminous	One	Two
	Width		or	Side	Sides
	(feet)		Alternative		
Arterial Street	5	X			X
Collector Street	5	X			X
Local Street	5	X		X	
Rural/Scenic Road	<u>*5-</u> 8		X	X	

^{*} based on site conditions

¹ Rev. 1/21/09

Regardless of the general policy and standards recommended in this Plan and contained in Table One above, the location of sidewalks on existing streets shall be based on the Sidewalk Location Map which is a part of this Plan. Sidewalks will be required on all street segments identified as Proposed Sidewalk Extensions, and repairs, if necessary as required by the Town Sidewalk Ordinance (see Appendix A), will be required on all segments identified as existing sidewalk. The Plan may require that sidewalks be built on both sides of an existing local street if it is deemed necessary for pedestrian safety given the proximity to schools, the housing density of the neighborhood, and other factors.

When required on only one side of the street, sidewalks shall be installed on the north and east sides of the roadway to facilitate snow melt and ease of maintenance. While this general standard should always apply, there may be circumstances where the location, width, or material requirements may be waived. Conditions that may warrant a deviation from these standards include the following:

- Infill development in neighborhoods or on streets where the sidewalks should match the dominant pattern on the street or in the neighborhood.
- Physical features of the area including the available right-of-way, grades, rocks/ledge, specimen trees or other important natural features which should be preserved, etc. In these cases the Director of Public Works may recommend, and the Planning and Zoning Commission may approve, alternate locations.

All sidewalks shall be built according to the design and construction standards contained in the Town of Manchester Public Improvement Standards, as amended.

To the extent feasible based on available funding and in accordance with the Town's Complete Streets Policy, sidewalk extensions and gap filling will be included in road reconstruction projects performed by DPW.

Critical Path Extensions

The Sidewalk Plan has identified the desirable locations for sidewalks throughout the Town of Manchester. Keeping in mind this Plan will be updated every five years, the Plan identifies selected streets as priorities for the extensions of new sidewalks. Criteria for determining these critical path connections include the following:

- The desire to provide safe pedestrian connections to schools, <u>parks and athletic fields</u>, shopping, or transit facilities, with consideration given to the school location, residential density and nature of the streets and traffic. <u>Sidewalk extensions and gap filling will be prioritized within a 1-mile radius of all schools</u>, <u>bus stops</u>, <u>parks and athletic fields</u>.
- The desire to provide safe pedestrian walkways on arterial or collector streets where such pedestrian systems are not now available, in particular highly populated or highly

traveled areas. <u>Sidewalk extensions and gap filling will be prioritized on these roadway</u> classes.

• The desire to close gaps in sidewalk systems in areas of high pedestrian traffic.

The priority streets identified as part of this Plan are:^{3 4}

- Broad Street from Middle Turnpike West to Hilliard Street
- Tolland Turnpike
- Keeney Street from Bush Hill Road north
- Parker Street from East Center Street to Mather Street
- Sheldon Road
- Woodland Street
- Woodbridge Street from Parker Street to Weaver Road
- East Center Street from Goodwin Street to Middle Turnpike East
- Charter Oak Street
- Wyllys Street/Porter Street
- Autumn Street
- Bush Hill Road
- Hilliard Street from Duval Street to Fleming Road

Although these are priority streets for extensions, such extensions are dependent upon the availability of funds and may not be <u>included completed</u> during the <u>2019-2024current 5-year</u> planning period. Likewise, other streets may see their sidewalks extended if funding opportunities arise, or if circumstances arise during the planning period that warrant sidewalk extensions on non-priority streets.

Removal of Sidewalks

In some circumstances in older residential neighborhoods where there are sidewalks on both sides of the street, it may be desirable to remove sidewalks to meet the current standard of sidewalks on only one side of the street. Removing walks on one side of the street would bring older neighborhoods in line with current practice for local streets. The removal of sidewalks within narrow rights-of-way provides opportunities to create greater separation of pedestrian and vehicular traffic. Selective removal would allow more neighborhood sidewalks to be repaired or replaced over the long term, and the Town's long term maintenance and liability costs would be reduced. The removal of sidewalks is not generally recommended; however, the Town recognizes that unique circumstances may arise in which removals could be considered. Such instances will be reviewed on a case by case basis.

Rev.7/6/09 Rev.02/13/14 4 Rev. 04/01/19

³ Rev. 1/21/09

Sidewalk removal projects will be pursued only after an analysis of neighborhood conditions has been completed and public meetings with neighborhood residents have been held. Conditions which may warrant the removal of sidewalks include the following:

- The amount of right-of-way available in the existing public street area.
- The density of housing in the neighborhood. Generally the lower the housing density and the smaller the resident population, the more unlikely sidewalks will be necessary on both sides of the street.
- On streets with low traffic volumes and/or which are not major pedestrian corridors, sidewalks will less likely be necessary on both sides of the street.
- Neighborhoods whose distance from commercial or service uses would generate less pedestrian traffic may not require sidewalks on both sides of the street.
- Neighborhoods with wide rights-of-way, exclusively residential areas and neighborhoods not in proximity to non-residential uses.

Granite Curbing Installation

- Installation of granite curbs shall be required on all new local streets and extensions of existing local streets.
- Granite curbs shall be required on all collector and arterial streets as shown on a Town of Manchester Roadway Classification Map.
- When existing roadways and sidewalks are reconstructed on local streets, curbs should be replaced with the predominant curb type that exists within the neighborhood, as determined by PWDDPW.
- On rural/scenic roads, the determination whether to install granite curbs or alternate materials will be based upon such factors as the street grade, stormwater management considerations, and natural features and topography.

Rural/Scenic Roads

Although Manchester is a largely developed community, there are some roads that are, and should remain, rural and scenic in character. These are roads in outlying areas that are mostly identified as natural or rural/agriculturalconservation sectors on the proposed character

mapConservation & Growth Map in the Town's Plan of Conservation and Development, ManchesterNEXT. Future development in these areas is anticipated to be at low densities that would not conflict with rural or scenic roads. In these areas a pedestrian path should be provided, but a bituminous or stone dust pedestrian path may be more appropriate than granite curbs and concrete sidewalks.

Good Cause for Payment in Lieu of Installation

The <u>This</u> Plan identifies desirable locations for sidewalks and curbs⁵ throughout the community. The Plan recognizes that, depending on the amount of Town financial resources available, and the development pattern in various areas, it may not be prudent or practical to install sidewalks and curbs⁶ in all new developments approved during the <u>current</u> five_-year planning period. Where the Plan calls for sidewalk and curb installation, but where there is good cause not to install them at the time of the development, payment in lieu of installation shall be required in accordance with the Town Sidewalk Ordinance (see Appendix A).

Criteria Situations in which requirement of payment in lieu of installation may to be considered by the Planning and Zoning Commission following a recommendation by the Director of Public Works when requiring payment in lieu of installation would include, but are not be limited to, the following:

- There are no other sidewalks or curbs within a reasonable distance of the area where the sidewalks would be required.
- There are no sidewalks or curbs in the area or on the street where new walks would be otherwise required.
- There is no project funded by the Town that would fill in the gaps that exist in the sidewalk and/or curb system on the street where the development is proposed.
- There are plans in the near term for major street reconstruction which would provide opportunities to fill gaps in the sidewalk and/or curb system, but it would be better to construct the required sidewalks as part of the larger reconstruction project.
- When a sidewalk and or granite curbs are to be located within the right of way of a State road and the State denies a permit for the installation⁷.

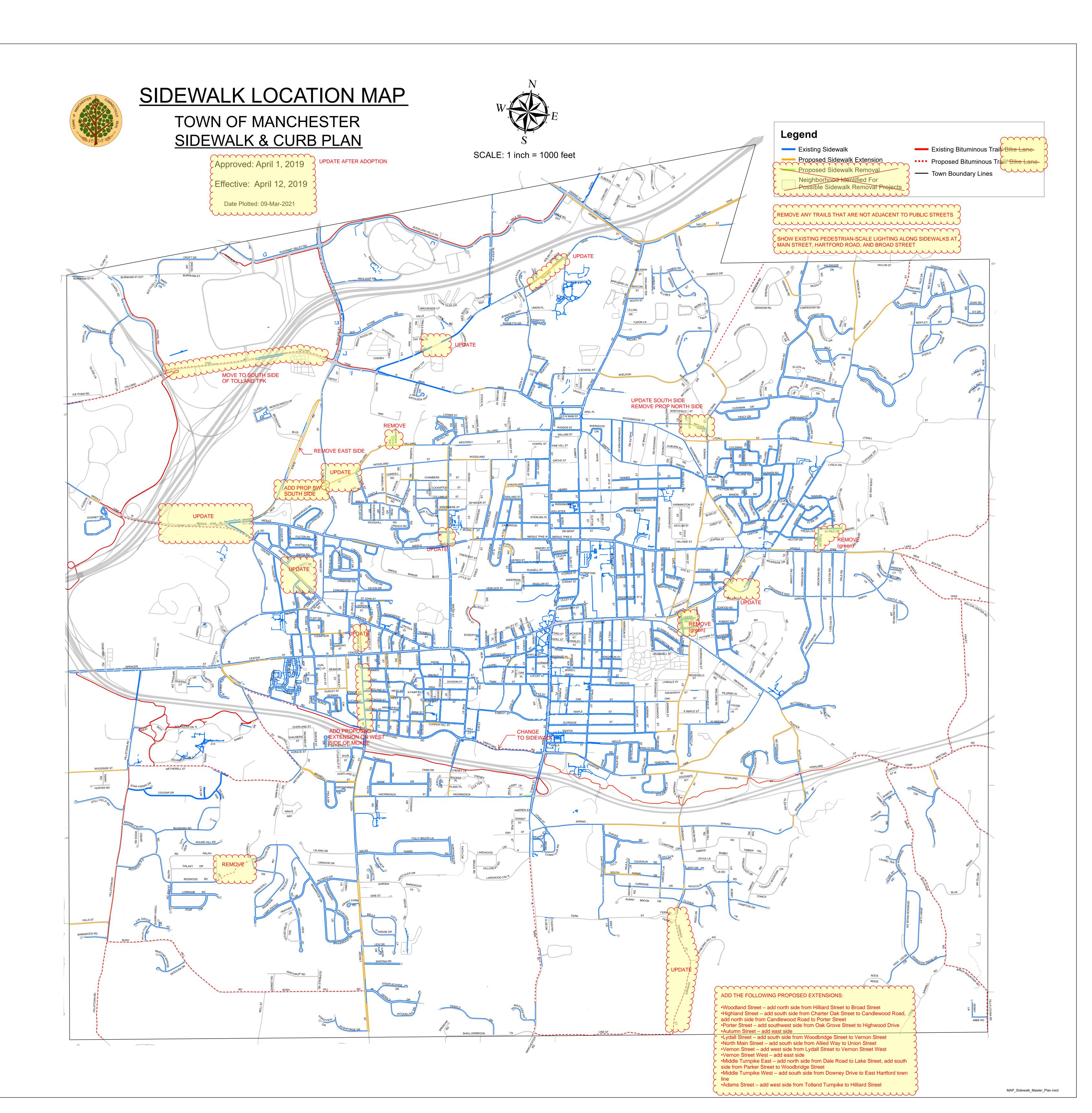
⁶ Rev. 7/06/09

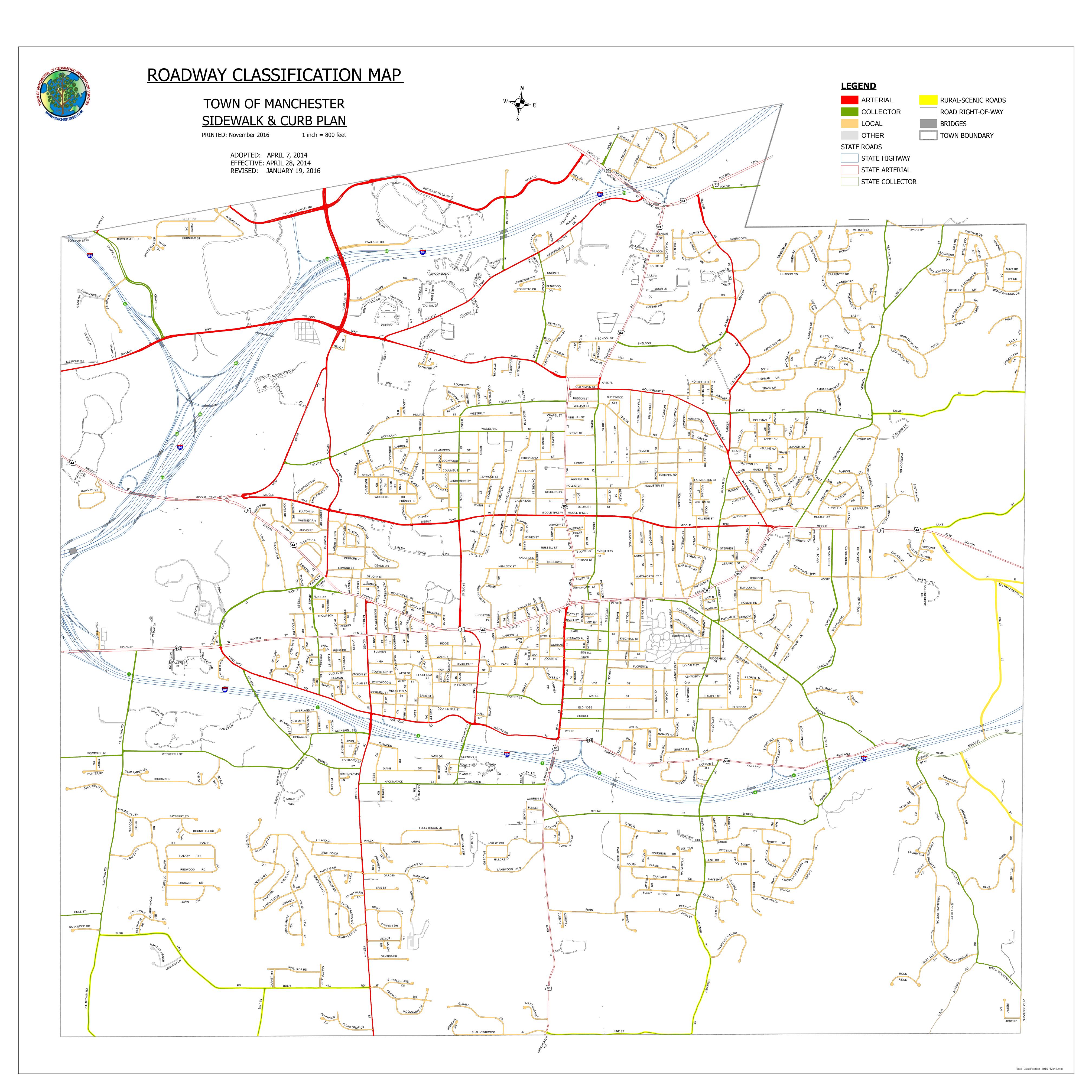
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⁵ Rev. 1/21/09

⁷ Rev. 7/06/09

 $\underline{R:} \\ Planning \\ \underline{SIDEWALK\ AND\ CURB\ PLAN} \\ Revision - \underline{March\ 2024} \\ \underline{DRAFT\ Sidewalk\ Plan\ update\ 2024.doc}$





TOWN OF MANCHESTER PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

TO: Planning & Zoning Commission

FROM: Megan Pilla, Principal Development Planner

DATE: May 2, 2024

RE: Hartford Healthcare Corporation

Zoning Regulation Amendment (REG-0002-2024)

Introduction

The applicant is proposing a zoning regulation amendment to allow wall signs larger than what is currently allowed for medical uses in certain circumstances.

Under the current regulations, the maximum size of a wall sign in Business zones, regardless of the use category, is based on the distance of the building from the street. For a building within 50 feet of the street, the maximum wall sign size is 32 sq. ft. (See Article IV, Section 13.07.01).

Proposed Regulation Amendment

The proposed regulation would allow a wall sign of up to 200 sq. ft. for medical clinics, medical offices, and other medical service buildings in the General Business (GB) zone when the building wall faces a restricted access highway that is directly adjacent to or across the street from the building.

The intent of the application is to allow a larger wall sign for the Hartford Healthcare building at 376 Tolland Turnpike.

Plan of Conservation and Development

The Commission should consider whether the proposed regulation amendment is in line with the goals of the Plan of Conservation and Development (Manchester NEXT).

The applicant has described the relationship of the proposal to the POCD in the attached narrative.

Staff Review

Town staff has reviewed the proposed zoning regulation amendment, and the resulting comments, along with the applicant's responses, are attached.

As per staff comment #2, it is recommended that, if approved, the proposed new section of the regulations be located at Article IV, Section 13.07.01. This could be done as a modification to an approval.

The proposed regulation amendment was reviewed by CRCOG, and no conflict with regional plans was noted.

Attach.

PROPOSED AMENDMENT TO MANCHESTER ZONING REGULATIONS

Hartford HealthCare March 2024

New text is shown in **bold & italics**No text has been deleted

ARTICLE IV GENERAL PROVISIONS

Section 13 SIGNS¹

(NEW) 13.10.06.04

Medical clinic, medical office and medical services building adjoining or abutting across the street a restricted access highway and zoned General Business may erect a wall sign facing the restricted access highway and not exceeding 200 square feet.

¹ Repealed and replaced with new version 1/4/16; effective 1/25/16



Matt Ranelli Pronouns

Phone: (860) 251-5748 MRanelli@goodwin.com Hartford One Constitution Plaza Hartford, CT 06103-1919

March 21, 2024

Mr. Eric Prause, Chairman, and Commission Members Manchester Planning and Zoning Commission Town of Manchester 494 Main Street, PO Box 191 Manchester, CT 06045

Re: Zone Text Amendment: Application to Amend Article VI, Section 13 of the Zoning Regulations; Hartford HealthCare Wall Signage, 376 Tolland Turnpike, Manchester

Dear Chair Prause and Commission Members:

On behalf of our client, Hartford HealthCare Corporation ("HHC"), we are pleased to submit the enclosed application to amend Article VI, Section 13 of the Town of Manchester Zoning Regulations (the "Regulations") to allow certain signage for medical care facilities located along limited access highways in a manner similar to motels and gasoline service stations. HHC is filing this application in connection with proposed updated signage for its facility at 376 Tolland Turnpike to increase its visibility and presence in the community.

HHC enhances access to healthcare throughout Connecticut. Its care-delivery network offers a unified high standard of care in crucial specialties at hospital and ambulatory healthcare centers, such as in Manchester, located in towns and cities across Connecticut. HHC's Manchester location at 376 Tolland Turnpike provides a range of medical services to Manchester residents and patients. HHC's healthcare centers are an essential component of its health care delivery network and making sure healthcare center locations are clearly marked with signage easily visible and known to the public is, of course, an equally important requirement.

Under Manchester's existing signage requirements in the Zoning Regulations, HHC is limited to a maximum wall sign area of 32 square feet because its building is located in the General Business zone and within 50 feet of the street (Tolland Turnpike). See Regulations § 13.01.01. But for the setback limitation, HHC could otherwise have a sign area of up to 456 square feet based on the linear footage of the face of the building. As a result, HHC currently has a small wall sign with very low visibility. See Exhibit A (photos obtained from Google maps street view depicting the low visibility of the current HHC sign).

We understand the intent of the setback limitation on sign size as applied to typical properties oriented across the street from each other, for example; however, HHC's site is unusual because there are no other parcels between it and I-84, but it technically does not "adjoin" I-84 because Tolland Turnpike intervenes. *See* Exhibit B (aerial parcel view showing the location of the intervening Tolland Turnpike). Manchester's existing sign regulations provide several exceptions to various signage requirements for certain uses that "adjoin" restricted access highways, such as I-84. For example, motels and gasoline service stations are allowed to have larger free-standing signs that would otherwise be permitted if the parcel were "adjoining" the highway. These exceptions make sense because they provide useful information to the public for the location of these services and the signs are situated along the highway corridor. Medical services are similar, if not more important, services, and there is a public interest in knowing and easily finding the location of such services.

HHC would like to replace a portion of its current sign with a similar wall sign to aid patients and the general public. See Exhibit C (example of 120.5 square foot draft wall sign). HHC previously applied for a variance for relief from the 32-foot maximum sign area limit. Even though the HHC property is essentially abutting I-84, except for the intervening Tolland Turnpike, the Zoning Board of Appeals denied the variance application for lack of hardship. As a result, we are proposing a text amendment to the Regulations that would provide a very limited, but worthy, exception to the maximum signage limitation for medical services located in a manner that would not interfere with the intent of the existing setback requirement.

Specifically, we propose the following, narrowly-tailored text amendment of the exception:

(NEW) Article IV, Section 13.10.06.04: Medical clinic, medical office and medical services building adjoining or abutting across the street a restricted access highway and zoned General Business may erect a wall sign facing the restricted access highway and not exceeding 200 square feet.

Pursuant to Section 8-3 of the Connecticut General Statutes, we submit that the proposed amendment is consistent with the purposes of the Regulations and will advance the goals and objectives stated in the Manchester Plan of Conservation and Development ("POCD"). In particular, recognizing that the healthcare industry employs the vast majority of Manchester residents and is a leading job sector in Manchester, *see* POCD at 42, and that the healthcare "sector is likely to continue to grow," POCD at 50, the POCD reflects a stated goal of "retain[ing] existing industry clusters in…healthcare[.]" POCD at 51. Similarly, recognizing the importance of access to healthcare, the POCD contains several stated goals relating to public services, including healthcare, encouraging investment in the public service infrastructure. *See* POCD at 92-95. Overall, the POCD recognizes the importance of the healthcare industry to Manchester, and thus encourages supporting the healthcare industry.

Mr. Eric Prause, Chairman March 21, 2024 Page 3

The proposed text amendment will advance the goals of the POCD by allowing HHC to enhance its presence in the community, thereby allowing it to grow and continue to support the needs of Manchester and its residents. The change will enhance Manchester's reputation as an attractive location to healthcare providers seeking locations for their facilities.

Please keep in mind that if you approve our text amendment application, the Commission will not be allowing a broad exemption, rather, it will be furthering the purpose of the Regulations to ensure that signage is "sufficient for the uses intended[]" and "necessary to protect the public safety, convenience and property values." Regulations § 13.01.

We look forward to presenting this application to the Commission at its earliest possible meeting. Thank you for your time and consideration.

Sincerely,

Matthew Ranelli

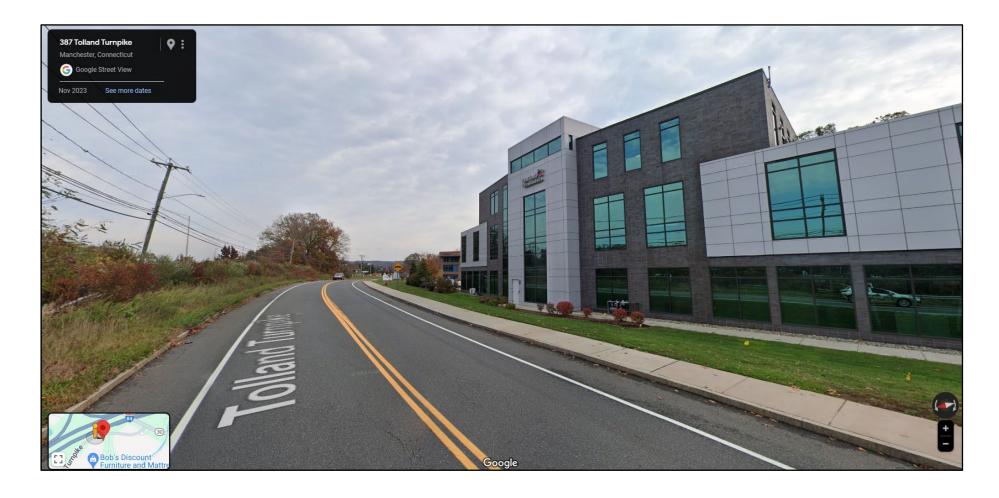
Matthew Ranelli

Enclosures

cc: David Webber, Esq., Senior Counsel, Hartford HealthCare (via email) Jason Laabs, Hartford HealthCare (via email)

EXHIBIT A

Street View from Tolland Turnpike



Street View from I-84 East

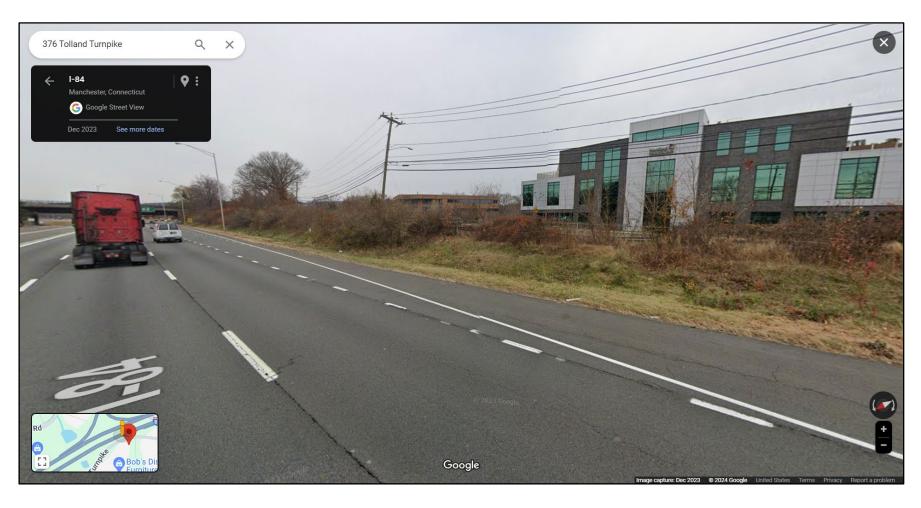


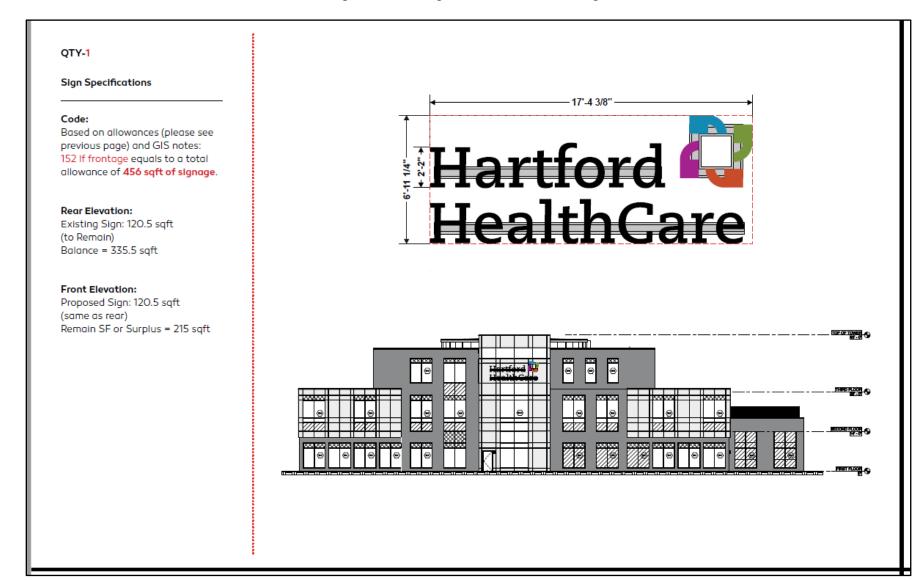
EXHIBIT B

Parcel View



EXHIBIT C

Example of 120.5 Square Foot Draft Wall Sign





Matthew Ranelli mranelli@goodwin.com Phone: (203) 836-2805 265 Church Street Suite 1207 New Haven, CT 06510

April 23, 2024

Mr. Eric Prause, Chair, and Commission Members Planning and Zoning Commission Town of Manchester 494 Main Street P. O. Box 191 Manchester, CT 06045-0191 Ms. Megan Pilla, PLA
Principal Development Planner
Planning & Economic Development
Department
Town of Manchester
494 Main Street
P. O. Box 191
Manchester, CT 06045-0191

Re: <u>Plan No. REG-0002-2024 – Zoning Regulation Amendment Application:</u> Supplemental Information in Response to Staff Comments

Dear Chair Prause, Commission Members, and Ms. Pilla:

On behalf of Hartford HealthCare, we are providing the following supplemental information in response to the comments received from the Commission Staff and the Engineering Department dated April 12, 2024. For ease of review, we have restated below the initial comment received in *italic* and then our response in **bold**. We hope these responses are helpful and address or clarify the information sought by each comment.

1. As proposed it appears that this Article and Section would currently only apply to this one parcel. Would like to see how many parcels and to what degree the effect would be if it were expanded to Business and Industrial zones, providing the same proposed enhanced signage for other than health care businesses.

RESPONSE: We think it would apply to at least three parcels: ours and the two abutting parcels (for reference please see attached parcel map (Exhibit B of our application)). Our request is intentionally narrow to mimic the existing zoning concepts that allows increased signage based on the amount of setback or based on immediate proximity to the highway for signs that render some type of public benefit or service. In the case of 376 Tolland Turnpike, by fluke of geography, there is a public road but no other parcel between our parcel and the highway. To the extent the Commission wants to consider expanding the proposed text amendment to the broader Business and Industrial Zones; we believe that broader discussion is better suited to be taken up as a separate

matter which would involve a broader set of other stakeholders and factors for the Commission's consideration.

2. If to be approved I would recommend revising Article IV, Section 13.07.01 to accommodate the proposed intent, Article IV, Section 13.10.06 is specifically for "free-standing identification signs".

RESPONSE: We would be amendable to locating or codifying the proposed new text in another section of the Zoning Regulations if the Commission and staff prefer – perhaps Article IV, Sections 13.07.01.01 or 13.07.02.01 would be suitable locations.

3. From Engineering Division: "Highlighted phrasing [...adjoining or abutting across the street a restricted access highway...] is not clear. Also, "restricted access" is likely not the term intended. Generally, all public highways have restricted access & use."

RESPONSE: The Zoning Regulations use the term "abutting" frequently (without definition) to mean "next to." The Regulations use the term "adjoining" more sparingly but almost synonymously with "abutting," perhaps adding the concept of "nearby." See, e.g., Article IV, Section 13.10.06.01. If it would be clearer to delete the word "adjoining" and just leave "abutting across the street," that would be acceptable. That description has a clear plain meaning (e.g., "but for the street in-between the subject parcel would abut the restricted access highway"). Finally, we used the term "restricted access highway" for consistency because that is how I-84 is described elsewhere in the regulations. See, e.g., Article IV, Sections 13.10.05.05 and 13.10.06.01. If the Commission prefers a different term to refer to I-84, that would be acceptable.

We look forward to presenting our application to the Commission at its May 6 public hearing.

Sincerely,

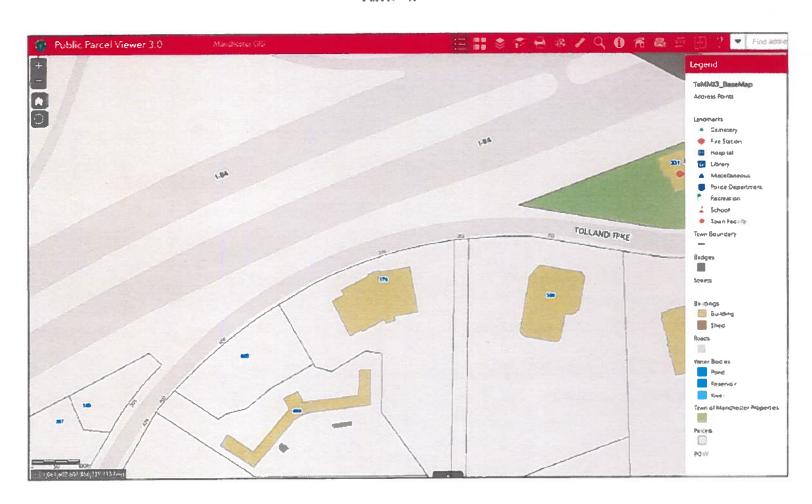
Matthew Ranelli

GMR:ekf Attachment

c: David Webber, Esq., Senior Counsel, Hartford HealthCare (w/ att.)

Jason Laabs, Hartford Healthcare (w/ att.)

EXHIBIT BParcel View



TOWN OF MANCHESTER PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

TO: Planning & Zoning Commission

FROM: Megan Pilla, Principal Development Planner

DATE: May 2, 2024

RE: Trivik Builders, LLC – 27 Lillian Drive

PRD Detailed Site Plan Modification (PRD-0001-2024)

Introduction

On December 13, 2021 the Commission approved a PRD Detailed Site Plan for a 37-unit residential development consisting of six (6) buildings at 27 Lillian Drive. Site construction began in 2022, and to date two (2) buildings have been completed, three (3) are under construction, and the foundation for the final building (Building B) is currently underway. The site driveway and parking areas have been installed with the first course of pavement and curbing, and portions of sidewalks in front of the buildings have been installed.

As oart if the Town's ongoing construction inspections, staff have made the developer (the applicant) aware that some of what has been constructed to this point is not consistent with the approved plans. The applicant was directed to either correct the inconsistencies in the field, or apply for a modification to the approved plans. They have elected to apply for a modification.

The previously approved site plans are included in this packet for reference. While minor changes can often be approved administratively, the number and significance of the variations in this case require them to be acted upon by the full Commission.

As-built Inconsistencies with Approved Plans

The most significant deviations from the approved plans are highlighted on the As-Built Plan sheet included in the attached plan set. These include:

- The grass strip between the sidewalk and parking in front of the buildings was eliminated.
- No curbing is installed where the sidewalk meets the parking in front of the buildings, resulting in a flush condition.
- Due to the lack of grass strip between the sidewalk and the parking, several light poles are located in the middle of the sidewalk. To remedy this, the applicant widened those segments of sidewalk so that a pedestrian could walk around the light poles.

Page 2

- Changes to the radii of curves in the drive aisle have resulted in potential conflict points for large emergency vehicles.
- Unapproved stormwater infrastructure was installed (see highlighted area on sheet SP-4).
- Brick retaining walls were constructed in several locations at Buildings C, E, and F to remedy grading issues in the field. Several of these retaining walls block the pedestrian sidewalks.

Other minor deviations from the approved plans which are less significant include:

- The addition of a concrete pad and mailboxes within the parking lot island.
- The addition of wood decks at the rear of each unit, with minor grading adjustments to avoid the need for stairs.
- Other minor changes to the configuration of portions of sidewalks.
- Minor reconfiguration of parking stalls, resulting in no net change to total parking.

Proposed Modifications

In addition to requesting approval for those modifications that have already been constructed, the applicant seeks approval for the following modifications that have not yet been constructed:

Modification to the floor plans and elevations for Building B, to include two (2) ADA
accessible units in this building. This revision results in two (2) non-ADA units being
entirely on the second floor, requiring exterior staircases on the end of the building as a
means of secondary egress. Proposed floor plans and elevations for Building B are
attached.

In an effort to remedy some of the issues with what has already been constructed, the applicant has proposed additional modifications to what has already been constructed. The following proposed changes, as noted on sheet SP-2, still represent unacceptable issues to Town staff:

- In an effort to remedy the elimination of the grass strip between the sidewalks and the parking, the applicant proposes moving the edge of the bituminous pavement approximately 2 feet away from the constructed sidewalks. However, this will result in either parking stalls that are only 16 feet long, or a drive aisle that is only 22 feet wide, both of which would violate the regulations.
- To account for the lack of curb between the sidewalks and the parking, the applicant proposes the installation of concrete wheel stops at each parking space that is adjacent to the sidewalk. However, staff believe this is not adequate protection from vehicles entering the sidewalk, and it will not compensate for the lack of curbing for purposes of directing stormwater toward the catch basins.

- The light poles would still be located in the middle of the sidewalk. Although those segments of sidewalk have been widened, pedestrians would still have to walk around the light poles.
- Where an unapproved yard drain was installed to the rear between Buildings C and D, the walking trail is forced to maneuver around the drain.
- Where the retaining walls have been installed in a way that blocks the sidewalks, stairs are proposed instead, to remove the blockage. However, that would make these sections of sidewalk impassable to people who are unable to use stairs. The only way to go around the stairs without leaving the sidewalk would be to walk onto the private front porch of one of the dwelling units. In addition, at two (2) of the proposed stairs, one of the light poles within the sidewalk is located at the top of the stairs.

Staff Review

Town staff has reviewed the proposed modifications. Any comments received after the issuance of this memo will be reported at the May 6, 2024 meeting.

As of the writing of this memo, staff have no objections to the following modifications:

- The placement of the mailboxes within the parking lot island.
- The wood decks at the rear of each unit.
- The minor parking stall layout reconfiguration.
- The minor configuration changes to sidewalks (with the exception of that described below).
- The additional stormwater infrastructure (although it would be preferable if the walking path was not forced to jog around the yard drain between Buildings C and D).

However, staff have safety and accessibility concerns related to the following modifications, and recommend that the applicant be required to correct these deviations and comply with the originally approved plans:

- The lack of curbing and grass strips where the sidewalks are adjacent to the parking.
- The light poles located within the sidewalks.
- The retaining walls that interrupt the sidewalks. The proposed stairs are also not a sufficient remedy. Another solution should be proposed that does not impede accessibility.
- The curb radii at the two (2) identified locations that have created potential conflict points for emergency vehicles.

mp

 $R:\label{eq:proposition} $$R:\Planning\PZC\2024\05 - May\ 06\Packet\PRD-0001-2024\ (27\ Lillian) - Memo.docx $$$

Attach.



WENTWORTH CIVIL ENGINEERS LLC

177 West Town Street Lebanon, Connecticut 06249 Tel. (860) 642-7255 Fax. (860) 642-4794 Email: Wes@WentworthCivil.com

PRD Detailed Site Plan Modification

Application Narrative

27 Lillian Dr.

Manchester, CT

Trivik Builders, LLC

Date: 3/19/24

<u>Project & Site Plan Approval (Site Plan approval granted 12/15/21 – permit 2021-080)</u>

The site lies on the east side of Oakland Street and contains Lillian Drive (private road). This parcel is 4.17 acres in size and is to be developed into 37 units of residential housing contained in (6) buildings. The development will be served by public water and public sanitary sewer. All utilities onsite will be private and the project is designed as an apartment rental development under single ownership and management.

Plans and calculations have been prepared for this development. Site plans include parking layout, site grading, E&S controls, lighting, landscaping, traffic movement and drainage design.

A stormwater control report has been developed to address water quality and water quantity control and treatment. A stormwater quality / detention infiltration basin has been designed to address both areas of concern. The first flush rainfall event will be retained in the basin and slowly infiltrate into the ground for approximately 90% of annual rainstorm events. During larger storm events, the basin will also act to detain flows during 2 through 100 year events resulting in peak flows being close to or less than existing conditions.

<u>Inland Wetlands Application (Wetlands permit granted 12/15/21 – permit 2021-076)</u>

There is no activity proposed in any wetlands or watercourse. Activity within the upland review area is limited to minimal grading and the

installation of an onsite proposed water quality infiltration / detention. Area of upland activity consists of 0.25 acres of disturbance. A wetlands permit has been granted for this activity. Current proposed modifications to the site plan require no changes in the area of disturbance within the 100' uplands review area beyond what has already been permitted.

All plans have been designed to minimize both long and short term impacts to inland wetlands and watercourses.

<u>E&S Control Application (E&S permit granted 12/15/21 – permit 2021-081)</u>

Site specific Erosion Control plans are part of this application.

The site is moderately to gently sloped to the south / southeast and drains to an isolated onsite wetland with no positive drainage outlet. The wetland discharges through the surrounding loamy sand soils into the groundwater. The developed E&S control design includes the following:

- Site driveway into site has already been stabilized with a base course of bituminous asphalt concrete.
- E&S controls including stockpile, construction entrance and silt fence location and details
- Sediment trap designed to CT DEEP standards
- Site specific construction sequencing
- Erosion control notes, details and narrative

Modifications to Site Development Plans (PRD Detailed Site Plan Modification permit submitted March 2024)

Site construction has been underway since 2022.

An as-built field survey of existing conditions onsite as of 1/15/24 by Martin Surveying Associates, LLC has been included in the plan set. Revised site plans reflect existing conditions as per the as-built survey. In order to paint an approximate picture of completed work thus far, the following is a list of completed items:

- 3 of the 6 buildings proposed are under construction
- 2 of the 6 buildings have been completed and are ready for final inspection by the town for Certificate of Occupancy
- The last building's foundation (Building B) is currently under construction
- site driveway and parking areas have been installed with the first course of pavement and curbing

• Site utilities including storm water system, sanitary sewer, water, fire hydrants, gas and underground utilities have been installed along with most of the exterior site lighting

General items remaining to be completed are as follows:

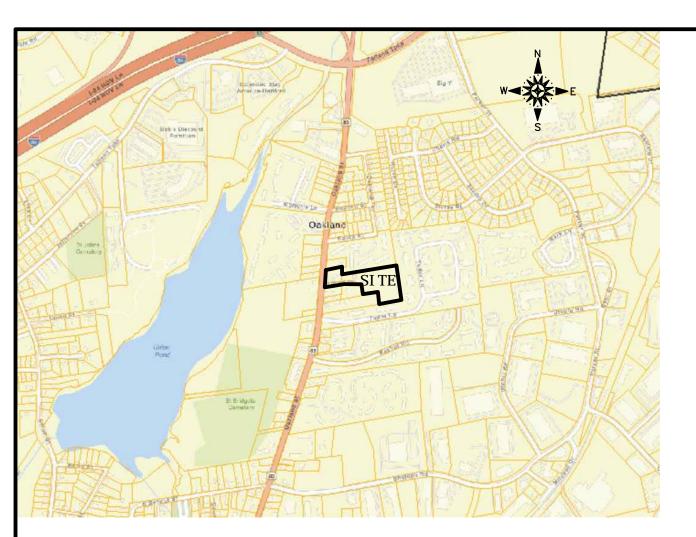
- Interior finish work on 3 buildings
- Complete Building B from foundation up including parking spaces and sidewalks and connection to utilities
- Finish grade embankments to 2:1 maximum slopes including around interior and exterior of water quality basin
- Connect roof leaders to storm drainage system
- Install yard drainage system
- Install pedestrian walking trail and remaining sidewalks
- Finalize Lillian Drive entrance radius on north curb line
- Finish coarse of pavement, parking & fire lane striping and sign installation
- Loam, seed and mulch lawn areas, install landscaping and fenced play area and remove all erosion control devices once site is properly stabilized with vegetation

This application for a Detailed Site Plan Modification is for the following revised items:

- Elimination of curbing and grass strips between proposed sidewalks and parking spaces to provide flush access from parking spaces to concrete walks. Wheel stops are to be utilized within parking spaces for pedestrian safety. This change resulted in some of the light poles to be located within the sidewalk. Sidewalks in these areas were expanded to provide at least 48" of clear pedestrian space around the light poles.
- Distance from front of building porches / building overhangs to be reduced from 12.5 feet to distances ranging from 9.2 9.9 feet. Due to the second floor building overhangs on the front of the buildings, the distance from the exterior of the first floors of these buildings to parking areas will range from 13.2 13.9 feet.
- Grading has been raised on the back of existing and proposed buildings to avoid the need for steps from rear doors to concrete patios. Expansion of yard drains to the rear of buildings to drain low areas.
- Proposed Building B will include (2) ADA accessible units. Due to the revised building design, this will result in (2) non-ADA units

- being entirely on the second floor and will require exterior staircases on the end of the building as means of secondary egress.
- Retaining walls have been added at the grade change points on the front and rear of the buildings with multi-level foundations.
- Remove (1) parking space each from the front of Buildings A & C and relocate them to the front of Building B. No net change in total onsite parking spaces.
- Addition of mailbox to center parking island

The changes made to the revised site plans being submitted for the PRD Detailed Site Plan Modification do not affect stormwater management, public utilities or traffic. There is also no change in activity already approved under wetlands permit within wetlands, watercourses or 100' upland review area.



LOCATION MAP SCALE | "= 1000'±

RESIDENTIAL MULTI-FAMILY SITE SUMMARY

<u>REQUIRED</u>

30' FY 30' SY 30' RY

ZONING TABLE

ZONE: PLANNED RESIDENTIAL DEVELOPMENT LOT AREA:

<u>PROVIDED</u>

181,900 SF

174.37 FT.

LOT FRONTAGE:

BUILDING SETBACKS:

LOT AREA CALCULATIONS

TOTAL LOT AREA = 181,900 SF OR 4.18 ACRES TOTAL WETLANDS = 4,200 SFTOTAL AREA GREATER THAN 15% SLOPES = 15,000 SF

AREA AVAILABLE FOR UNIT COUNT: = 181,900 SF - 4,200 SF - 15,000 SF

= 162,700 SF OR 3.735 ACRES UNIT DENSITY CALCULATIONS: 3.735 ACRES X 10 UNITS/ACRE = 37 UNITS

PARKING CALCULATIONS

<u>REQUIRED</u>

2.0 SPACES PER UNIT =

80 STANDARD SPACES 4 HANDICAPPED SPACES

<u>PROVIDED</u>

1.0 VISITOR SPACE PER 4 UNITS = 37 / 4 = 10 SPACES REQUIRED

 $2.0 \times 37 = 74$ SPACES REQUIRED

TOTAL SPACES REQUIRED: 74 + 10 = 84 SPACES

84 TOTAL SPACES PROVIDED



applications. The approvals are for activities as shown on the following plans: Site plans entitled "SITE DEVELOPMENT PLAN – 27 LILLIAN DRIVE (FORMERLY KNOWN AS 321 MANCHESTER, CONNECTICUT," prepared by Wentworth Civil Engineers LLC, sheets C-1, SP-1, SP-2, SP-3, SP-4, SP-5, SP-6, SP-7, SP-8, SP-9, SP-10, SP-11, and SP-12, dated June 28, 2021, revised December 8, 2021; survey plans entitled "BOUNDARY & TOPOGRAPHIC SURVEY PREPARED FOR TRIVIK BUILDERS LLC - 321 OAKLAND STREET - 27 LILLIAN DRIVE -MANCHESTER, CONNECTICUT," prepared by Towne Engineering, Inc., sheets 1 and 2, dated June 1, 2021; a landscaping plan entitled "LANDSCAPE PLAN – 27 LILLIAN DRIVE (FORMERLY 321 OAKLAND STREET AND 27 LILLIAN DRIVE) - PREPARED FOR TRIVIK BUILDERS, LLC - MANCHESTER, CONNECTICUT," prepared by John Alexopoulos, Landscape Architect, sheet SP-13, dated September 21, 2021, revised December 8, 2021; and architectural plans entitled "Proposed Condominiums at 321 Oakland Street - Manchester, CT," and "Proposed Townhouses at 321 Oakland Street - Manchester, CT," prepared by Young Designs Unlimited LLC, sheets A1 (front elevation and floor plans, dated April 17, 2021), A1 (6-unit townhouse foundation plan, dated June 13, 2021), and A1 (7-unit townhouse foundation plan, dated June 13, 2021).

The specific approvals granted are as follows:

Inland Wetlands Permit (2021-076) - Acting in its capacity as the Inland Wetlands Agency, the combining multiple parcels (including 27 Lillian Drive) to create a single 4.17-acre parcel to be



Mr. Hariharan Kuppuraj

December 15, 2021

developed into 37 units of residential housing contained in 6 buildings at 321 Oakland Street and 27 Lillian Drive, with the modifications as specified in staff memoranda from:

James Davis, Zoning Enforcement Officer, dated December 7, 2021.

- PRD Detailed Site Development Plan (2021-080) The Commission approved the PRD Detailed Site Development Plan to combine multiple parcels (including 27 Lillian Drive) to create a single 4.17-acre parcel to be developed into 37 units of residential housing contained in 6 buildings at 321 Oakland Street and 27 Lillian Drive, with the modifications:
- 1. As specified in staff memoranda from James Davis, Zoning Enforcement Officer, dated That the applicant provide open space calculations on the final plan; 3. That the applicant indicate a walking path as presented at the December 13, 2021 Planning and Zoning Commission meeting, to be approved by Town Staff prior to final
- 4. To allow modification of the requirements in Art. II, Sec. 7.04.05 (d) (4) to permit a 12foot distance between the proposed buildings and the vehicle parking area, provided the applicant shows additional plantings between the parking area and buildings, to be approved by Town Staff prior to final plan submittal.

Erosion & Sedimentation Control Plan (2021-081) - The Commission certified the erosion & edimentation control plan for combining multiple parcels (including 27 Lillian Drive) to create a single 4.17-acre parcel to be developed into 37 units of residential housing contained in 6 buildings at 321 Oakland Street and 27 Lillian Drive, with the modifications as specified in staff

1. James Davis, Zoning Enforcement Officer, dated December 7, 2021.

The wetlands permit is valid for five years, until December 13, 2026. The Agency may extend the time period of the original permit upon request, but not for more than ten years from the original approval date. Any application to extend the expiration date of a previously issued date for the permit in accordance with Subsections 4.3.1 and 4.3.2 of the Inland Wetlands and Watercourses Regulations. The activity approved by this permit must be completed within one year from the time such activity is commenced.

The site plan approval expires on December 13, 2026 in accordance with the Connecticut General Statutes, Section 8-3. In accordance with Article II, Section 7.06 of the Town of Manchester Zoning Regulations, the PRD zone will be effective for the duration of its associated Preliminary Plan. If the Preliminary Plan expires and construction of buildings and facilities has not begun, the parcel or parcels of land designated as PRD zone shall revert back to the previous zoning district and shall be so regulated.

Mr. Hariharan Kuppuraj Trivik Builders LLC December 15, 2021 Please submit a PDF of the plans, incorporating the modifications listed above for review. We will notify you of any necessary revisions. Once the plans have been revised to the satisfaction of the appropriate staff, we will advise you to submit one set of sealed and signed wash-off, fixed line, or original ink drawing on mylar plans, no less than 4 mils (0.004 inch) thick, and <u>four (4)</u> paper copies, sealed and signed, to this office for stamping and signature. Please also provide a signature and traffic report with professional seal and signature. To speed the endorsement of final plans staff requests the following block be added to the lower right of each page of the plans above or to the left of the title block. Please do not reduce this APPROVED PLANNING AND ZONING MANCHESTER, CT You are also required to submit a fee to cover digital GIS conversion costs incurred by the Town Specifically, you must submit a fee in the amount of \$50.00 for sheet SP-7. The payment for GIS conversion should accompany the final mylar and paper copies. A copy of the GIS To provide feedback on your experience working with the Planning and Economic Development Department, please fill out our online survey at www.bit.ly/ToMplanning NOTE: No changes to the approved site plans, or to the building elevations, materials or colors, are to be made until the proposed changes are submitted to the Planning and Economic Development Department and it is determined whether the changes can be approved administratively or will need Planning and Zoning Commission approval.

Mr. Hariharan Kuppuraj December 15, 2021 Trivik Builders LLC

John Rainaldi, Director of Assessment & Collection

James A. Davis, Zoning Enforcement Officer

Richard Gallacher, GIS Coordinator Greg Smith, Chief Building Official

File 2021-076,080,081

321 OAKLAND STREET AND

27 LILLIAN DRIVE) PREPARED FOR TRIVIK BUILDERS, LLC MANCHESTER, CONNECTICUT

SITE DEVELOPMENT PLAN

27 LILLIAN DRIVE

(FORMERLY KNOWN AS

INDEX TO SHEETS

COVER SHEET SHEET C-1

SURVEY PLANS

SHEET 1 OF 2 **BOUNDARY & TOPOGRAPHIC SURVEY BOUNDARY & TOPOGRAPHIC SURVEY NOTES** SHEET 2 OF 2 AS-BUILT PLAN SHEET 1 OF 1

OVERALL PLAN SHEET SP-1

SITE LAYOUT PLAN SHEET SP-2

EMERGENCY VEHICLE ACCESS PLAN SHEET SP-3

SITE GRADING & DRAINAGE PLAN SHEET SP-4

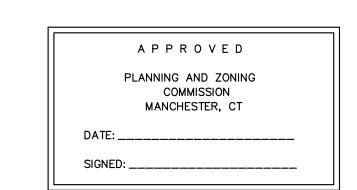
SITE UTILITY PLAN SHEET SP-5

SHEET SP-6

SHEET SP-10

SHEET SP-11

REV. 4/24/24 TOWN COMMENTS REV. 3/18/24 PLAN MODIFICATIONS REV. 10/12/23 MINOR REGRADING REV. 7-8-22 CONN DOT COMMENTS REV. 01-03-22 CONDITIONS OF APPROVAL REV. 12-08-21 TOWN COMMENTS REV. 11-16-21 TOWN COMMENTS REV. 9-15-21



EROSION & SEDIMENTATION CONTROL PLAN

GENERAL NOTES & DETAILS

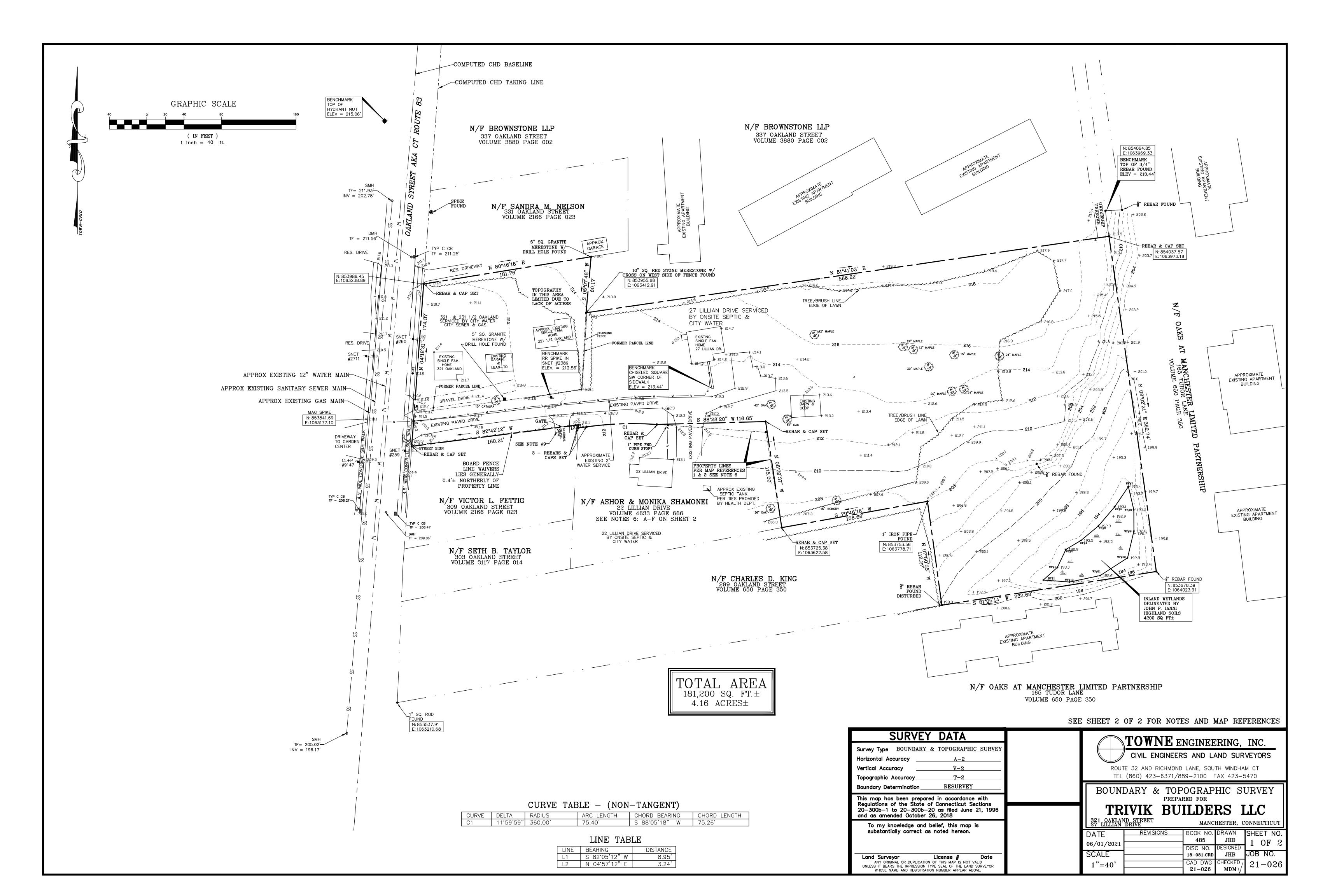
SITE ILLUMINATION PLAN

LANDSCAPING PLAN



SHEETS SP-7 THRU SP-9

6-28-21 SHEET C-1MAP NO. 2021-026-10



THIS MAP AND SURVEY WERE PREPARED IN ACCORDANCE WITH SECTIONS 20-300B-1 THROUGH 20-300B-20 OF THE REGULATIONS OF THE STATE OF CONNECTICUT AS WERE FILED WITH THE SECRETARY OF STATE ON JUNE 21, 1996 AND AS WERE AMENDED EFFECTIVE OCTOBER 26, 2018 AND COMPRISE A BOUNDARY AND TOPOGRAPHIC SURVEY MEETING THE STANDARDS FOR CLASS A-2 HORIZONTAL ACCURACY, V-2 VERTICAL ACCURACY, AND T-2 TOPOGRAPHIC SURVEY. THE BOUNDARY DETERMINATION CATEGORY IS A RESURVEY.

- 2. THE BASIS OF BEARING AND COORDINATES SHOWN HEREON ARE NAD 83 AS REFERENCED TO TOWN OF MANCHESTER CONTROL POINT #061 WITH A REPORTED NORTHING OF 851713.356 AND EASTING OF 106261.599 AND MANCHESTER CONTROL POINT #062 WITH A REPORTED NORTHING OF 850685.918 AND EASTING OF 1062294.148. THE ELEVATIONS ARE NAVD 88 (GEOID 96) AS REFERENCED TO TOWN OF MANCHESTER CONTROL POINT #062 WITH A REPORTED ELEVATION OF 173.49'. THIS CONTROL INFORMATION WAS PROVIDED BY THE TOWN OF MANCHESTER CHIEF OF SURVEYS, DOUGLAS T. SANBORN, PLS.
- THE CURRENT DEED FOR THIS PROPERTY IS RECORDED AS VOLUME 4564 PAGE 12 OF THE TOWN OF MANCHESTER LAND RECORDS.
- 4. THE PARCELS KNOWN AS 27 LILLIAN DRIVE, 321 OAKLAND STREET, AND 321½ OAKLAND STREET ARE SHOWN AS ONE PARCEL FOR THE PURPOSES OF THIS SURVEY.
- 5. ANY RIGHTS GRANTED TO THE SOUTHERN NEW ENGLAND TELEPHONE COMPANY IN VOLUME 392 PAGE 323 WERE RELEASED IN A DEED RECORDED AS VOLUME 3429 PAGE 4.

6. 22 LILLIAN DRIVE:

A. THE CURRENT DEED FOR THIS PARCEL IS RECORDED IN VOLUME 4633 AT PAGE 666 OF THE TOWN OF MANCHESTER LAND RECORDS.

- B. THE CURRENT CONFIGURATION OF THIS PARCEL WAS ESTABLISHED IN VOLUME 390 PAGE 251 OF THE TOWN OF MANCHESTER LAND RECORDS, DATED JULY 11, 1963.
- C. IN VOLUME 390 PAGE 251 THIS PROPERTY IS DESCRIBED AS "THAT CERTAIN PIECE OR PARCEL OF LAND, IN THE TOWN OF MANCHESTER, SITUATED ON THE SOUTHERLY SIDE OF LILLIAN DRIVE (SO-CALLED) BEING A PRIVATE RIGHT OF WAY..." AT THE END OF THAT SAME DEED IT IS RECITED "THE NORTHWESTERLY PORTION OF THE WITHIN DESCRIBED PARCEL ARE SUBJECT TO WHATEVER RIGHTS EXIST IN THE TOWN OF MANCHESTER BY VIRTUE OF THE APPROVED SUBDIVISION..." THE TOWN OF MANCHESTER LAND SURVEYOR INDICATED THAT LILLIAN DRIVE IS A PRIVATE WAY. NO CONVEYANCES OF ANY RIGHTS TO THE TOWN OF MANCHESTER WERE FOUND OF RECORD. IT IS THIS SURVEYOR'S OPINION THAT THE 22 LILLIAN DRIVE PROPERTY HAS RIGHTS OF ACCESS ALONG ITS ENTIRE NORTHERLY LINE OVER LILLIAN DRIVE TO OAKLAND STREET (SEE MAP REFERENCE #3).
- D. IT IS ALSO GENERAL KNOWLEDGE THAT 22 LILLIAN DRIVE IS SERVICED BY PUBLIC WATER, ELECTRICAL SERVICE, TELEPHONE SERVICE, AND CABLE TV SERVICE ALL OF WHICH ARE LOCATED IN LILLIAN DRIVE BUT FOR WHICH NO DEEDED EASEMENT RIGHTS WERE FOUND OF RECORD BUT IT IS THE OPINION OF THIS SURVEYOR THAT 22 LILLIAN DRIVE HAS RIGHTS FOR THESE PUBLIC UTILITIES TO EXIST ON THE PROPERTY SHOWN HEREON.
- E. THERE IS A SCRIVENER'S ERROR IN THE DESCRIPTION FOR 22 LILLIAN DRIVE: THE BODY OF THE DEED CALLS FOR 2 COURSES ALONG THE NORTHERLY LINE (51 FEET & 150 FEET) BUT IN THE FOLLOWING PARAGRAPHS IT IS RECITED THAT THE PROPERTY IS BOUNDED NORTHERLY BY LILLIAN DRIVE "ONE HUNDRED NINETY-ONE (191) FEET MORE OR LESS" THE 201 FOOT (51 + 150) FITS THE CALL FOR THE PREVIOUS COURSE WHICH CALLS FOR A 90 DEGREE LAYOUT WITH THE SOUTHERLY LINE. A BOUNDARY LINE AGREEMENT IS SUGGESTED.
- F. THE EASTERLY LINE OF 22 LILLIAN DRIVE IS FIRST DESCRIBED IN VOLUME 390 PAGE 251 "... ALONG LAND OF BARBARA STRICKLAND, 115 FEET MORE OR LESS TO A POINT IN THE SOUTHERLY LINE OF LILLIAN DRIVE (SO-CALLED) AS EXTENDED BY BROKEN LINES ON THE MAP REFERRED TO BELOW.....". IN MAP REFERENCES 1 & 2 PREPARED BY GARDNER & PETERSON SHOW THE DIMENSION OF THE EASTERLY LINE OF 22 LILLIAN DRIVE TO BE 103.66 FEET. THIS SURVEY DISREGARDS THE 103.66 FOOT DIMENSION IN FAVOR OF THE DEEDED CALL OF 115 FEET. CLEARLY THE CALL TO THE DASHED LINE SHOWN ON MAP REFERENCE #3 SHOULD PREVAIL BUT MAP REFERENCE #3 IS AN OLD HAND DRAWN MAP WHICH DOES NOT SCALE WELL. A BOUNDARY LINE AGREEMENT WITH THE CURRENT OWNER OF 22 LILLIAN DRIVE WOULD BE NEEDED TO RESOLVE THE DISCREPANCY BETWEEN THE SURVEYS PREPARED BY GARDNER & PETERSON AND THE DEEDED DIMENSIONAL CALL.
- REFERENCE SHOULD BE MADE TO THE TWO MAPS BY THE STATE OF CONNECTICUT AS SHOWN AS MAP REFERENCES 6 & 7 AND ALSO THE DEED LANGUAGE IN VOLUME 2023 PAGE 304 AND VOLUME 2074 PAGE 72 FOR RIGHTS ACQUIRED BY THE STATE OF CONNECTICUT IN CONJUNCTION WITH A PROJECT TO WIDEN OAKLAND STREET WHICH INCLUDES GRADING RIGHTS OUTSIDE OF THE ACTUAL NEW HIGHWAY LINE. IT SHOULD BE NOTED THAT THIS SURVEYOR CONTACTED THE STAFF IN THE DOT DISTRICT 1 SURVEY OFFICE AND THAT OFFICE INDICATED THAT THERE IS NO CURRENT MAPPING OF THE HIGHWAY LINES OF OAKLAND STREET WHICH REFLECT THE HIGHWAY LINE ESTABLISHED AS PART OF THE 1998 CONSTRUCTION PROJECT. IT SHOULD BE FURTHER NOTED THAT THE MAP REFERRED TO AS MAP REFERENCE #8 CONTAINS COORDINATE ERRORS.
- 8. DUE TO THICK BRUSH AND OVERGROWTH, THE BUILDINGS LOCATED ON 321 & 321½ OAKLAND STREET WERE NOT ABLE TO BE ACCURATELY LOCATED AND THE TOPOGRAPHY IN THIS AREA IS BASED ON LIMITED FIELD SHOTS.
- 9. THERE IS A GATE AND A GRAVEL APRON ENTERING ONTO LILLIAN DRIVE NEAR THE NORTHEASTERLY CORNER OF LAND N/F FETTIG. NO RIGHT FOR THIS USE WERE FOUND OF RECORD. IT DOES NOT APPEAR THAT THIS ACCESS TO THE LAND OF FETTIG IS USED OFTEN.

MAP REFERENCES:

- PROPERTY AND TOPOGRAPHIC SURVEY PREPARED FOR GARDNER CHAPMAN 27 LILLIAN DRIVE MANCHESTER, CONNECTICUT; BY J.D.D.; SCALE 1"40'; DATE 12-29-06; SHEET NO. 1 OF 1; MAP NO. 10210A AS PREPARED BY GARDNER & PETERSON ASSOCIATES, LLC.
- 2. PRELIMINARY SITE PLAN OXFORD VILLAGE DEVELOPMENT CORP, VETERANS DEVELOPMENT LILLIAN DRIVE MANCHESTER, CONNECTICUT; SCALE 1"=40"; JOB NO. 15856.10; DRAWN AFL; DATE 4/10/15 AS PREPARED FLB ARCHITECTURE & PLANNING, INC.
- 3. MAP OF STRICKLAND HOMES PROPERTY OF LILLIAN M. STRICKLAND & ROY L. STRICKLAND; LILLIAN DRIVE - MANCHESTER, CONN. SCALE 1"=40"; FEB 2, 1952, HAYDEN L. GRISWOLD C.E. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #4-12.
- 4. PROPERTY OF OAKLAND MANOR ASSOCIATES LIMITED PARTNERSHIP (OAKLAND MANOR APARTMENTS TUDOR LANE (PRIVATE) MANCHESTER CONNECTICUT AS PREPARED BY CLOSE, JENSEN, AND MILLER. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #M24 PAGE
- 5. PROPERTY SURVEY PREPARED FOR GARDNER CHAPMAN OAKLAND ST. & SOUTH ST. MANCHESTER, CONNECTICUT; JOB NUMBER 87374A10; PHASE 8000; DATE 5/17/02; SHEET NO. 1 OF 1 AS PREPARED BY FUSS & O'NEILL INC. CONSULTING ENGINEERS. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #2128.
- 6. TOWN OF MANCHESTER MAP SHOWING LAND ACQUIRED FROM BARBARA M. STRICKLAND BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE 83; SCALE 1 = 250; FEBRUARY 26, 1998; JAMES F. BYNES, JR. P.E.; TRANSPORTATION CHIEF ENGINEER-BUREAU OF ENGINEERING AND HIGHWAY OPERATIONS; TOWN NO. 76; PROJECT NO. 175; SERIAL NO. 6; SHEET 1 OF 1. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS
- 7. TOWN OF MANCHESTER MAP SHOWING LAND ACQUIRED FROM RANDY P. HAHN, ET AL BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE 83; SCALE 1 = 250; FEBRUARY 26, 1998; JAMES F. BYNES, JR. P.E.; TRANSPORTATION CHIEF ENGINEER-BUREAU OF ENGINEERING AND HIGHWAY OPERATIONS; TOWN NO. 76; PROJECT NO. 175; SERIAL NO. 7; SHEET 1 OF 1. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #1157.
- 8. CONNECTICUT DEPARTMENT OF TRANSPORTATION PLAN FOR IMPROVEMENTS TO CONNECTICUT ROUTE 83 IN THE TOWN OF MANCHESTER FROM STA. 1+037 TO STA. 1+550; LENGTH 513 M. DESIGNED BY AI ENGINEERS, INC. THESE 3 MAP SHEETS WERE PROVIDED BY THE DOT DISTRICT 1
- 9. CONNECTICUT STATE HIGHWAY DEPARTMENT RIGHT OF WAY MAP TOWN OF MANCHESTER OAKLAND STREET FROM NORTH MAIN ST. NORTH-EASTERLY TO TOLLAND TURNPIKE;, ROUTE NO. 83; NUMBER 76-06; SHEET NO. 2; DATED OCT. 29, 1937. THIS MAP SHEET WAS PROVIDED BY THE DOT DISTRICT 1 SURVEYING OFFICE.
- 10. ZONE CHANGE APPLICATION PREPARED FRO WALTER LANDON 312 & 321 ½ OAKLAND STREET AND 27 LILLIAN DRIVE MANCHESTER, CONNECTICUT; DATE 6/14/2019; SCALE: VARIES; REVISED THRU 8/18/2020; BOOK NO. 485; DISC NO. 18-081.CRD; CAD DWG 18-081; DRAWN JHB; DESIGNED JHB; CHECKED MDM; SHEETS 1 THRU 7 OF 7; JOB NO. 18-081 AS PREPARED BY TOWNE ENGINEERING, INC.
- 11. ALTA/ACSM LAND TITLE SURVEY PREPARED FOR BROWNSTONE, LLP OAKLAND STREET, SOUTH STREET & OAKLAND TERRACE MANCHESTER, CONNECTICUT; SCALE 1"=40; JUNE 21, 2011. PREPARED BY PETER PARIZO, REG #14653. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #2129.
- 12. TOWN OF MANCHESTER MAP SHOWING LAND ACQUIRED FROM CHARLES D. KING, ET AL BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE 83; SCALE 1 = 250; FEBRUARY 26, 1998; JAMES F. BYNES, JR. P.E.; TRANSPORTATION CHIEF ENGINEER-BUREAU OF ENGINEERING AND HIGHWAY OPERATIONS; TOWN NO. 76; PROJECT NO. 175; SERIAL NO. 3; SHEET 1 OF 1. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #1147.
- 13. TOWN OF MANCHESTER MAP SHOWING LAND ACQUIRED FROM J. KENT HEWITT BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE 83: SCALE 1CM = 2.5M; FEBRUARY 26, 1998; JAMES F. BYNES, JR. P.E.; TRANSPORTATION CHIEF ENGINEER-BUREAU OF ENGINEERING AND HIGHWAY OPERATIONS: TOWN NO. 76: PROJECT NO. 175: SERIAL NO. 4: SHEET 1 OF 1. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #1155.

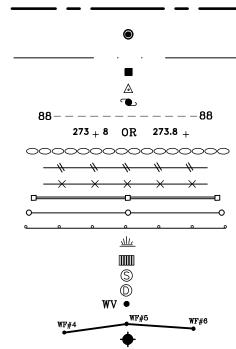
14 TOWN OF MANCHESTER MAP SHOWING LAND ACQUIRED FROM LORI ANN FETTIG. ET AL BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE 83: SCALE 1:250: FEBRUARY 26, 1998; JAMES F. BYNES, JR. P.E.; TRANSPORTATION CHIEF ENGINEER-BUREAU OF ENGINEERING AND HIGHWAY OPERATIONS: TOWN NO. 76: PROJECT NO. 175: SERIAL NO. 5: SHEET 1 OF 1. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #1148.

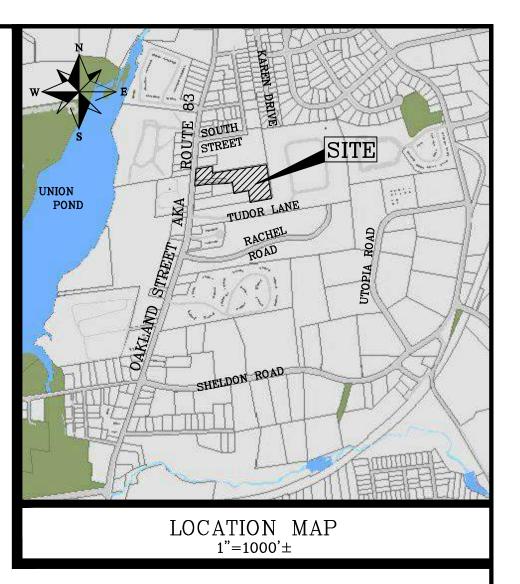
- 14. TOWN OF MANCHESTER MAP SHOWING LAND ACQUIRED FROM NEAL G. NELSON, ET AL BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE 83; SCALE 1 = 250: FEBRUARY 26, 1998: JAMES F. BYNES, JR. P.E.: TRANSPORTATION CHIEF ENGINEER-BUREAU OF ENGINEERING AND HIGHWAY OPERATIONS; TOWN NO. 76; PROJECT NO. 175; SERIAL NO. 8; SHEET 1 OF 1. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #1128.
- 15. TOWN OF MANCHESTER MAP SHOWING LAND ACQUIRED FROM GARDNER CHAPMAN BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE 83; SCALE 1:250; FEBRUARY 26, 1998; JAMES F. BYNES, JR. P.E.; TRANSPORTATION CHIEF ENGINEER-BUREAU OF ENGINEERING AND HIGHWAY OPERATIONS; TOWN NO. 76; PROJECT NO. 175; SERIAL NO. 9; SHEET 1 OF 1. THIS MAP IS FIELD IN THE TOWN OF MANCHESTER LAND RECORDS AS MAP #1117.

LEGEND

PROPERTY LINE IRON PIN OR DRILL HOLE (SET OR FOUND) APPROXIMATE ABUTTER PROPERTY LINE CONCRETE MONUMENT (FOUND OR SET) SURVEY CONTROL POINT UTILITY POLE EXISTING CONTOUR LINE EXISTING SPOT ELEVATION STONE WALL BOX-WIRE FENCE BARBED WIRE FENCE WOOD FENCE CHAIN LINK FENCE GUARD RAIL WETLANDS SYMBOL CATCH BASIN SANITARY SEWER MANHOLE STORM DRAIN MANHOLE WV: WATER VALVE

DELINEATED INLAND WETLANDS PVC: POLYVINYLCHLORIDE PIPE RCP: REINFORCED CONCRETE PIPE CMP: CORRUGATED METAL PIPE CPP: CORRUGATED PLASTIC PIPE N/F: NOW OR FORMERLY





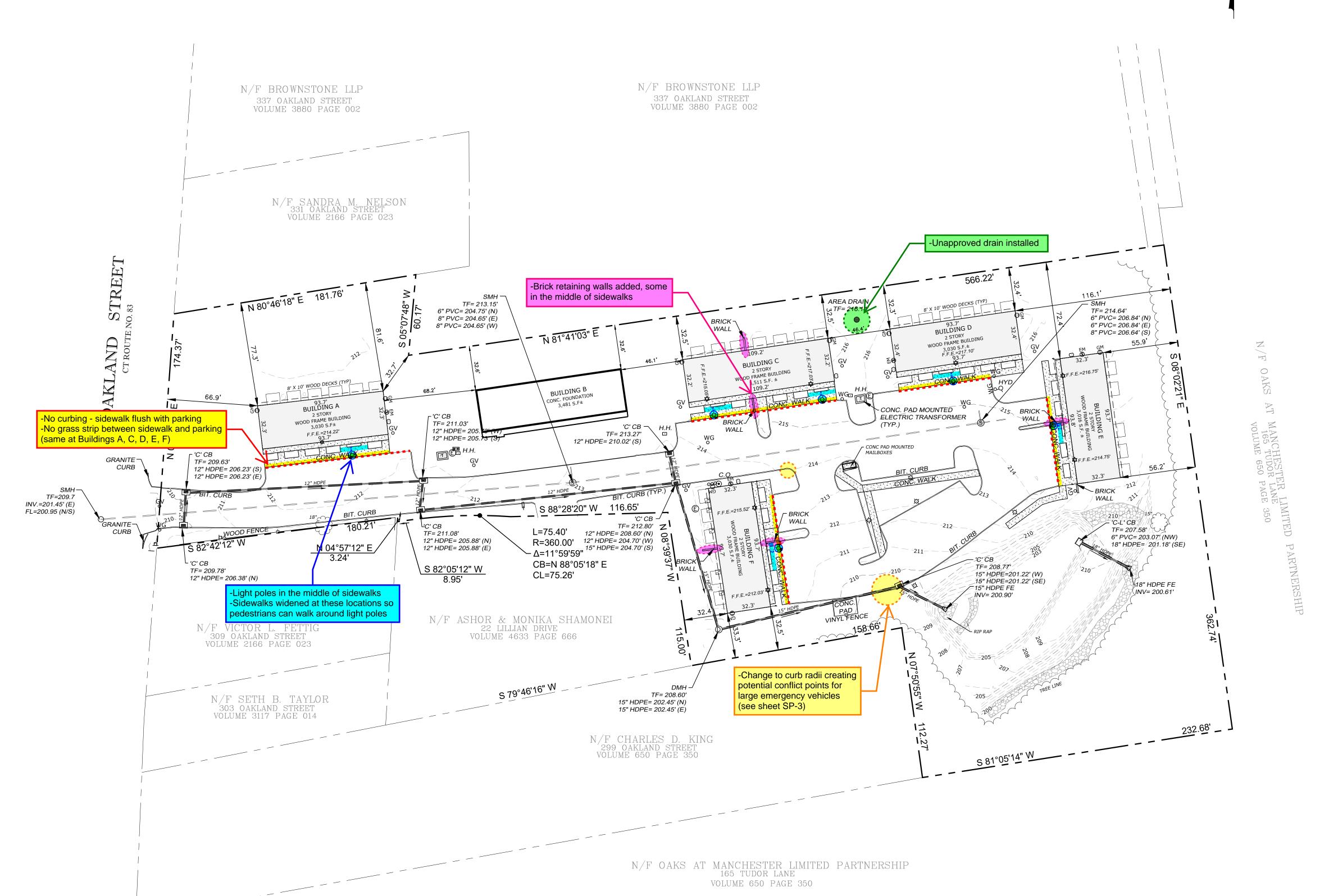
TOWNE ENGINEERING, INC. CIVIL ENGINEERS AND LAND SURVEYORS ROUTE 32 AND RICHMOND LANE, SOUTH WINDHAM CT TEL (860) 423-6371/889-2100 FAX 423-5470 BOUNDARY & TOPOGRAPHIC SURVEY PREPARED FOR TRIVIK BUILDERS LLC 321 OAKLAND STREET 27 LILLIAN DRIVE MANCHESTER, CONNECTICUT <u>REVISIONS</u> DATE 485 $\mathbf{J}\mathbf{H}\mathbf{B}$ 06/01/2021 SCALE 18-081.CRD JHB CAD DWG CHECKED

MDM

21-026

N.T.S.

As-built survey as of 1/15/24 with the most significant deviations from approved plans noted





SITE LOCATION MAP (NOT TO SCALE)

MAP NOTES:

- 1. THIS MAP AND SURVEY HAVE BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND "THE MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" ADOPTED JUNE 21, 1996; AMENDED OCTOBER 26, 2018.
- 2. THE TYPE OF SURVEY PERFORMED AND THE MAPPED FEATURES DEPICTED HEREON ARE IN ACCORDANCE WITH THE REQUIREMENTS OF AN IMPROVEMENT LOCATION SURVEY AND IS INTENDED TO DEPICT THE NEWLY CONSTRUCTED BUILDINGS UPON THE SUBJECT PARCEL.
- 3. THE HORIZONTAL BASELINE CONFORMS TO A CLASS A-2 ACCURACY. THE VERTICAL BASELINE CONFORMS TO A CLASS V-2 ACCURACY. THE TOPOGRAPHIC FEATURES CONFORM TO A CLASS T-2 ACCURACY.
- 4. THE NORTH ARROW, BEARINGS, AND ELEVATIONS ARE BASED UPON MAP REFERENCE 'A' AND NOTED AS BEING ON THE TOWN OF MANCHESTER DATUM.
- 5. THE PROPERTY/BOUNDARY LINES DEPICTED HEREON WERE COMPILED FROM MAP REFERENCE 'A' AND CONFORM TO A CLASS D ACCURACY. IT IS NOT TO BE CONSTRUED AS HAVING BEEN OBTAINED AS A RESULT OF A FIELD SURVEY, AND IS SUBJECT TO CHANGE AS AN ACCURATE FIELD SURVEY MAY DISCLOSE.
- 6. THE TOPOGRAPHIC FEATURES DEPICTED HEREON ARE THE RESULT OF A FIELD SURVEY CONDUCTED ON JANUARY 15, 2024 UNLESS OTHERWISE NOTED.
- 7. UNDERGROUND UTILITIES, STRUCTURES AND FACILITY LOCATIONS DEPICTED AND NOTED HEREON ARE BASED UPON OBSERVABLE SURFACE EVIDENCE WHILE CONDUCTING THE FIELD SURVEY. THESE LOCATIONS MUST BE CONSIDERED AS APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE, THE EXISTENCE WHICH IS UNKNOWN TO MARTIN SURVEYING ASSOCIATES, LLC.. ALL CONTRACTORS ARE REQUIRED TO CONTACT CALL-BEFORE-YOU-DIG AT 1-800-922-4455 FOR LOCATION AND OR STAKEOUT OF ANY UTILITY PRIOR TO ANY EXCAVATION.
- 8. NO FIELD RECORDS REGARDING THE LOCATIONS OF NEWLY INSTALLED UNDERGROUND UTILITIES SUCH AS GAS, WATER, ELECTRICAL, OR TELECOMMUNICATIONS HAS BEEN PROVIDED TO THE SURVEYOR FOR THE PRODUCTION OF THIS SURVEY.

MAP REFERENCES:

- A. "BOUNDARY & TOPOGRAPHIC SURVEY PREPARED FOR TRIVIK BUILDERS LLC 27 LILLIAN DRIVE MANCHESTER, CONNECTICUT" SCALE: 1"=40'; DATED: JUNE 1, 2021; BY: TOWNE ENGINEERING, INC.
- B. "SITE DEVELOPMENT PLAN 27 LILLIAN DRIVE (FORMERLY KNOW AS 321 OAKLAND STREET & 27 LILLIAN DRIVE) PREPARED FOR TRIVIK BUILDERS, LLC MANCHESTER CONNECTICUT" DATED: JUNE 28, 2021; BY: WENTWORTH CIVIL ENGINEERS LLC.

- IRON PIN (FOUND) ⊐ SIGN
- POST Rebar/Drill Hole
- (To Be Set) □ LIGHT POLE **GUY ANCHOR** ☐ MONUMENT (FOUND)
- MANHOLE UTILITY POLE ^{WG} ○ WATER GATE D DRAINAGE MANHOLE
- ® WATER METER © ELEC. MANHOLE GV GAS VALVE
- ① TELE. MANHOLE © GAS METER TRANSFORMER ■ "C" CATCH BASIN
- S ELEC. METER DECIDUOUS TREES ☐ HAND HOLE ☆ EVERGREEN TREES
- **★** SHRUB/BUSH BUTTON BOX A.C. UNIT ♠ FLAG POLE

CBX TRAFFIC CONTROL ← TRAFFIC LIGHT

TRAFFIC LIGHT —— — — BOUNDARY LINE

GUARD RAIL UNDERGROUND PIPING (San., Stm.)

U/G GAS LINE U/G ELEC. LINE

WATER LINE OVERHEAD UTILITIES

U/G TELE. LINE

* * * * * CHAIN LINK FENCE TREE LINE



201 CHRISTIAN LANE BERLIN, CT 06037 WWW. MARTINSURVEY.COM

REVISIONS:

2024-04-23: BUILDING 'B' FOUNDATION; MAILBOX; POND ELEVATIONS AND RIP RAP.

FOR

G KED LC

MSA PROJECT NO: 22-030 SITE ASB

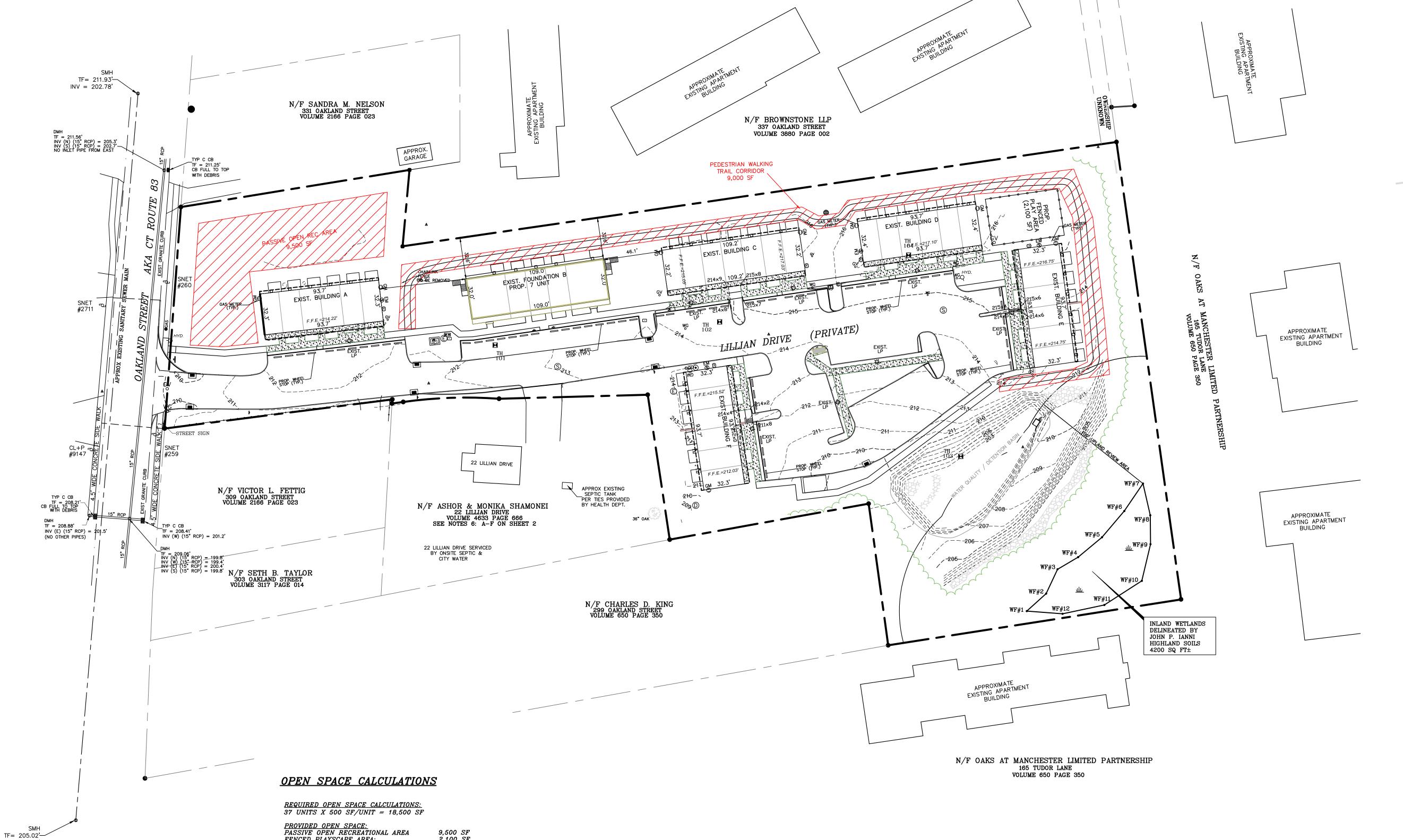
SCALE: 1"=40' DRAWN BY: G.S.D. CHECKED BY: D.G.M. 1 OF 1 No.70147

DATE: 2024.01.23

SCALE:1"=40' TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON. 70147 LICENSE NO DEAN MARTIN

THIS DOCUMENT AND COPIES THEREOF ARE VALID ONLY IF THEY BEAR THE SIGNATURE AND EMBOSSED SEAL OF THE DESIGNATED LICENSED PROFESSIONAL. UNAUTHORIZE ALTERATIONS TO THIS PLAN RENDER THE DECLARATION HEREON NULL AND VOID.

Proposed modifications



APPROVED

PLANNING AND ZONING COMMISSION

MANCHESTER, CT

2,100 SF

9,000 SF 20,600 SF

FENCED PLAYSCAPE AREA:

TOTAL OPEN SPACE PROVIDED:

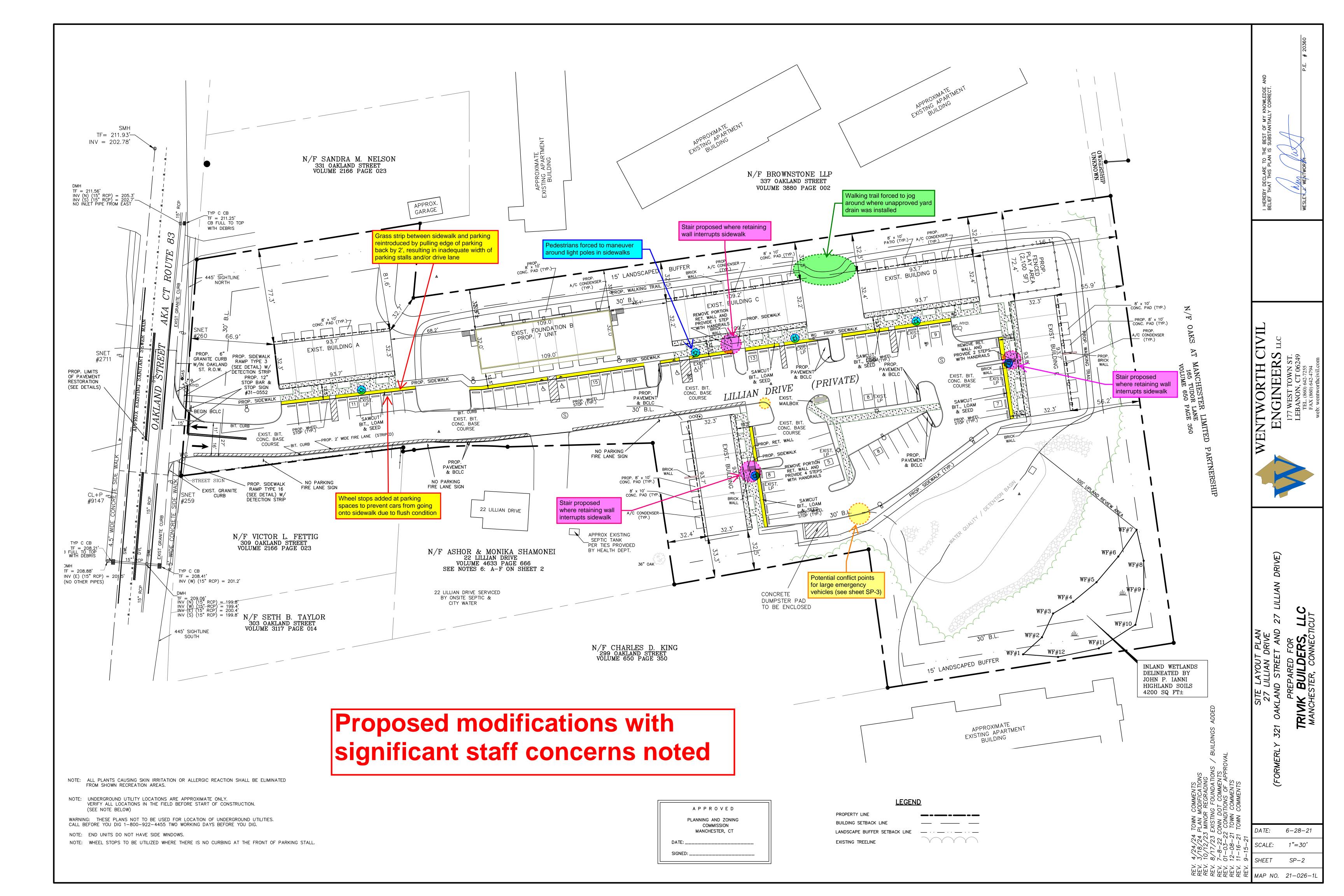
PEDESTRIAN WALKING TRAIL CORRIDOR

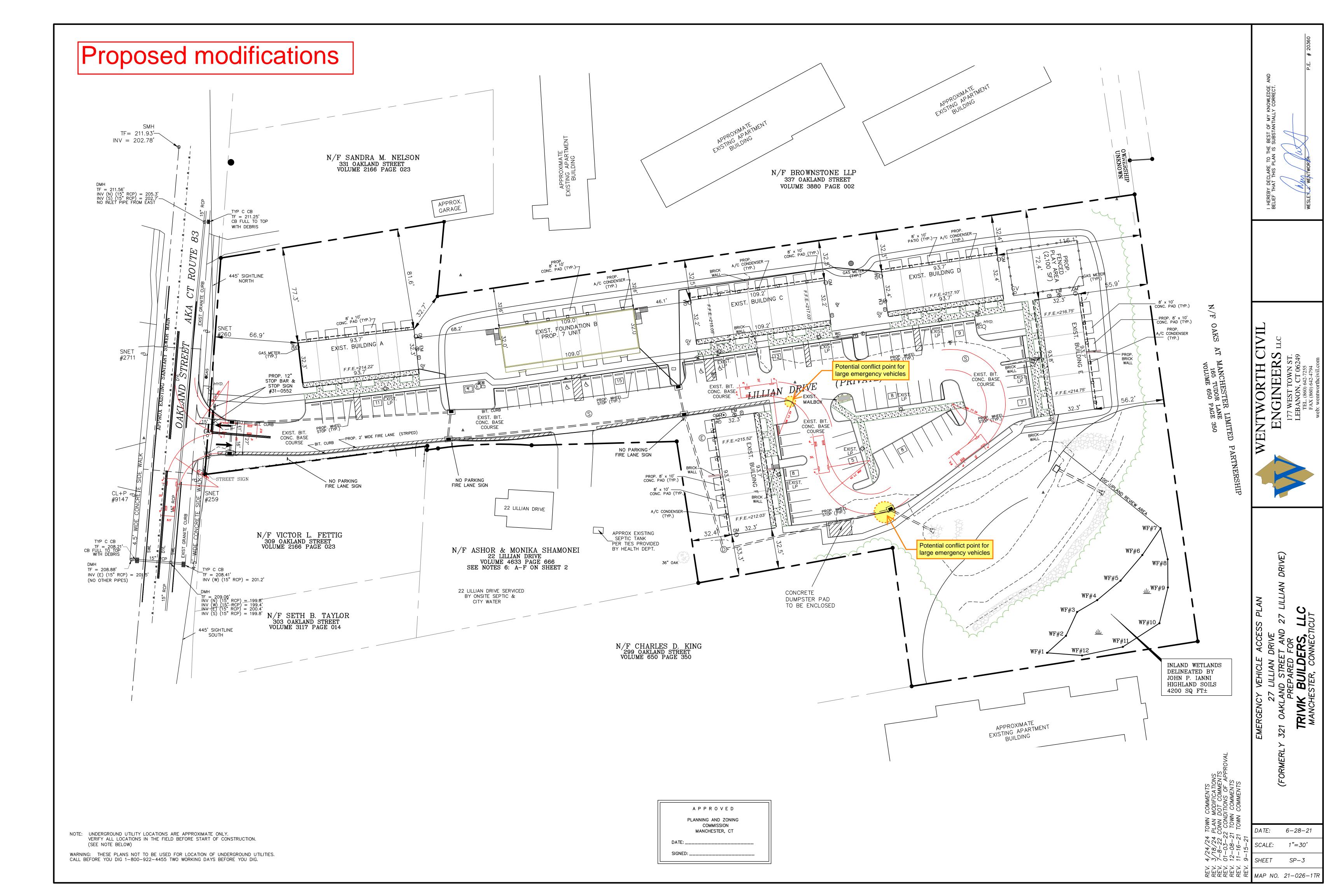
NOTE: UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE ONLY.
VERIFY ALL LOCATIONS IN THE FIELD BEFORE START OF CONSTRUCTION.

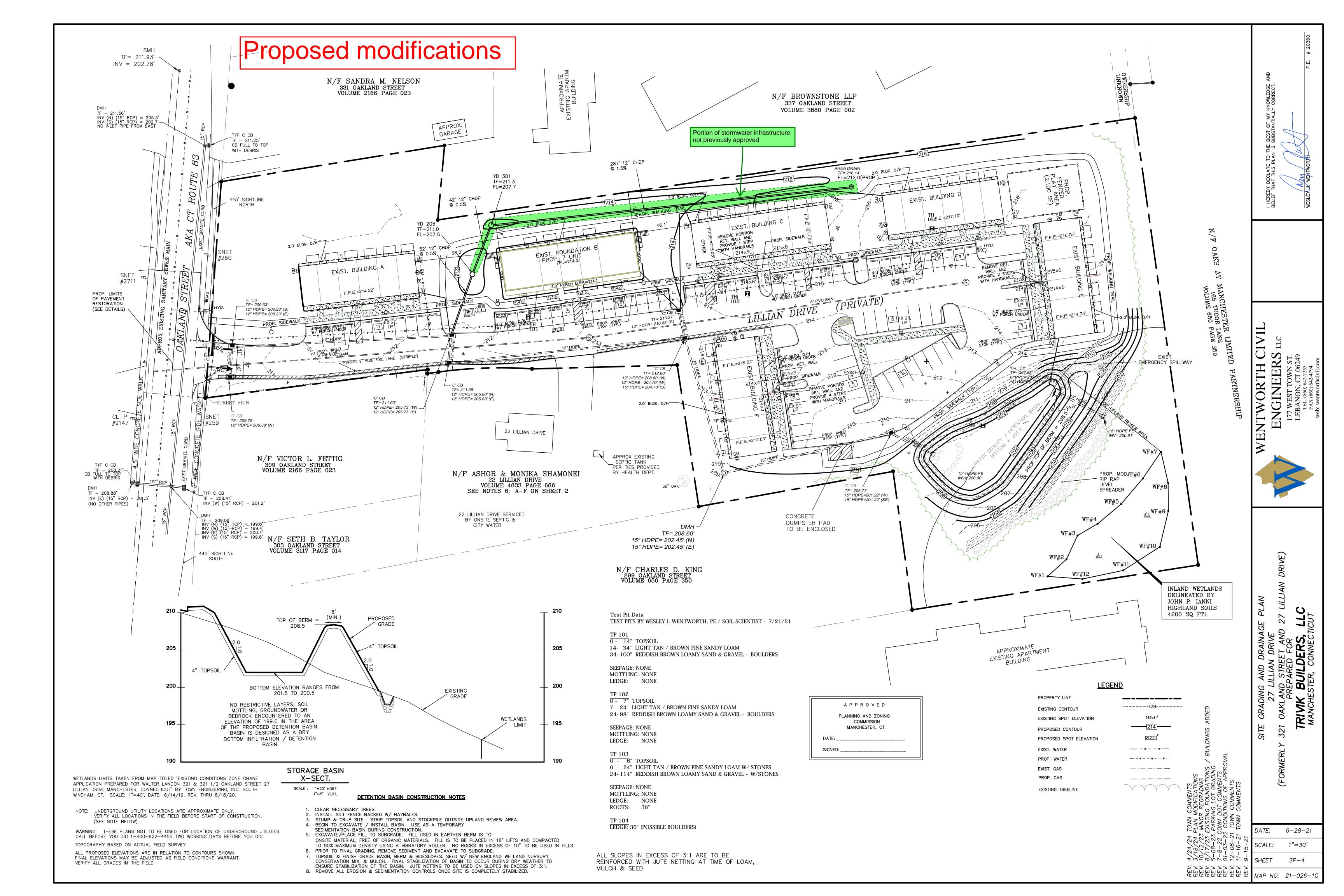
WARNING: THESE PLANS NOT TO BE USED FOR LOCATION OF UNDERGROUND UTILITIES. CALL BEFORE YOU DIG 1-800-922-4455 TWO WORKING DAYS BEFORE YOU DIG. TOPOGRAPHY BASED ON ACTUAL FIELD SURVEY. ALL PROPOSED ELEVATIONS ARE IN RELATION TO CONTOURS SHOWN. FINAL ELEVATIONS MAY BE ADJUSTED AS FIELD CONDITIONS WARRANT. VERIFY ALL GRADES IN THE FIELD

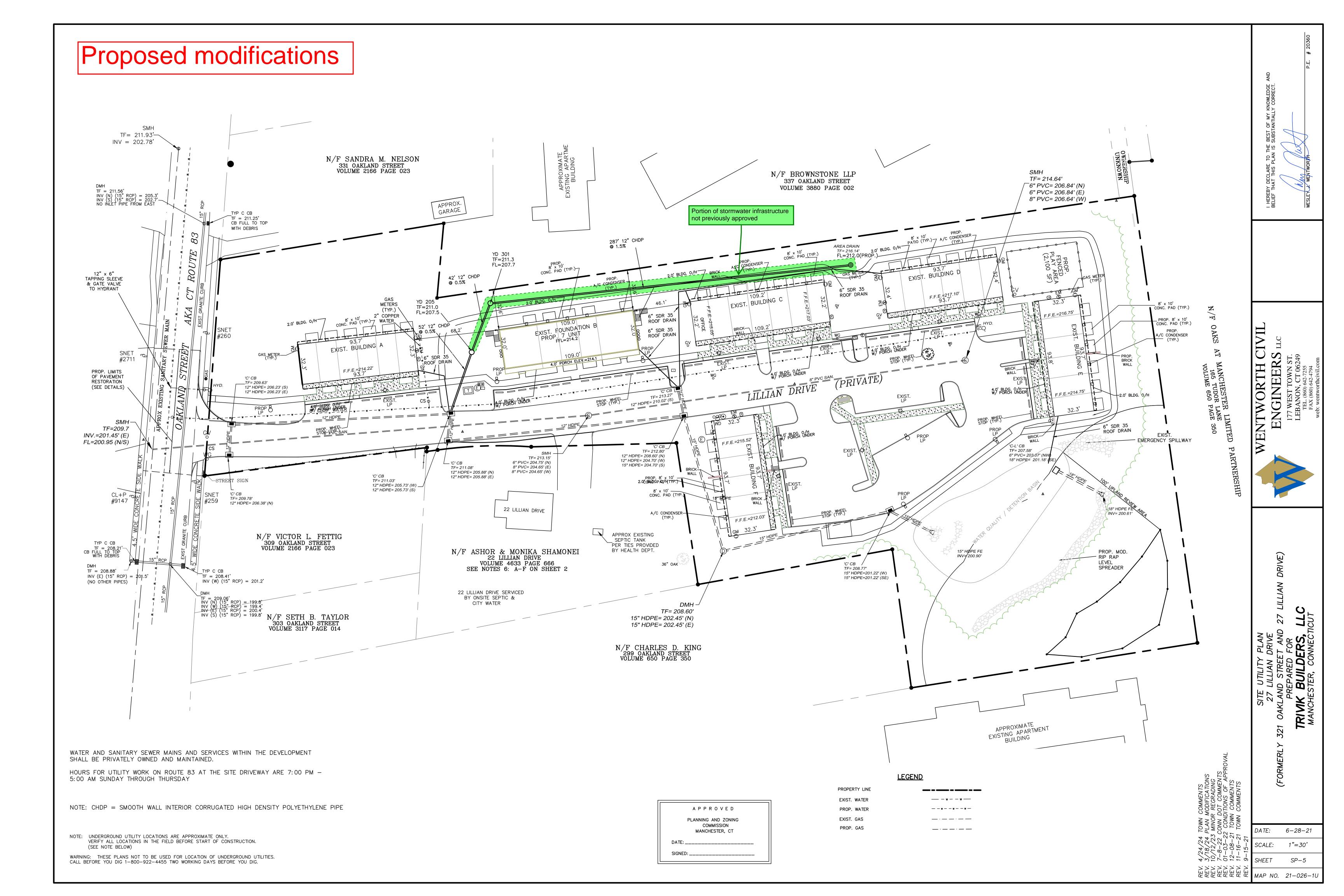
INV = 196.17'

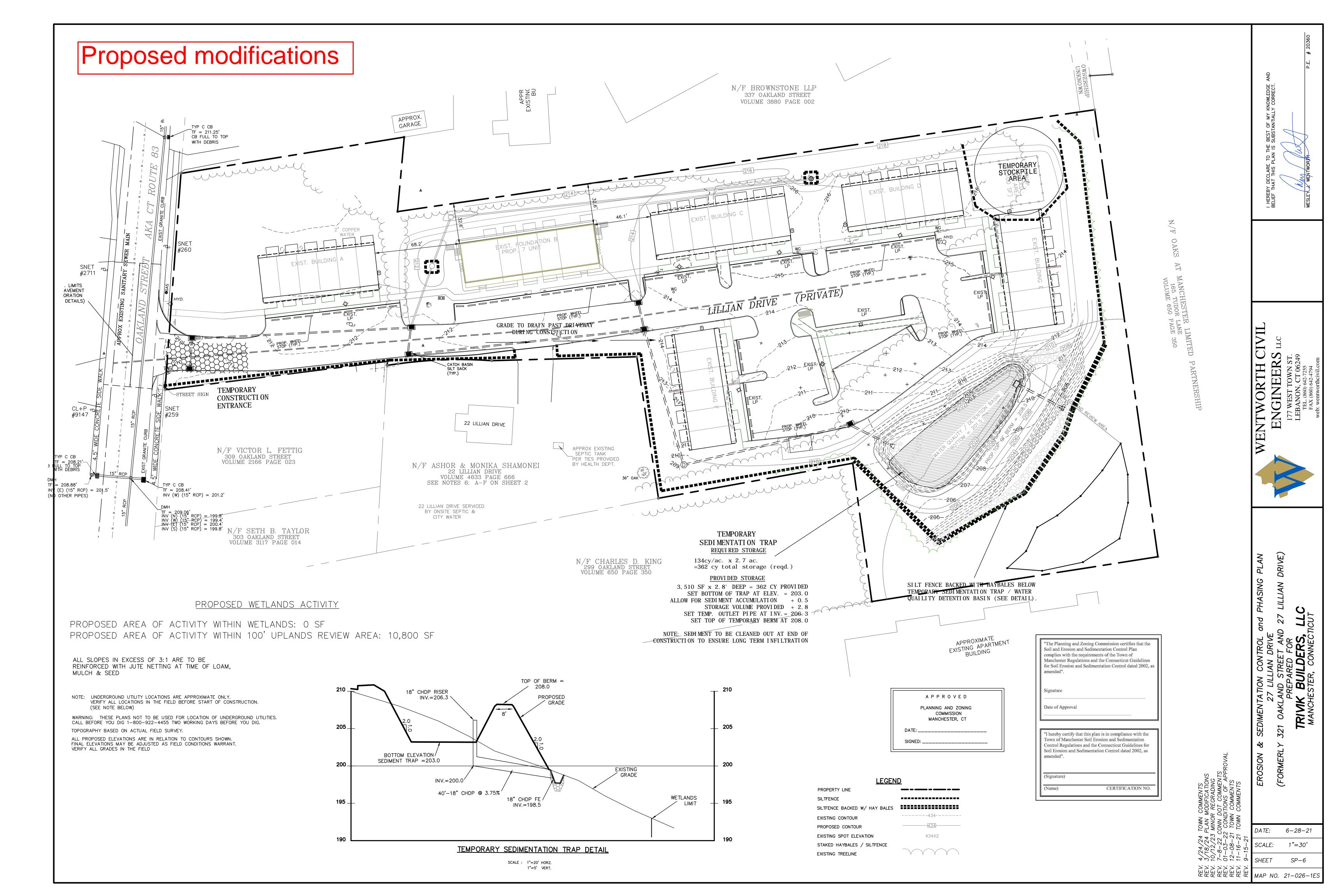
6-28-21 SCALE: SHEET ンンンンン MAP NO. 21-026-10A











ALL CONSTRUCTION METHODS TO CONFORM TO CONN. D.O.T. FORM 816 AND/OR THE TOWN THE LOCATION OF ALL EXISTING UTILITIES SHOWN IS APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING THE LOCATION OF EXISTING UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND FOR COORDINATING CONNECTION OF PROPOSED AND EXISTING

TOWN MAY REQUIRE CHANGES TO THE PLAN TO ADDRESS PROBLEMS THAT MAY RESULT IN THE FIELD.

ALL UTILITIES TO BE INSTALLED/DIRECTED BY APPROPRIATE AUTHORITIES.

SITE NARRATIVE AND LAND USE INFORMATION:

SITE DEVELOPER IS TRIVEK BUILDERS, LLC

SINGLE FAMILY HOMES THAT ARE TO BE DEMOLISHED. SITE IS TO BE DEVELOPED INTO 37 UNITS OF APARTMENTS CONTAINED WITHIN 6 BUILDINGS. THE PROPERTY IS DESIGNED TO BE UNDER SINGLE OWNERSHIP AND UNITS WILL ALL BE FOR RENTAL

THERE IS NO CONSTRUCTION OR DISTURBANCE PROPOSED WITHIN ONSITE WETLANDS. MINIMAL DEVELOPMENT IS PROPOSED WITHIN UPLAND REVIEW AREA INCLUDING CLEARING, SITE GRADING, PORTION OF ONE BUILDING, DRAINAGE OUTFALL AND RIP RAP LEVEL SPREADER. PROPOSED CONSTRUCTION ACTIVITIES ON THE REMAINDER OF THE SITE INVOLVE STRIPPING TOPSOIL, STUMPING & GRUBBING VEGETATION, FILLING, INSTALLING DRAINAGE SYSTEMS, SANITAR SEWER, PUBLIC WATER & UTILITIES, DRIVEWAYS, PARKING, SIDEWALKS AND

WETLANDS & WATERCOURSES COMMISSION AND SITE PLAN APPROVAL REQUIRED FROM THE TOWN OF MANCHESTER PLANNING & ZONING COMMISSION.

GENERAL SITE NOTES:

TOTAL SITE ACREAGE: ± 4.18 ACRES

TOTAL AMOUNT OF SITE DISTURBANCE: ± 3.1 ACRES

AVERAGE RUNOFF CURVE NUMBER FOR DEVELOPED SITE (WITHIN AREA OF PROPOSED CONSTRUCTION ACTIVITY): AVERAGE CN=67

TOTAL AREA OF DISTURBANCE WITHIN CT REGULATED WETLANDS = 0 SF.

IMMEDIATE RECEIVING WATERS - NATURAL WETLAND SYSTEM

ULTIMATE RECEIVING WATER IS ISOLATED ONSITE WETLAND. ANTICIPATED NORMAL WORKING HOURS DURING CONSTRUCTION ARE 7:00 AM TO 5:00 PM MONDAY THROUGH SATURDAY.

SOME GENERAL KEYS TO SUCCESSFUL EROSION & SEDIMENTATION CONTROLS ARE AS FOLLOWS: 1. KEEP CLEARING AND GRUBBING OF VEGETATION TO AN ABSOLUTE MINIMUM.

- 2. MINIMIZE TIME OF EXPOSURE OF UNPROTECTED SOIL SURFACES.
- 3. STABILIZE ALL GRADED AREAS WITH MULCH AND VEGETATION IMMEDIATELY AFTER GRADING.
- 4. DIVERT RUNOFF AWAY FROM STEEPLY SLOPED & DISTURBED AREAS
- 5. MONITOR AND MAINTAIN CONTROLS REGULARLY (WEEKLY).

THESE GUIDELINES SHALL APPLY TO ALL WORK CONSISTING OF ANY AND ALL TEMPORARY AND/OR PERMANENT MEASURES TO CONTROL WATER POLLUTION AND SOIL EROSION AS MAY BE REQUIRED, DURING THE CONSTRUCTION OF THE PROJECT.

IN GENERAL, ALL CONSTRUCTION ACTIVITIES SHALL PROCEED IN SUCH A MANNER SO AS NOT TO POLLUTE ANY WETLANDS, WATERCOURSE, WATERBODY, AND CONDUIT CARRYING WATER, ETC. THE CONTRACTOR SHALL LIMIT, INSOFAR AS POSSIBLE, THE SURFACE AREA OF EARTH MATERIALS EXPOSED BY CONSTRUCTION METHODS, AND IMMEDIATELY PROVIDE PERMANENT AND TEMPORARY POLLUTION CONTROL MEASURES TO PREVENT CONTAMINATION OF ADJACENT WETLANDS, WATERCOURSES AND WATERBODIES, AND TO PREVENT, INSOFAR AS POSSIBLE, EROSION ON THE SITE.

CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN THE "GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL" (2002) BY THE STATE OF CONNECTICUT COUNCIL ON SOIL AND WATER CONSERVATION AND IN CONFORMANCE WITH CONN DOT FORM 816 AND THE CT DEEP GENERAL PERMIT FOR THE DISCHARGE OF STORMWATER AND DEWATERING WASTEWATERS FROM CONSTRUCTION ACTIVITIES EFFECTIVE DATE: OCTOBER 1, 2013, AS REVISED.

LAND GRADING

THE RESHAPING OF THE GROUND SURFACE BY EXCAVATION AND FILLING OR A INED GRADES SHALL PROCEED IN ACCORDANC WITH THE FOLLOWING BASIC CRITERIA:

THE CUT FACE OF EARTH EXCAVATION SHALL NOT BE STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL (2:1). THE PERMANENT EXPOSED FACES OF FILLS SHALL NOT BE STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL (2:1).

THE CUT FACE OF ROCK EXCAVATION SHALL NOT BE STEEPER THAN ONE HORIZONTAL TO NO FILL SHOULD BE PLACED WHERE IT WILL SLIDE, OR WASH UPON THE PREMISES OF ANOTHER OWNER OR UPON ADJACENT WETLANDS, WATERCOURSE OR WATERBODY.

INSTALLATION OF SEDIMENT AND EROSION CONTROLS SUCH AS HAY BALES AND SILT FENCES SHALL BE ESTABLISHED PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITIES LL SEDIMENT AND EROSION CONTROL STRUCTURES MUST BE MONITORED AND MAINTAINED BY THE CONTRACTOR UNTIL THE SOIL SURFACE IS STABILIZED.

IF NECESSARY, LATERAL WATER DIVERSIONS SHALL BE INSTALLED ACROSS THE GRADED ROADWAY TO PREVENT DOWNSLOPE OUTWASH AND EROSION. HAY BALES SHALL BE STAKED AND SILT FENCES SHALL BE PROPERLY SECURED. SEDIMENT

PRIOR TO ANY REGRADING, STONE APRON SHALL BE PLACED BY THE ENTRANCE TO THE WORK AREA IN ORDER TO REDUCE MUD AND OTHER SEDIMENTS FROM LEAVING THE SITE PROVISIONS SHOULD BE MADE TO CONDUCT SURFACE WATER SAFELY TO STORM DRAINS, TO PREVENT SURFACE RUNOFF FROM DAMAGING CUT FACES AND FILL SLOPES.

EXCAVATIONS SHOULD NOT BE MADE SO CLOSE TO PROPERTY LINES AS TO ENDANGER ADJOINING PROPERTY WITHOUT PROTECTING SUCH PROPERTY FROM EROSION, SLIDING, SETTLING OR CRACKING.

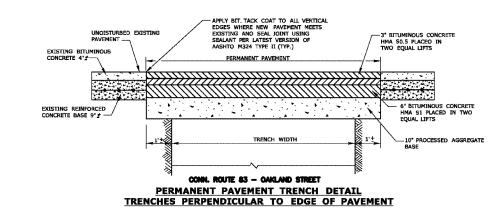
- 1. TOPSOIL SHALL BE SPREAD OVER ALL EXPOSED AREAS IN ORDER TO PROVIDE A SOIL MEDIUM HAVING FAVORABLE CHARACTERISTICS FOR THE ESTABLISHMENT, GROWTH AND MAINTENANCE OF VEGETATION.
- 2. REMOVE ALL LARGE STONES, TREE LIMBS, ROOTS, AND CONSTRUCTION DEBRIS.
- 3. APPLY LIME ACCORDING TO SOIL TEST OR AT THE RATE OF TWO (2) TONS PER ACRE.

- TOPSOIL SHOULD HAVE PHYSICAL, CHEMICAL AND BIOLOGICAL CHARACTERISTICS FAVORABLE TO THE GROWTH OF PLANTS.
- 2. TOPSOIL SHOULD HAVE A SANDY OR LOAMY TEXTURE
- 3. AN ORGANIC MATTER CONTENT OF OVER TWO (2%) PERCENT IS HIGHLY DESIRABLE. AVOID LIGHT COLORED LOWER SUBSOIL MATERIÀL.

APPLICATION:

1. AVOID SPREADING WHEN TOPSOIL IS WET OR FROZEN.

2. SPREAD TOPSOIL UNIFORMLY TO A DEPTH OF AT LEAST FOUR (4") INCHES.



1. TEMPORARY PERVIOUS BARRIERS USING BALES OF HAY OR STRAW, HELD IN PLACE WITH STAKES DRIVEN THROUGH THE BALES AND INTO THE GROUND, OR SEDIMENT FILTER FABRIC FASTENED TO A FENCE POST AND BURIED INTO THE GROUND, SHALL BE INSTALLED

1. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.

2. EACH BALE SHALL BE EMBEDDED INTO THE SOIL A MINIMUM OF FOUR (4") INCHES.

3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY WOOD STAKES OR REINFORCEMENT BARS DRIVEN THROUGH THE BALES AND INTO THE GROUND. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARD THE PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER. 4. FILTER FABRIC SHALL BE SECURELY FASTENED AT THE TOP OF A THREE (3') FOOT HIGH FENCE AND BURIED A MINIMUM OF FOUR (4") INCHES INTO THE SOIL. SEAMS BETWEEN SECTIONS OF FILTER FABRIC SHALL OVERLAP A MINIMUM OF TWO (2') FEET.

1. BALED HAY EROSION BARRIERS SHALL BE INSTALLED AT ALL STORM SEWER INLETS.

- 2. BALED HAY EROSION BARRIERS AND SEDIMENT FILTER FENCES SHALL BE INSTALLED AT THE LOCATIONS INDICATED ON THE PLAN AND IN ADDITIONAL AREAS AS MAY BE DEEMED APPROPRIATE DURING CONSTRUCTION.
- 3. ALL EROSION CHECKS SHALL BE MAINTAINED UNTIL ADJACENT AREAS ARE STABILIZED.
- 4. INSPECTION SHALL BE FREQUENT (AT MINIMUM MONTHLY AND BEFORE AND AFTER HEAVY RAIN) AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- 5. EROSION CHECKS SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORMWATER FLOW OR DRAINAGE.

WINDBLOWN SEDIMENT

1. ALL WINDBLOWN SEDIMENTS SHALL BE CONTROLLED AT ALL TIMES. THE SITE CONTRACTOR IS RESPONSIBLE FOR APPLYING DUST CONTROL AS OFTEN AS NEEDED TO PREVENT ANY WINDBLOWN SEDIMENTS FROM LEAVING THE SITE. PREDETERMINED TRAFFIC ROUTES FOR ALL TRAFFIC SHALL BE ESTABLISHED BY THE SITE CONTRACTOR TO STABILIZED ROUTES. TEMPORARY AND PERMANENT MULCHING AND TEMPORARY AND PERMANENT VEGETATIVE COVER SHALL BE USED TO MINIMIZE THE NEED FOR DUST
CONTROL. MECHANICAL SWEEPERS SHALL BE USED ON ALL PAVED SURFACES TO PREVENT DUST BUILD UP DURING THE COURSE OF SITE WORK.

1. SPRAY ON ADHESIVES ARE ACCEPTABLE AND SHOULD BE APPLIED ACCORDING TO

2. WATER IS ACCEPTABLE BUT MUST BE APPLIED OFTEN IN HOT, DRY WEATHER.

3. CALCIUM CHLORIDE IS ACCEPTABLE BUT MUST BE APPLIED AT A RATE THAT WILL KEEP SURFACE MOIST BUT NOT CAUSE POLLUTION OR PLANT DAMAGE.

4. CRUSHED STONE OR COARSE GRAVEL CAN ALSO BE USED.

TEMPORARY VEGETATIVE COVER

 TEMPORARY VEGETATIVE COVER SHALL BE ESTABLISHED ON ALL UNPROTECTED AREAS THAT PRODUCE SEDIMENT, AREAS WHERE FINAL GRADING HAS BEEN COMPLETED AND AREAS WHERE THE ESTIMATED PERIOD OF BARE SOIL EXPOSURE IS LESS THAN 12 MONTHS.

1. INSTALL REQUIRED SURFACE WATER CONTROL MEASURES.

- REMOVE LOOSE ROCK, STONE, AND CONSTRUCTION DEBRIS FROM AREA.
- DOLOMITIC LIMESTONE PER ACRE (5 LBS. PER 100 SQUARE FEET).
- 4. APPLY FERTILIZER ACCORDING TO SOIL TEST OR AT THE RATE OF 300 LBS. OF 10-10-10 PER ACRE (7 LBS. PER 1,000 SQUARE FEET.)
- 5. UNLESS HYDROSEEDED, WORK IN LIME AND FERTILIZER TO A DEPTH OF FOUR (4") INCHES
- 6. TILLAGE SHOULD ACHIEVE A REASONABLY UNIFORM, LOOSE SEEDBED. WORK ON CONTOUR IF SITE IS SLOPING.

ESTABLISHMENT:

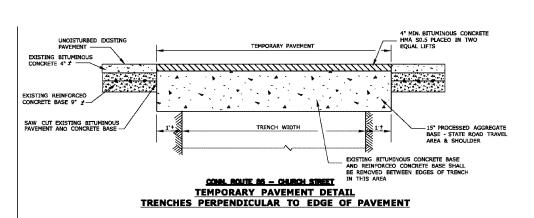
- USE ANNUAL RYEGRASS AT A RATE OF 40 LBS/AC. OR SUITABLE EQUIVALENT AS SPECIFIED IN THE "GUIDELINES".
- SEEDING TO BE DONE FROM APRIL 1ST TO JUNE 15 OR AUGUST 1ST TO OCTOBER 1ST WINTER STABILIZATION PLANTINGS TO BE NO LATER THAN OCTOBER 1ST. THIS INCLUDES STOCKPILE AREAS.
- APPLY SEED UNIFORMLY ACCORDING TO THE RATE INDICATED BY BROADCASTING, DRILLING, OR HYDRAULIC APPLICATION.
- UNLESS HYDROSEEDED, COVER RYEGRASS SEEDS WITH NOT MORE THAN 1/4 INCH OF SOIL WITH SUITABLE EQUIPMENT. COVER SUDANGRASS AND SMALL GRAINS WITH 1/2 INCH SOIL.
- 6. MULCH IMMEDIATELY AFTER SEEDING, IF REQUIRED, ACCORDING TO THE GUIDELINES IN

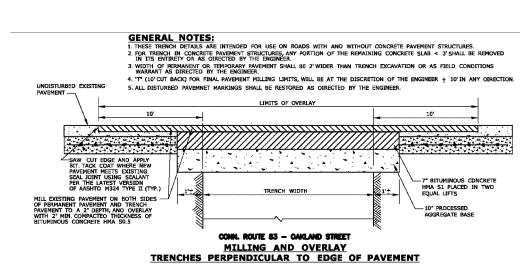
PERMANENT VEGETATIVE COVER

PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED AS VARIOUS SECTIONS OF THE PROJECT ARE COMPLETED IN ORDER TO STABILIZE THE SOIL, REDUCE DOWNSTREAM DAMAGE FROM SEDIMENT AND RUNOFF AND TO ENHANCE THE AESTHETIC NATURE OF THE SITE. IT WILL BE APPLIED TO ALL CONSTRUCTION AREAS SUBJECT TO EROSION WHERE FINAL GRADING HAS BEEN COMPLETED AND A PERMANENT COVER IS NEEDED.

SITE PREPARATION:

- 1. INSTALL REQUIRED SURFACE WATER CONTROL MEASURES.
- 2. REMOVE LOOSE ROCK, STONE AND CONSTRUCTION DEBRIS FROM AREA.
- 3. PERFORM ALL PLANTING OPERATIONS PARALLEL TO THE CONTOURS OF THE SLOPE.
- 4. APPLY TOPSOIL AS INDICATED ELSEWHERE HEREIN 5. APPLY FERTILIZER ACCORDING TO SOIL TEST OR:





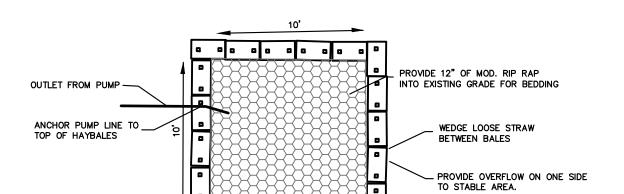
WORK DEEPLY IN SOIL, BEFORE SEEDING, 300 LBS OF 10-10-10 FERTILIZER PER ACRE (7 LBS PER 1,000 SQUARE FEET); THEN SIX (6) TO EIGHT (8) WEEKS LATER APPLY ON THE SURFACE AN ADDITIONAL 300 LBS OF 10-10-10 FERTILIZER PER ACRE. WORK DEEPLY IN SOIL, BEFORE SEEDING, 600 LBS OF 10-10-10 FERTILIZER PER ACRE (14 LBS PER 1,000 SQUARE FEET).

SMOOTH AND FIRM SEEDBED WITH CULTIPACKER OR OTHER SIMILAR EQUIPMENT PRIOR TO SEEDING (EXCEPT WHEN HYDROSEEDING). 2. SELECT ADAPTED SEED MIXTURE AS FOLLOWS. NOTE RATES AND THE SEEDING DATES.

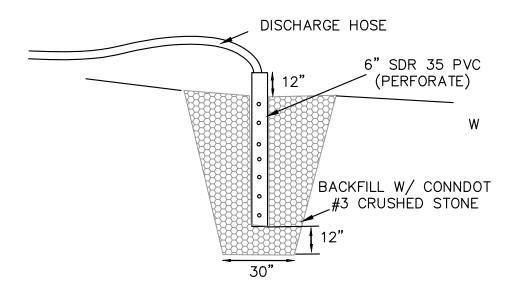
SUNNY TO PARTIALLY SUNNY SITES LBS./1000 S.I LBS./ACRE KENTUCKY BLUEGRASS PERENNIAL RYEGRAS: 45 VEGETATED SWALES, BANKS & DETENTION BASINS CREEPING RED FESCUE REDTOP TALL FESCUE TOTAL

- FINAL SEEDING SHALL TAKE PLACE PRIOR TO OCTOBER 1ST AS SEEDING AFTER THIS DAT RUNS A DISTINCT CHANCE OF FAILURE DUE TO ADVERSE WEATHER. ANY AREAS THAT ARE DISTURBED BETWEEN OCTOBER 1ST AND APRIL 1ST SHALL BE STABILIZED BY NON-VEGETATIVE MEANS SUCH AS HEAVY MULCHING WITH A BINDER OR JUTE MATTING WHICH WILL HAVE TO BE REMOVED BEFORE FINAL SEEDING AND THEN REPLACED AFTER
- 4. APPLY SEED UNIFORMLY ACCORDING TO RATE INDICATED, BY BROADCASTING, DRILLING,
- COVER GRASS AND LEGUME SEEDS WITH NOT MORE THAN 1/4 INCH OF SOIL WITH SUITABLE EQUIPMENT (EXCEPT WHEN HYDROSEEDING).
- MULCH IMMEDIATELY AFTER SEEDING, IF REQUIRED, ACCORDING TO THE GUIDELINES IN THE "GUIDELINES".

7. USE PROPER INOCULANT ON ALL LEGUME SEEDINGS, USE FOUR (4) TIMES NORMAL RATE

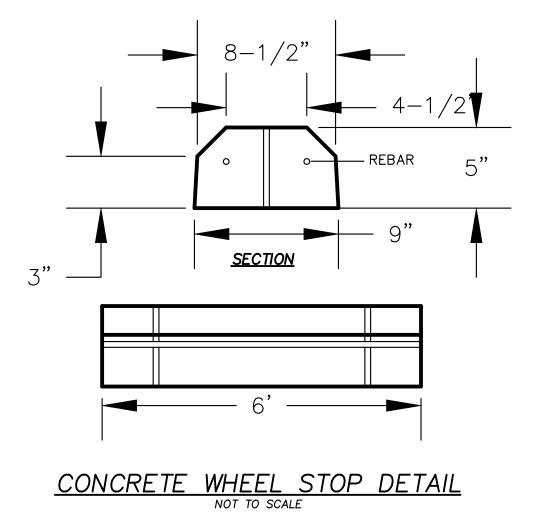


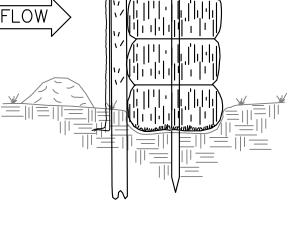
GROUND DEWATERING OUTLET FILTER DETAIL NOT TO SCALE



GROUND DEWATERING INLET FILTER DETAIL

DEWATERING NOTES:
ALL EXCAVATION WATER PUMPED FOR INSTALLATION OF
STRUCTURES AND UTILITIES IS TO BE CLEAN BEFORE
ENTERING A WETLAND OR WATERCOURSE. LOCATE DEWATERING FILTER OUTSIDE 100 FOOT WETLAND SETBACK AREA WHERE FEASIBLE. DIRECT OVERFLOW OF DEWATERING FILTER TO DRAIN ACROSS AREAS WITH WELL ESTABLISHED VEGETATION TO MINIMIZE EROSION AND AID IN SEDIMENT FILTERING IF PUMPING OF GREATER THAN 20 GAL/MIN. IS REQUIRED SEE 2002 E&S GUIDELINES FOR ALTERNATE FILTER DETAIL NO DISCHARGE OF DEWATERING WASTEWATERS SHALL CONTAIN OR CAUSE A VISIBLE OIL SHEEN, FLOATING SOLIDS OR FOAMING IN THE RECEIVING WATER. REFER TO 2002 E & S GUIDELINES PRIOR TO BEGINNING ANY DEWATERING ACTIVITIES.





excavate a 6"x6"

3. Attach filter fabri

Source: U.S. Department of Agriculture, Soil Conservation Service, Storrs, Connecticut

PLACEMENT AND CONSTRUCTION OF A SYNTHETIC FILTER BARRIER

NOT TO SCALE

to wire fencing

the trench

Bottom of

<u>PLAN VIEW</u>

Orainageway

trench, set post

upslope for stability and

Fence

Points "A" should be higher

fencing to

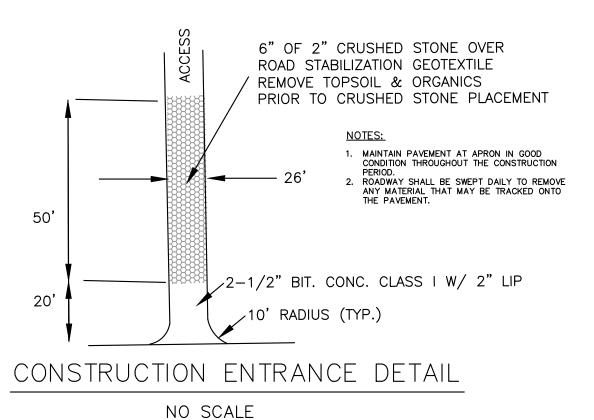
4. Backfill the

trench and

compact the

end post

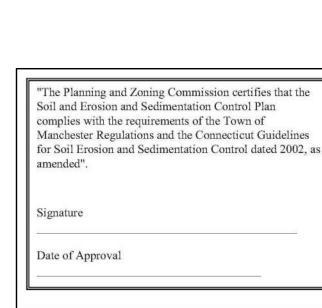
SILTFENCE BACKED WITH STAKED HAYBALES NOT TO SCALE



APPROVED

PLANNING AND ZONING

COMMISSION MANCHESTER, CT



"I hereby certify that this plan is in compliance with the Town of Manchester Soil Erosion and Sedimentation Control Regulations and the Connecticut Guidelines for Soil Erosion and Sedimentation Control dated 2002, as amended" CERTIFICATION NO.

CONSTRUCTION SEQUENCE

- CLEAR NECESSARY TREES AND BRUSH. INSTALL SILT FENCE & CONSTRUCTION ENTRANCE. MONITOR THROUGHOUT CONSTRUCTION. STUMP & GRUB AREA WHERE PIPES WILL BE INSTALLED AND FILL MATERIAL WILL BE SPREAD. STRIP TOPSOIL AND STOCKPILE.
- 4. BEGIN CONSTRUCTION ON TEMPORARY SEDIMENTATION TRAP TO BE UTILIZED THROUGHOUT CONSTRUCTION UNTIL SITE IS STABILIZED.
- 5. BEGIN EXCAVATION & FILLING. FILL MATERIAL TO BE NATIVE OR STRUCTURAL MATERIAL FREE OF ORGANICS
- AND PLACED IN LIFTS OF 18" AND COMPACTED. NO ROCKS LARGER THAN 12" INSTALL STORM PIPES, STRUCTURES, BEDDING MATERIAL, DETENTION BASIN AND RIP RAP
- 8. INSTALL WATER, SEWER AND UNDERGROUND UTILITIES 9. INSTALL BANK RUN GRAVEL, PROCESSED AGGREGATE BASE, ASPHALT BASE COURSE, CURBING AND
- WALKWAYS.
- 10. FINISH GRADE SITE, LOAM, SEED AND MULCH 11. INSTALL FINISH COARSE OF ASPHALT

BEGIN FOUNDATION AND BUILDING CONSTRUCTION

12. REMOVE EROSION CONTROLS AFTER SITE IS COMPLETELY STABILIZED.

SITE DESIGN NARRATIVE

IN GENERAL THIS PROJECT CONSISTS OF CONSTRUCTING 6 NEW MULTIFAMILY APARTMENT BUILDINGS ON 4.18 ACRES OF FORMERLY DEVELOPED SINGLE FAMILY LOTS THAT ARE CURRENTLY IN GRASS AND WOODLANDS IN MANCHESTER, CT. SITE ACCESS WILL BE VIA EXISTING PRIVATE ROAD (LILLIAN DRIVE) WHICH IS PROPOSED TO BE IMPROVED AS PART OF THIS DEVELOPMENT.

SOILS ARE FINE LOAMY SANDS AND SANDY LOAMS WITH NO VISIBLE SEASONAL HIGH GROUNDWATER WITHIN 84 INCHES OF THE SURFACE THROUGHOUT MOST OF THE UPLANDS AND AT OR NEAR THE SURFACE WITHIN THE WETLANDS. SEDIMENTATION POTENTIAL TO DOWNSTREAM WETLANDS AND WATERCOURSES IS AVERAGE. SITE IS VERY FLAT TO GENTLY SLOPING, WHICH MINIMIZES STORM WATER VELOCITIES DURING A RAIN EVENT. THIS SITE HAS BEEN DESIGNED TO MINIMIZE IMPACTS DURING CONSTRUCTION BY USE OF A SITE SPECIFIC EROSION & SEDIMENTATION CONTROL PLAN, NOTES & DETAILS. LONG TERM CONTROL OF STORM FLOWS WILL BE CONTROLLED VIA PIPE AND CATCH BASIN SYSTEM WHICH DISCHARGE TO WATER QUALITY / UNDERGROUND DETENTION & INFILTRATION

SITE HAS BEEN DESIGNED TO INFILTRATE RUNOFF GENERATED FOR UP TO 1" STORM EVENTS. ENTIRE WATER QUALITY VOLUME WILL BE RECHARGED INTO GROUND VIA WATER QUALITY INFILTRATION / DETENTION BASIN. PEAK STORM EVENTS WILL HAVE FULL DETENTION UP TO 100 YEAR STORM EVENTS. A LONG TERM STORMWATER MANAGEMENT PLAN IS PART OF SITE PLANS TO ENSURE PROPER OPERATION AND MAINTENANCE OF STORMWATER CONTROL MEASURES.

OPERATION AND MAINTENANCE SCHEDULE

<u>-WATER QUALITY INFILTRATION / DETENTION BASIN</u>

INSPECT AFTER MAJOR RAINSTORMS (1" OR GREATER) & REMOVE TRASH & DEBRIS INSPECT BASIN INLET AND OUTLET AND SIDE SLOPES FOR STRUCTURAL INTEGRITY & SEDIMENT ACCUMULATION. REMOVE SEDIMENTATION AFTER ACCUMULATION IN EXCESS OF 6". RESEED WITH CONSERVATION SEED MIX AND MULCH. JUTE MAT CAN BE USED TO STABILIZE AREAS THAT ARE RESEEDED

INSPECT BASIN BOTTOM. REMOVE SEDIMENTATION ACCUMULATION IN WHEN IN EXCESS OF 12" DEEP. RESEED W/ CONSERVATION SEED MIX AND MULCH W/ WEED FREE HAY OR STRAW. INSPECT STONE FILTER BERM FOR STRUCTURAL INTEGRITY. REPAIR AS REQUIRED. IF LONG TERM

STANDING WATER BEHIND STONE BERM IS IN EXCESS OF 12" DEEP, REPLACE ENTIRE BERM, AS GRAVEL

CORE IS MORE THAN LIKELY PLUGGED W/ FINE MATERIALS. INSPECT EMBANKMENT. VERIFY THAT NO AREAS OF SETTLEMENT HAVE OCCURRED. FILL/REGRADE TOP OF BERM AS NECESSARY TO MAINTAIN MINIMUM TOP OF BERM ELEVATION. RESEED AND MULCH AS

INSPECT OUTLET STRUCTURE. REMOVE ANY ACCUMULATED DEBRIS OR SEDIMENT FROM INLET. INSPECT OUTLET FOR STRUCTURAL INTEGRITY AND REMOVE DEBRIS AND SEDIMENT. REPAIR RIP RAP AREAS AS

-CULVERT OUTLETS & LEVEL SPREADER INSPECT AFTER MAJOR RAINSTORMS (1" OR GREATER) & REMOVE TRASH & DEBRIS

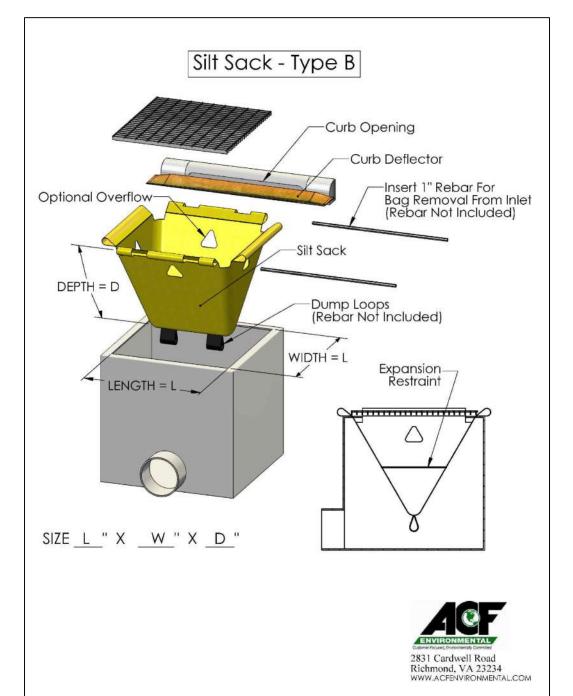
REMOVE SEDIMENTATION AFTER ACCUMULATION IN EXCESS OF 6". RE-STABILIZE WITH RIP RAP ANY SCOURED AREAS. JUTE MAT CAN BE USED TO STABILIZE AREAS THAT ARE RE-SEEDED UNTIL VEGETATION HAS BEEN ESTABLISHED

SWEEP ANNUALLY IN SPRING TO REMOVE SAND AND SILT MATERIALS

NECESSARY. MOW EMBANKMENT AT LEAST ONCE PER YEAR.

-CATCH BASINS

VACUUM SUMPS ANNUALLY IN SPRING TO REMOVE SAND AND SILT MATERIALS. REMOVE ANY DEBRIS THAT MAY BE CLOGGING INLET GRATE TWICE PER YEAR OR AS NECESSARY. INSPECT FOR STRUCTURAL INTEGRITY AND REPAIR AS REQUIRED



NOTE: SILT SACKS SHALL BE EMPTIED WHEN 6" TO 12" OF SEDIMENT HAS COLLECTED AND SHALL BE INSPECTED EVERY 1 TO 2 WEEKS AND AFTER EVERY MAJOR RAINFALL EVENT. CATCH BASIN SILT SACK DETAIL NOT TO SCALE

EROSION & SEDIMENTATION CONTROL RESPONSIBLE PARTY:

HARIHARAN KUPPURAJ 77 CHAPONIS WAY SOUTH WINDSOR, CT 06074 TEL (860) 682-0175

SCALE: SHEET

C) W

MORTH (

NGINEERS

177 WEST TOWN ST.

LEBANON, CT OF

TEL. (860) 647

FAX (867)

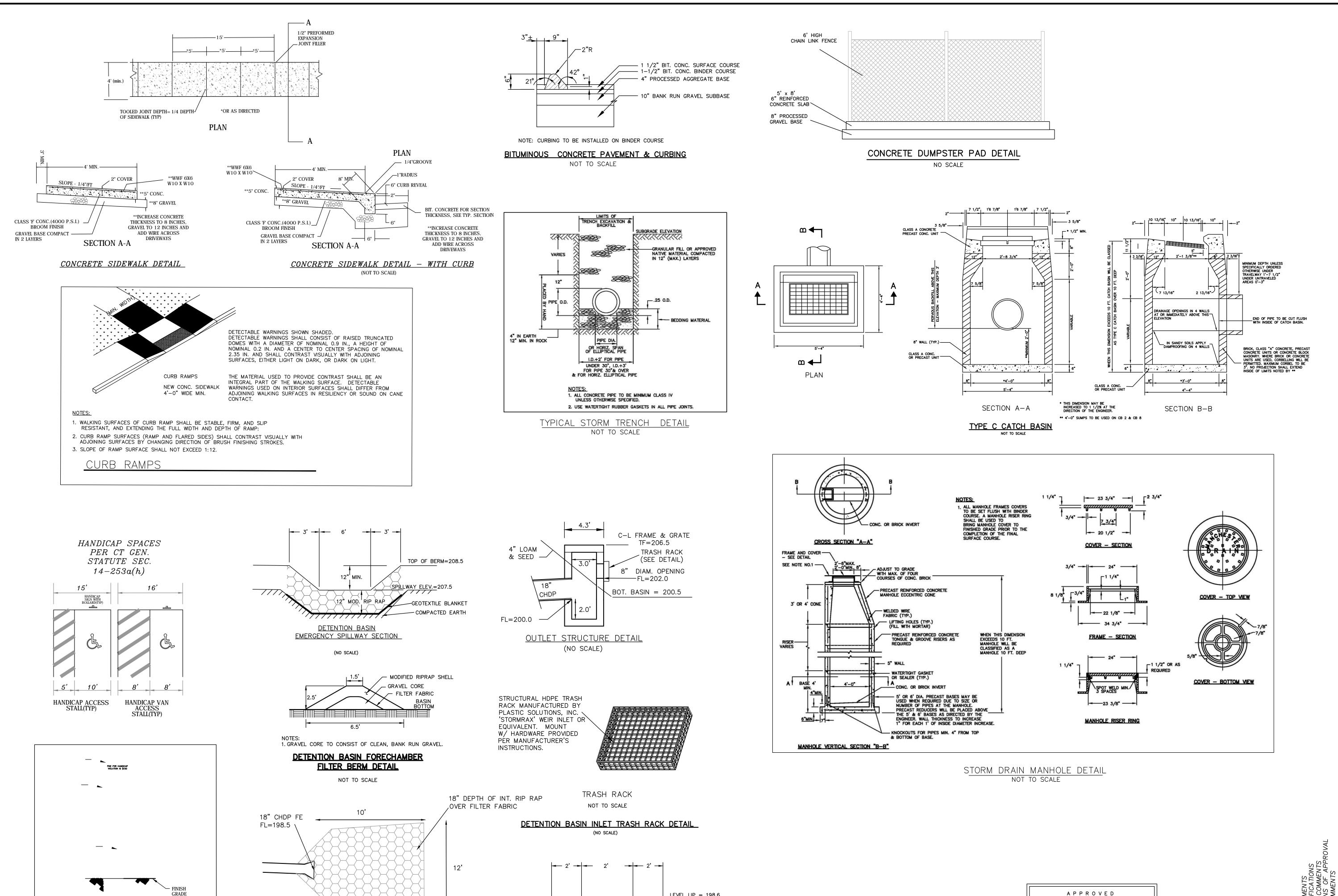
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R R R R R R MAP NO. 21-026-1ES

6-28-21

SHOWN SP-7



LEVEL LIP = 198.6

-GEOTEXTILE BLANKET

- COMPACTED EARTH

SPILLWAY ELEV.=197.6

DETENTION BASIN

LEVEL SPREADER DISCHARGE

(NO SCALE)

18" RCP FLARED END

RIP RAP APRON OUTLET DETAIL

(NO SCALE)

4/24/24 TOWN COMM 3/18/24 PLAN MODIF 7-8-22 CONN DOT (01-03-22 CONDITION 12-08-21 TOWN COM DATE:

PLANNING AND ZONING COMMISSION MANCHESTER, CT

IVII

INTWORTH CI ENGINEERS 1

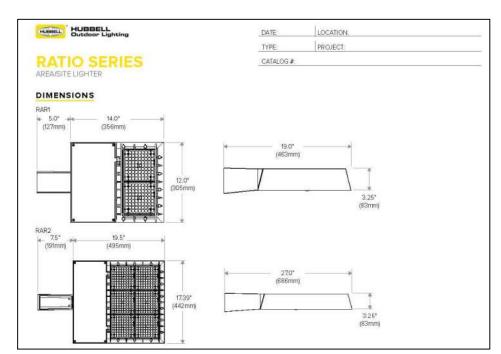
SCALE: SHEET

6-28-21 SHOWN SP-8 NAP NO. 21-026-1GN MAP NO. 21-026-1GN

REPARED FOR BUILDERS, STER, CONNECT

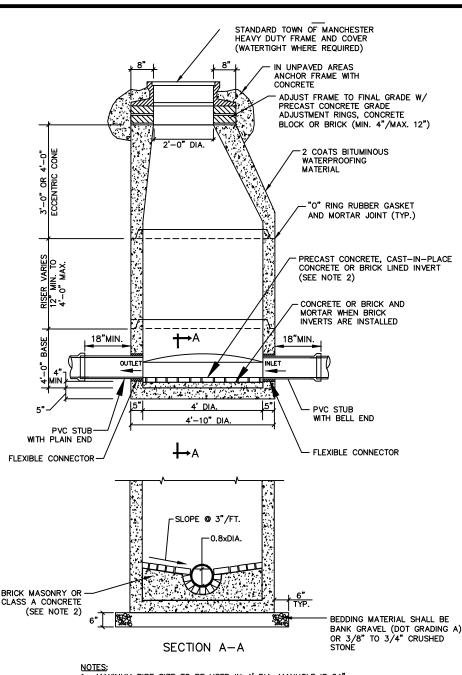
TRINK MANCHE

- A PRECONSTRUCTION MEETING WITH TOWN STAFF AND EIGHTH UTILITIES DISTRICT STAFF IS REQUIRED PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES DEPICTED ON THESES DRAWINGS ARE FROM THE BEST AVAILABLE SOURCES. SUCH INFORMATION IS FURNISHED ONLY FOR THE INFORMATION OF THE CONTRACTOR AND IS NOT GUARANTEED.
- THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" AT 1-800-922-4455 AT LEAST 48 HOURS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.
- THE LOCATION OF ALL PROPOSED UNDERGROUND UTILITIES (IE. GAS, TELEPHONE, CABLE TV, ELECTRIC, ETC.) SHALL BE APPROVED BY THE TOWN PRIOR TO CONSTRUCTION.
- ALL MATERIALS AND METHODS OF CONSTRUCTION WITHIN THE RIGHT OF WAY SHALL CONFORM TO THE REQUIREMENTS OF THE TOWN OF MANCHESTER "PUBLIC IMPROVEMENT STANDARDS" EFFECTIVE OCTOBER 31, 2020, AS AMENDED.
- AT UTILITY CROSSINGS A MINIMUM 18" VERTICAL SEPARATION DISTANCE SHALL BE PROVIDED FROM WATER OR SEWER UTILITIES UNLESS INDICATED OTHERWISE ON THE PLANS OR AS APPROVED BY THE TOWN AND EIGHTH UTILITIES DISTRICT. A CONCRETE CRADLE SHALL BE UTILIZED IF A MINIMUM SEPARATION DISTANCE OF LESS THAN 12" IS ALLOWED BY THE TOWN AND EIGHTH UTILITIES DISTRICT. A MINIMUM HORIZONTAL SEPARATION DISTANCE OF 10' SHALL BE PROVIDED BETWEEN WATER AND SEWER UTILITIES. PROVIDE 5' MINIMUM SEPARATION DISTANCE BETWEEN WATER OR SEWER UTILITIES AND STORM DRAIN LINES. PROVIDE 2' MINIMUM SEPARATION DISTANCE BETWEEN WATER MAINS AND CATCH
- THRUST RESTRAINT FOR ALL MECHANICAL JOINTS AT VALVES AND FITTINGS SHALL BE PROVIDED BY MEANS OF DUCTILE IRON RESTRAINER GLANDS. WEDGE-ACTION JOINT RESTRAINERS OR GASKET-TYPE JOINT RESTRAINT SHALL BE USED TO RESTRAIN ALL DUCTILE IRON PIPE JOINTS FOR A DISTANCE OF AT LEAST 27 FEET ON EACH SIDE OF ALL VALVES OR FITTINGS. NO MORE THAN ONE PIPE JOINT SHALL BE ALLOWED WITHIN THE 27 FEET OF PIPE.
- ALL VALVE BOXES AND CURB BOXES SHALL BE ADJUSTED TO THE FINAL GRADES. ALL CURB BOXES SHALL BE LOCATED IN GRASSED AREAS AT THE STREET LINE FRONTING THE PROPERTY UNLESS INDICATED OTHERWISE ON THE PLANS.
- ALL VALVES AND HYDRANTS SHALL BE EITHER RIGHT-OPENING (CLOCKWISE) OR LEFT OPENING (COUNTER CLOCKWISE) BASED ON THEIR LOCATION IN TOWN. THE CONTRACTOR SHALL VERIFY THE DIRECTION OF OPENING PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. ALL MAIN LINE AND AUXILIARY VALVES (4" TO AND INCLUDING 12") SHALL BE RESILIENT WEDGE GATE VALVES.
- ALL WATER MAINS SHALL HAVE $4\frac{1}{2}$ FEET OF COVER UNLESS OTHERWISE INDICATED ON THE PLANS. COVER LESS THAN OR IN EXCESS OF 41 FEET SHALL BE ALLOWED ONLY AS INDICATED ON THE PLANS OR APPROVED BY THE TOWN. WATER MAINS HAVING COVER LESS THAN $4\frac{1}{2}$ SHALL BE INSULATED.
- ALL EXISTING WATER OR SANITARY SEWER SERVICES THAT WILL NOT BE REUSED AS PART OF THE FUTURE DEVELOPMENT SHALL BE ABANDONED AT THE MAIN IN ACCORDANCE WITH PROCEDURES SET FORTH BY THE TOWN.
- 13 ALL WELLS SHALL BE ABANDONED IN ACCORDANCE WITH THE PROCEDURES SET FORTH IN THE RULES OF PRACTICE AND REGULATIONS MANUAL PREPARED BY THE STATE OF CONNECTICUT, DEPARTMENT OF CONSUMER PROTECTION, WELL DRILLING BOARD. THE TOWN SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY SUCH ABANDONMENT.
- ALL PROPOSED WATER AND SEWER EASEMENTS SHALL BE DESCRIBED BY METES AND BOUNDS. PROPOSED EASEMENTS SHALL BE APPROVED BY THE TOWN AND FILED WITH THE TOWN CLERK PRIOR TO MAKING A REQUEST FOR A CERTIFICATE OF OCCUPANCY. PROVIDE VOLUME AND PAGE REFERENCES FOR ALL EXISTING WATER AND SEWER EASEMENTS.
- IF THE PROJECT IS WITHIN AN AQUIFER PROTECTION ZONE A BEST MANAGEMENT PLAN FOR THE STORAGE OR USE OF ANY POTENTIALLY HAZARDOUS MATERIALS SHALL BE SUBMITTED TO AND APPROVED BY THE TOWN PRIOR TO MAKING A REQUEST FOR A CERTIFICATE OF OCCUPANCY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY HANDLING OF SANITARY SEWAGE FLOWS DURING CONSTRUCTION. METHODS OF HANDLING SEWAGE FLOWS SHALL BE APPROVED BY THE TOWN.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY TEMPORARY THRUST
- ALL EXISTING HYDRANTS TO BE REMOVED OR REPLACED SHALL BE SALVAGED WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE TOWN. ALL OTHER MATERIALS WHICH ARE REMOVED FROM THE ROADWAY SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND DISPOSED OF PROPERLY, UNLESS INDICATED OTHERWISE ON THE PLANS.
- WHEN DOMESTIC OR FIRE WATER SERVICES GREATER THAN OR EQUAL TO 4" IN DIAMETER ARE PROPOSED TO BE CONNECTED TO THE WATER MAIN USING A TAPPING SLEEVE AND VALVE A WET TAP CONTRACTOR PRE-APPROVED BY THE TOWN SHALL BE
- IN ACCORDANCE WITH ARTICLE II, SECTION 7.05.05 OF THE TOWN OF MANCHESTER ZONING REGULATIONS, RECORD DRAWINGS MUST BE SUBMITTED TO THE TOWN FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF ANY CERTIFICATES OF OCCUPANCY EXCEEDING 80% OF THE TOTAL PROPOSED NUMBER OF UNITS WITHIN THE DEVELOPMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROCURING ALL INFORMATION NECESSARY TO GENERATE DRAWINGS AND FOR PROVIDING THE ACTUAL DRAWINGS TO THE TOWN.
- IN ACCORDANCE WITH TOWN OF MANCHESTER ORDINANCE 14-57, THE CONTRACTOR SHALL REPLACE ALL BROKEN OR DAMAGED SIDEWALK AND CURBS ALONG THE FRONTAGE OF THE PROPERTY AS DIRECTED BY THE TOWN.
- ALL PROPOSED WORK WITHIN THE STATE OF CONNECTICUT RIGHT-OF-WAY ALONG OAKLAND STREET MUST BE APPROVED BY THE DEPARTMENT OF TRANSPORTATION AND THAT THE CONTRACTOR MUST SATISFY PAVEMENT REPAIR REQUIREMENTS ESTABLISHED IN THE ASSOCIATED ENCROACHMENT PERMIT.
- AN APPROVED EROSION CONTROL BOND IS REQUIRED PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.
- PRIOR TO ANY TREE REMOVAL WITHIN THE TOWN OF MANCHESTER RIGHT-OF-WAY, THE CONTRACTOR MUST CONTACT THE TOWN TREE WARDEN FOR POSTING OF TREE REMOVAL NOTICES. FAILURE TO COMPLY WILL RESULT IN A FINE.
- 25. THE SITE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING SEDIMENT THAT ACCUMULATES IN THE DOWNSTREAM DRAINAGE SYSTEM AS A RESULT OF THE PROJECT.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN DEMOLITION PERMITS FROM THE TOWN OF MANCHESTER BUILDING DEPARTMENT FOR THE DEMOLITION OF THE EXISTING STRUCTURES. AS PART OF THE DEMOLITION PERMIT, ALL EXISTING WATER AND SEWER SERVICES THAT WILL NOT BE REUSED AS PART OF THE PROPOSED DEVELOPMENT SHALL BE ABANDONED AT THE MAIN PER WATER AND SEWER DEPARTMENT REQUIREMENTS.



HUBBELL RATIO SERIES RAR1 1.5 WATT LED 15,000 LUMENS TYPE II & IV

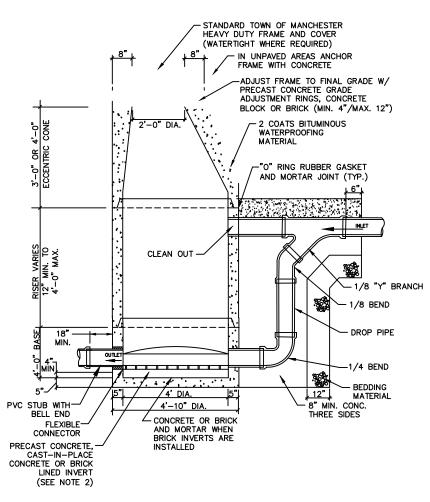
TYPICAL POLE MOUNT FIXTURE NOT TO SCALE



MAXIMUM PIPE SIZE TO BE USED IN 4' DIA. MANHOLE IS 24".

BRICK INVERT CONSTRUCTION IS SHOWN; HOWEVER, PRECAST OR CAST—IN—PLACE CONCRETE INVERTS SHALL BE INSTALLED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

48" SANITARY MANHOLE



NOTES:

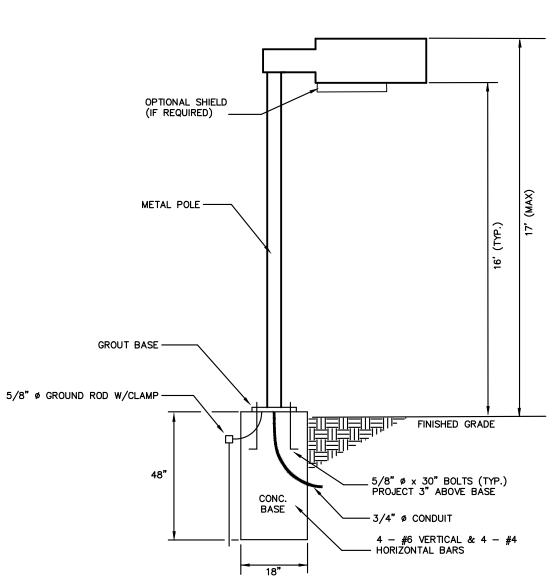
1. MAXIMUM PIPE SIZE TO BE USED IN 4' DIA. MANHOLE IS 24".

2. BRICK INVERT CONSTRUCTION IS SHOWN; HOWEVER, PRECAST OR CAST—IN—PLACE CONCRETE INVERTS SHALL BE INSTALLED UNLESS DIRECTED OTHERWASE BY THE ENGINEER.

3. PROVIDE BEDDING MATERIAL IN ACCORDANCE WITH THE 48" SANITARY MANHOLE DETAIL.

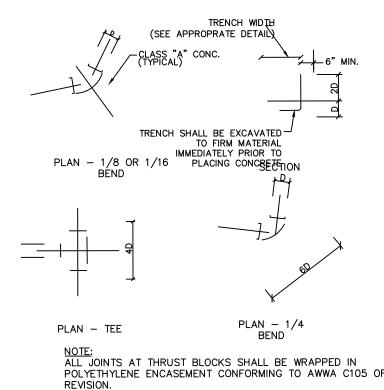
48" OUTSIDE DROP SANITARY

MANHOLE NOT TO SCALE



TYPICAL POLE MOUNT LIGHTING FIXTURE

LIGHT FIXTURES TO BE HORIZONTAL RECTILINEAR SHARP CUT-OFF LUMINAIRE



POLYETHYLENE ENCASEMENT CONFORMING TO AWWA C105 OF LATEST CONCRETE THRUST BLOCK NOT TO SCALE

BOTTOM VIEW

—(4) 1" DIA HANDLING HOLES EQUALLY SPACED 90" APART

- Ø30° BOLT CIRCLE

COMPACTED CRUSHED STONE TO BE PLACED BETWEEN SIDES OF TRENCH

FULL TRENCH WIDTH

- PLACE ON COMPACTED PIPE

BEDDING OR UNDISTURBED MATERIAL

COMPACTED

- BOTTOM OF COMPACTED CRUSHED STONE FOR PIPE BEDDING

47.4

SECTION A-A

SECTION A-A

SANITARY MANHOLE FRAME & COVER

CRUSHED STONE SUPPORT WHEN 18" > d > 12"

- EXISTING OR PROPOSED UTILITY

CONCRETE PIPE CRADLE WHEN d \leq 12"

SUPPORTS SHALL BE INSTALLED WHERE SPECIFIED ON THE PLANS AND WHERE DIRECTED BY THE ENGINEER.

CRUSHED STONE SUPPORTS SHALL BE INCLUDED IN THE COST OF

THE PROPOSED UTILITY OR DRAINAGE PIPE AND CONCRETE PIPE CRADLES SHALL BE PAID FOR AS "MISCELLANEOUS CONCRETE".

<u>NOTES:</u> . d = DISTANCE BETWEEN UTILITY AND DRAINAGE PIPES.

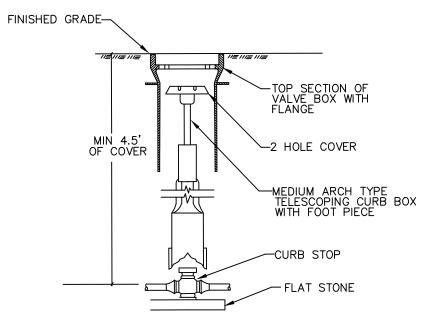
TYPICAL UTILITY SUPPORTS

OR DRAINAGE PIPE (TYP.)

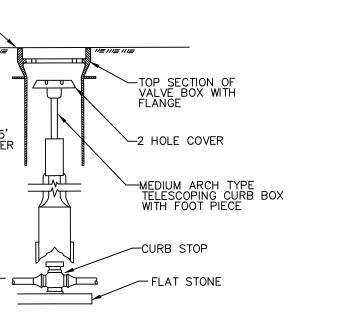
NOT TO SCALE

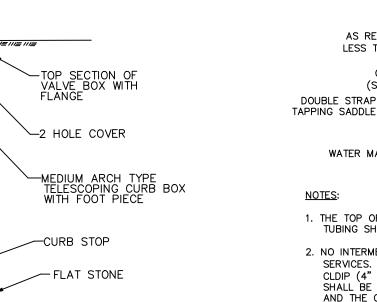
FXISTING UTILITY OR -

1248 Frame



NOT TO SCALE





3. ALL EXISTING SERVICES CONSTRUCTED OF MATERIALS OTHER THAN COPPER TUBING SHALL BE REPLACED UNLESS NOTED OTHERWISE. TYPICAL WATER SERVICE CONNECTION NOT TO SCALE

AS REQUIRED

1. THE TOP OF THE CORPORATION AND THE FIRST THREE (3) FEET OF COPPER TUBING SHALL BE INSTALLED NO HIGHER THAN THE TOP OF THE WATER MAIN.

2. NO INTERMEDIATE SIZES (i.e. 3/4", 1 1/2", 1 3/4") ARE ALLOWED FOR COPPER

SERVICES. ANY SERVICE REQUIREMENT GREATER THAN 2" COPPER SHALL BE

CLDIP (4" MIN.) WITH THE SHUT-OFF LOCATED AT THE MAIN. COPPER TUBING

SHALL BE CONTINUOUS WITH NO COUPLINGS BETWEEN THE CORPORATION STOP

AS REQUIRED BUT NOT -

LESS THAN 4'-6" DEEP

CORP. STOP

(SEE NOTE 1

DOUBLE STRAP -

WATER MAIN -

AND THE CURB STOP.

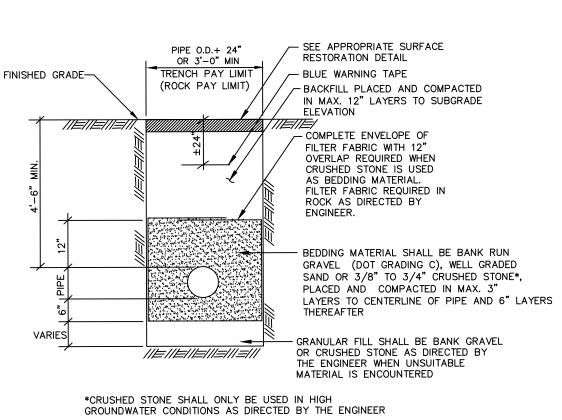
FINISHED GRADE

-CURB STOP

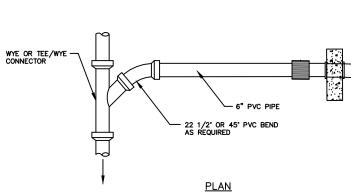
-1" OR 2" COPPER

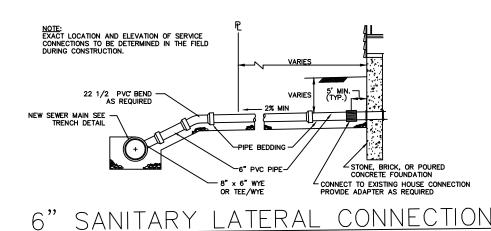
(SEE NOTE 2)

CURB BOX (ADJUSTABLE)

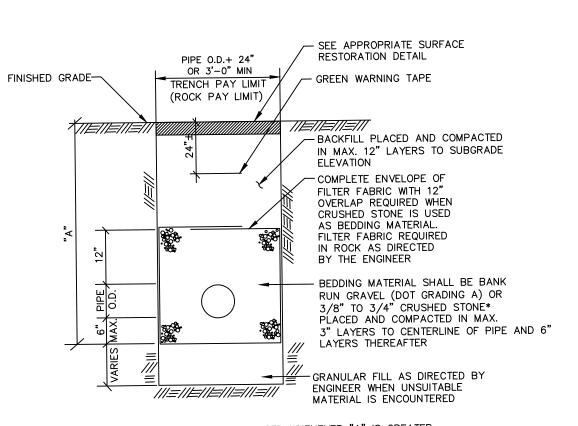


TYPICAL TRENCH DETAIL (WATER) NOT TO SCALE





NOT TO SCALE

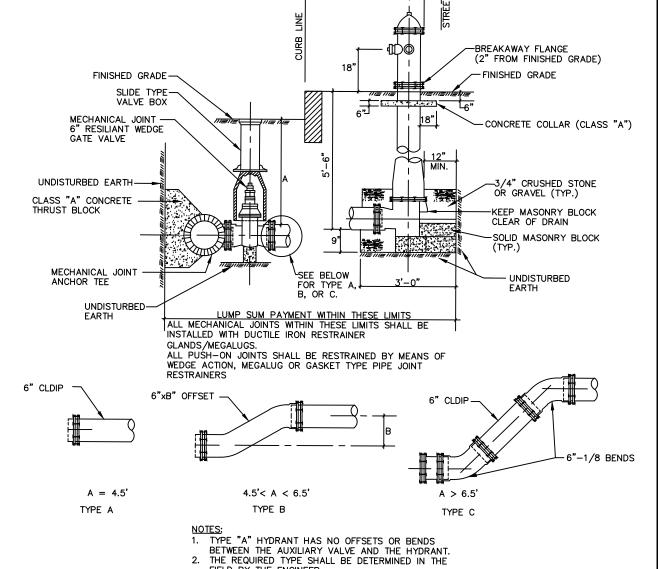


* CRUSHED STONE SHALL BE USED WHENEVER "A" IS GREATER THAN 15' AND PVC PIPE IS USED. TYPICAL TRENCH DETAIL

(sanitary sewer)

NOT TO SCALE

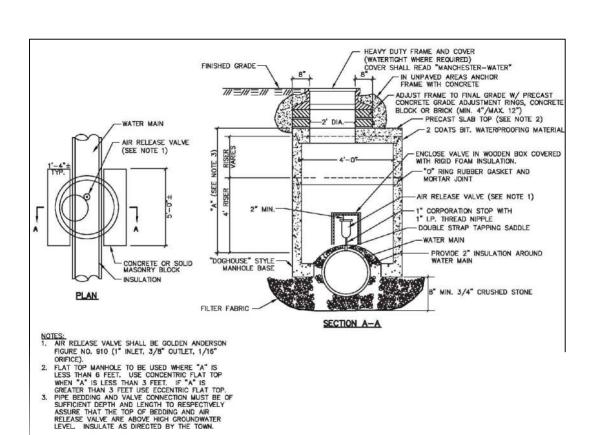
APPROVED PLANNING AND ZONING COMMISSION MANCHESTER, CT



HYDRANT ASSEMBLY

NOT TO SCALE

FIELD BY THE ENGINEER.



AIR VALVE MANHOLE

NOT TO SCALE

24 TOWN COMP COMP MC CONN DO CONN DO CONDITION >>>>> R 전 전 전 전 전 MAP NO. 21-026-1GN

DATE: SCALE: SHEET

DETAIL

NSTRUCT 27

ER S

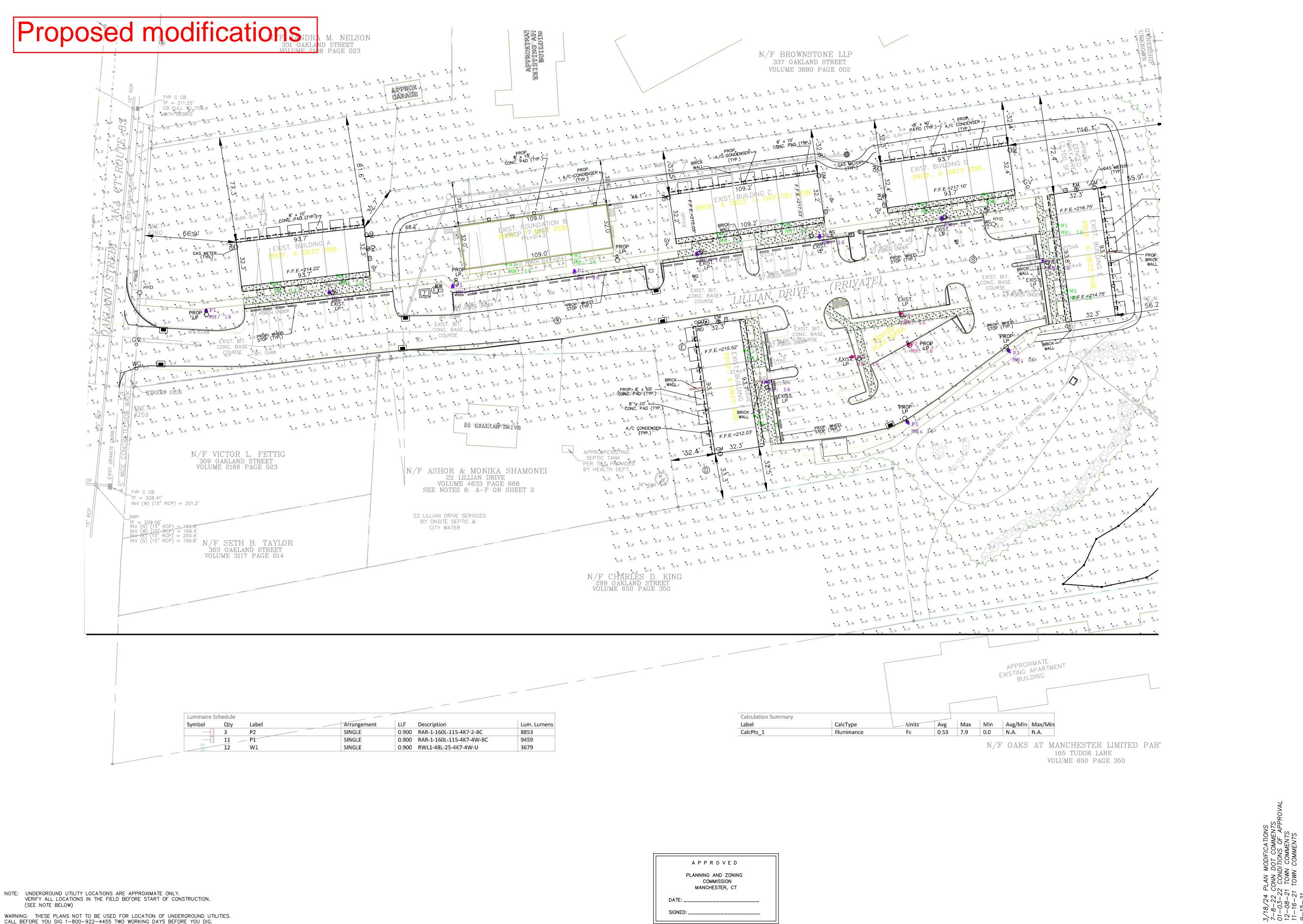
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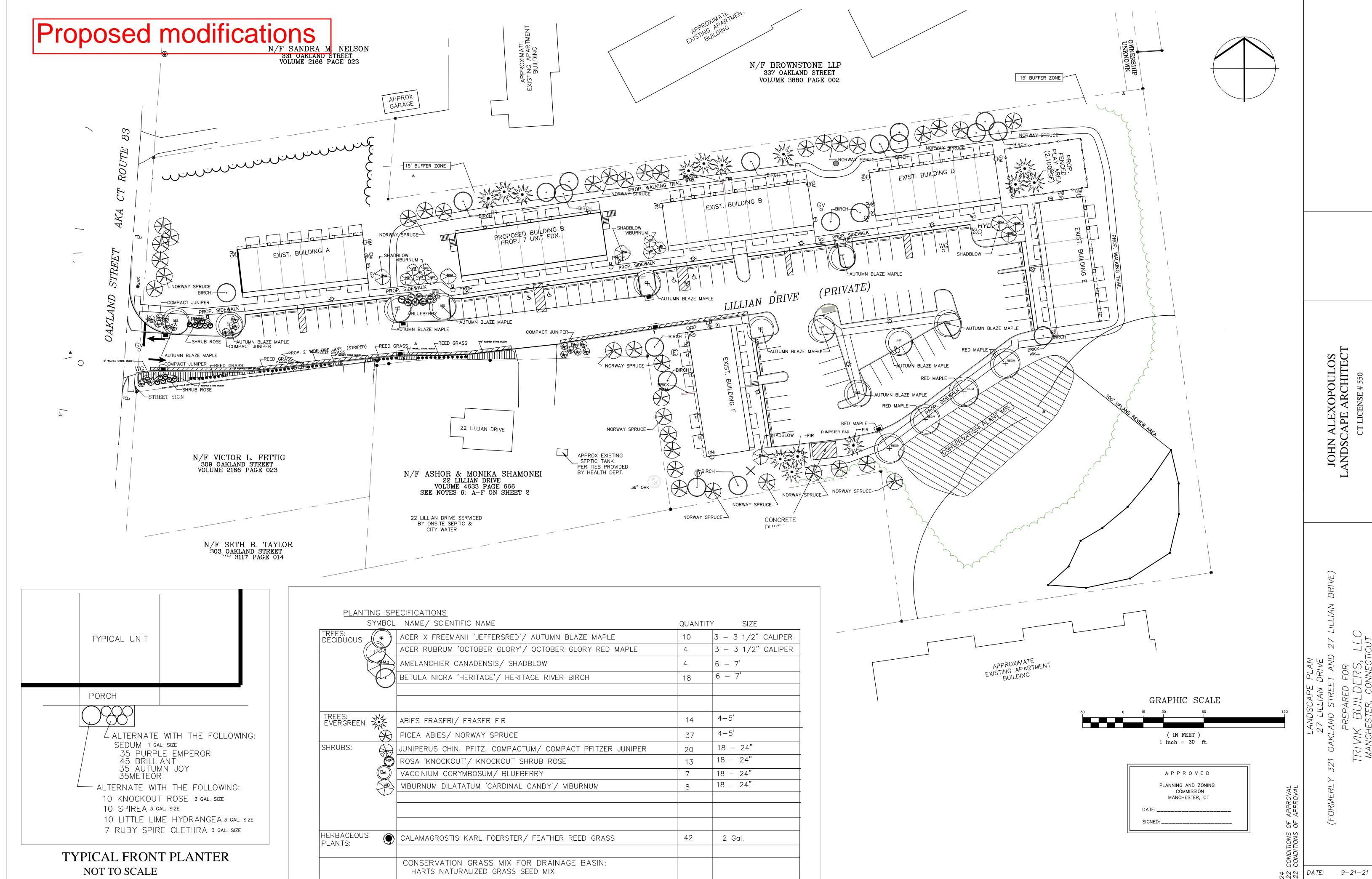
6-28-21 SHOWN SP-9



>>>>>

DATE: 6-28-21 1"=30' SCALE: SHEET SP-10 異型を表する MAP NO. 21-026-1LF

SITE 27 OAKLA



EXISTING TREE TO REMAIN

X EXISTING TREE TO BE REMOVED

NOTE: UNITS WITH SMALLER GARDEN AREAS IN FRONT ARE TO REDUCE PLANTING

NUMBERS ACCORDINGLY.

SHEET SP-13

Proposed modifications to Building B

PROPOSED TOWNHOUSE PROJECT

APEX TOWNHOUSES

7 UNIT BUILDING

27 LILLIAN DRIVE MANCHESTER, CONNECTICUT 06040

> BUILDER / DEVELOPER TRIVIK BUILDERS LLC

DRAWING INDEX	
COVER SHEET / BUILDING DATA	CI
FRONT & REAR ELEVATIONS	АІ
OPTIONAL FRONT ELEVATION & RIGHT - LEFT ELEVATIONS	A2
FOUNDATION PLAN	A3
FIRST FLOOR PLAN	A4
SECOND FLOOR PLAN	A5
DETAILED FOUNDATION - FIRST - SECOND FLOOR	A6
ROOF PLAN	АТ
CROSS SECTIONS & GENERAL NOTES	А8
DETAILS - SHEDULES	A9

BUILDING DATA			
AREA	AREA OF CONSTRUCTION		
FIRST FLOOR - EACH UNIT	504 SQ.FT.		
SECOND FLOOR - EACH UNIT	583 SQ.FT.		
TOTAL SQUARE FOOTAGE	1087 SQ.FT.		
6-UNIT TOTAL SQUARE FOOTAGE	6522 SQ.FT.		
7-UNIT TOTAL SQUARE FOOTAGE	7609 SQ.FT.		
CONSTRUCTION CLASS	R2		
USE GROUP	A2		
ZONE	PRD		

LIST OF ABBREVIATIONS

ŧ	AND	LB.	POUNDS
9	AT	PSF	POUNDS PER SQUARE FOOT
APPROX.	APPROXIMATE (LY)	PSI	POUNDS PER SQUARE INCH
FT.	FOOT/FEET	P.T.	PRESSURE TREATED
F.F.L.	FINISHED FLOOR LEVEL	REBAR	REINFORCED STEEL
н	HEIGHT	REQ'D	REQUIRED
IN.	INCHES	SQ.FT.	SQUARE FOOT/FEET
LVL	LAMINATED-VENEER LUMBER	T ŧ G	TONGUE AND GROOVE
MAX.	MAXIMUM	TYP.	TYPICAL
MIN.	MINIMUM	Ш	HTDIW
#	NUMBER	W/	WITH
o.c.	ON CENTER	w.w.M.	WELDED WIRE MESH

CLIMATIC AND GEOGRAPHIC DESIGN CRITERIA WIND DESIGN SPEED TOPOGRAPHIC EFFECTS SEVERE 42" DEPTH MODERATE TO DEG YES TBD LOCALLY 1,5*00 0*R LESS 125 50 DEG

TABLE R301.2(1)

BUILDING CODE DATA

1. 2022 STATE BUILDING CODE 2. 2021 INTERNATIONAL BUILDING CODE 3. 2017 ICC/ANSI AII7-I 4. 2021 INTERNATIONAL MECHANICAL CODE 5. INTERNATIONAL ENERGY CONSERVATION CODE/2021 6. 2021 NATIONAL PLUMBING CODE
1. 2021 NFPA 10 NATIONAL ELECTRICAL CODE
8. 2001 WFCM FOR 110 MPH. WIND DESIGN

DESIGN LOADS

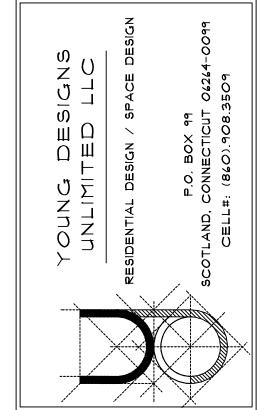
FIRST FLOOR ATTIC LIVE LOAD 40#/SF LIVE LOAD 20#/SF

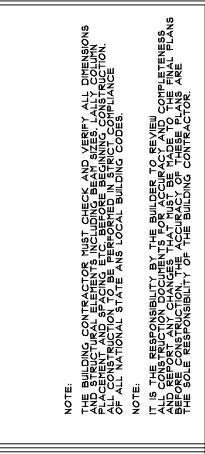
DEAD LOAD 10#/SF

ROOF

LIVE LOAD 35#/SF DEAD LOAD 10#/SF

DEAD LOAD 10#/SF





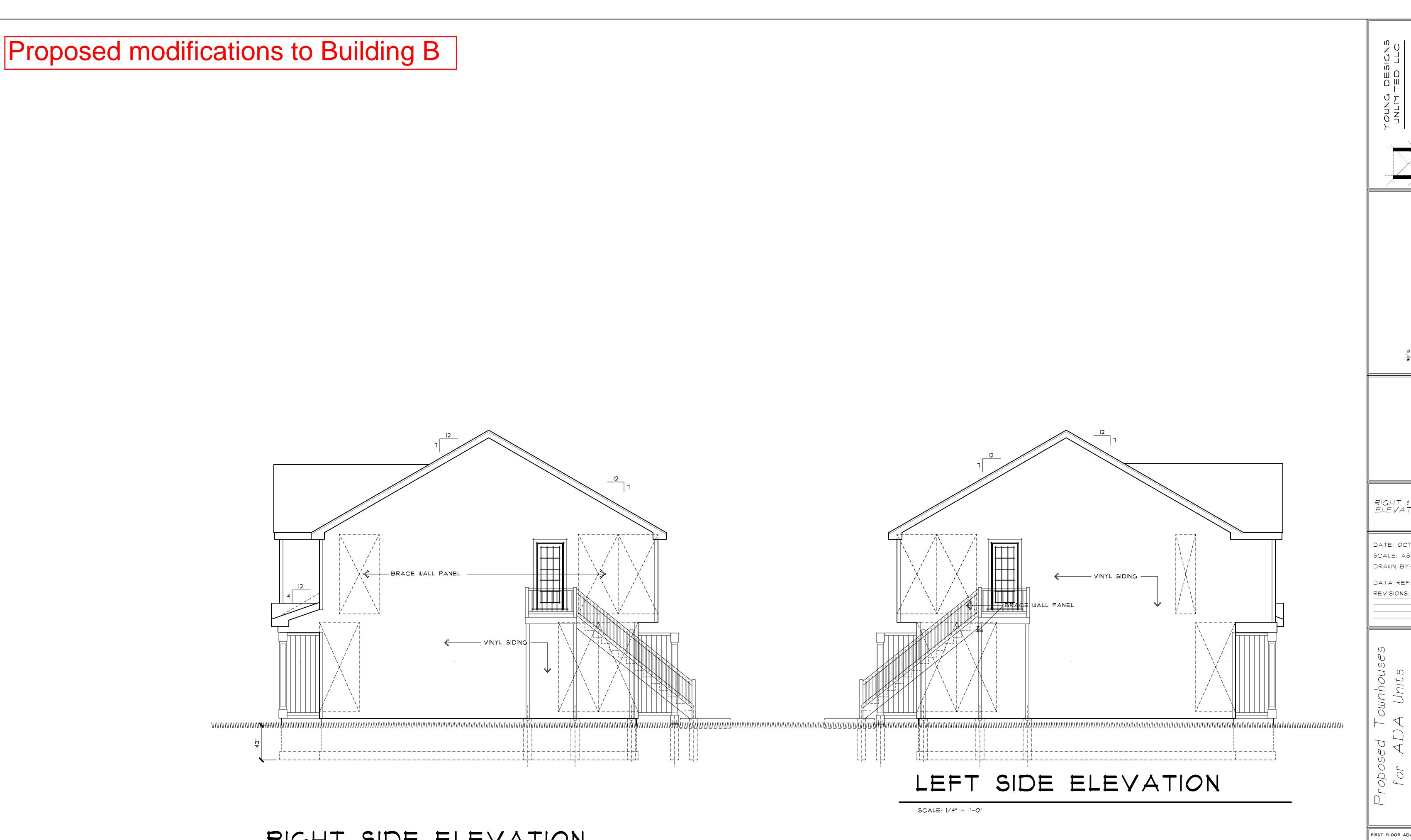
COVER SHEET

DATE: OCTOBER 24, 2023 SCALE: AS NOTED B. YOUNG DATA REF: 8821ADA REVISIONS:

NE

FIRST FLOOR ADA UNIT 992 SQ.FT. SHEET NO.





RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"

DATE: OCTOBER 30, 2023 SCALE: AS NOTED DATA REF: 8821ADA

NOTE:

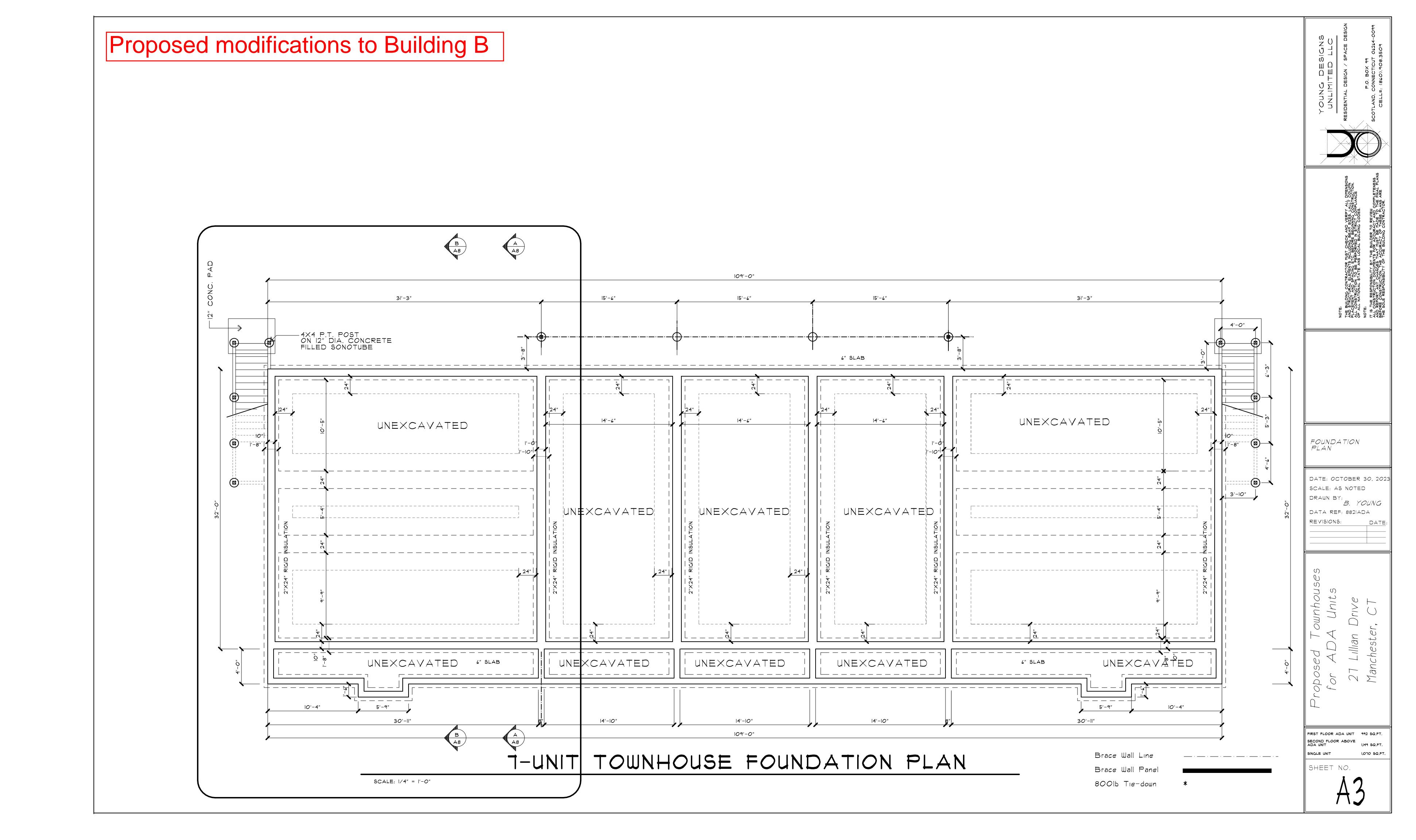
THE BUILDING CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND STRUCTURAL ELEMENTS INCLUDING BEAM SIZES. LALLY COLUMN PLACEMENT AND SPACING ETC. BEFORE BEGINNING CONSTRUCTION.
ALL CONSTRUCTION TO BE PERFORMED IN STRICT COMPLIANCE OF ALL NATIONAL STATE ANS LOCAL BUILDING CODES.

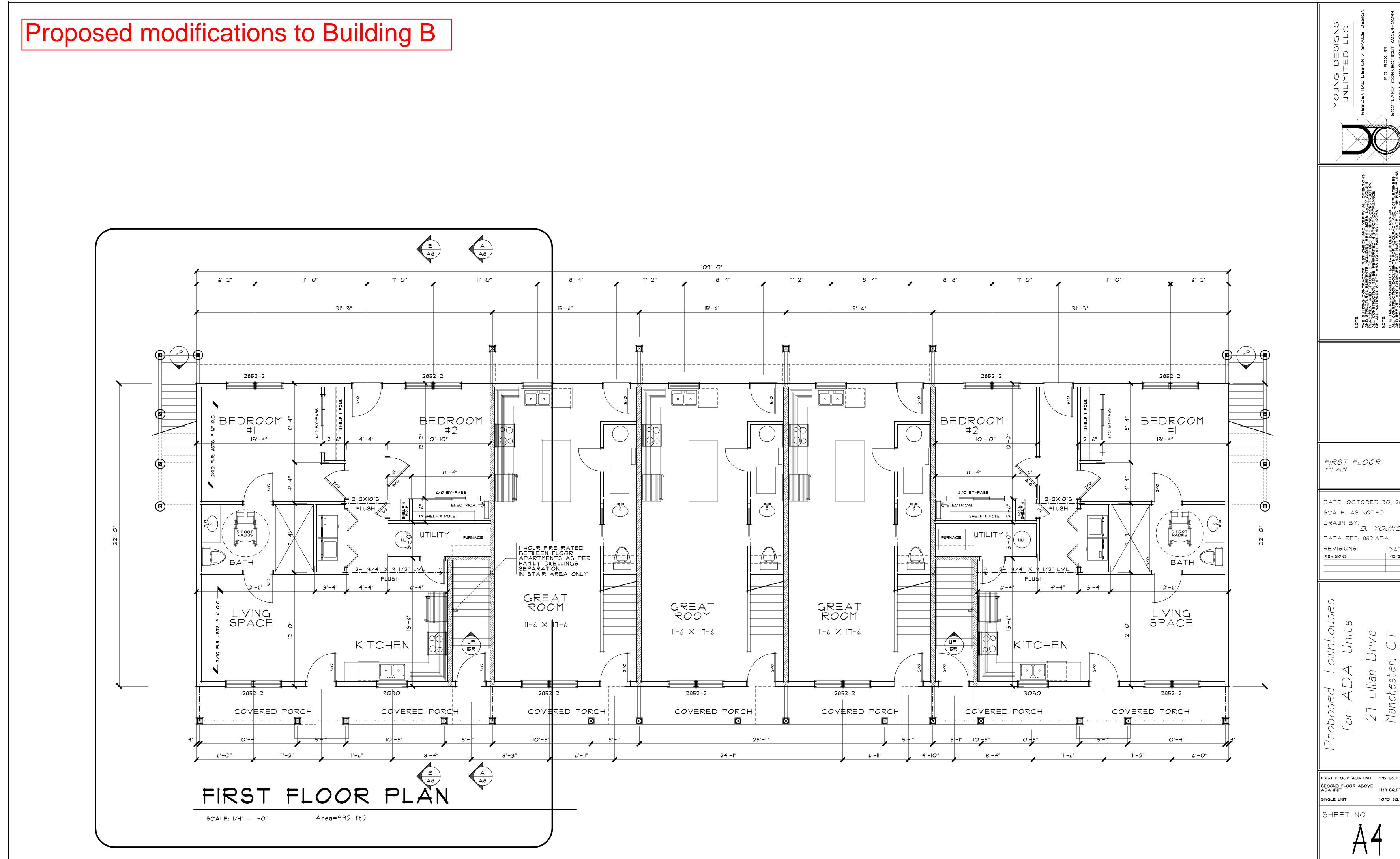
NOTE:

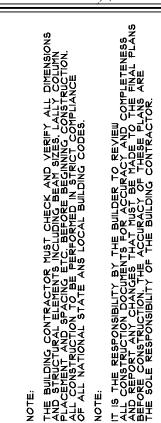
IT IS THE RESPONSIBILITY BY THE BUILDER TO REVIEW ALL CONSTRUCTION DOCUMENTS FOR ACCURACY AND COMPLETENESS AND REPORT ANY CHANGES THAT MUST BE MADE TO THE FINAL PLAN. BEFORE CONSTRUCTION. THE ACCURACY OF THESE PLANS ARE THE SOLE RESPONSIBILITY OF THE BUILDING CONTRACTOR.

REVISIONS:

SHEET NO.



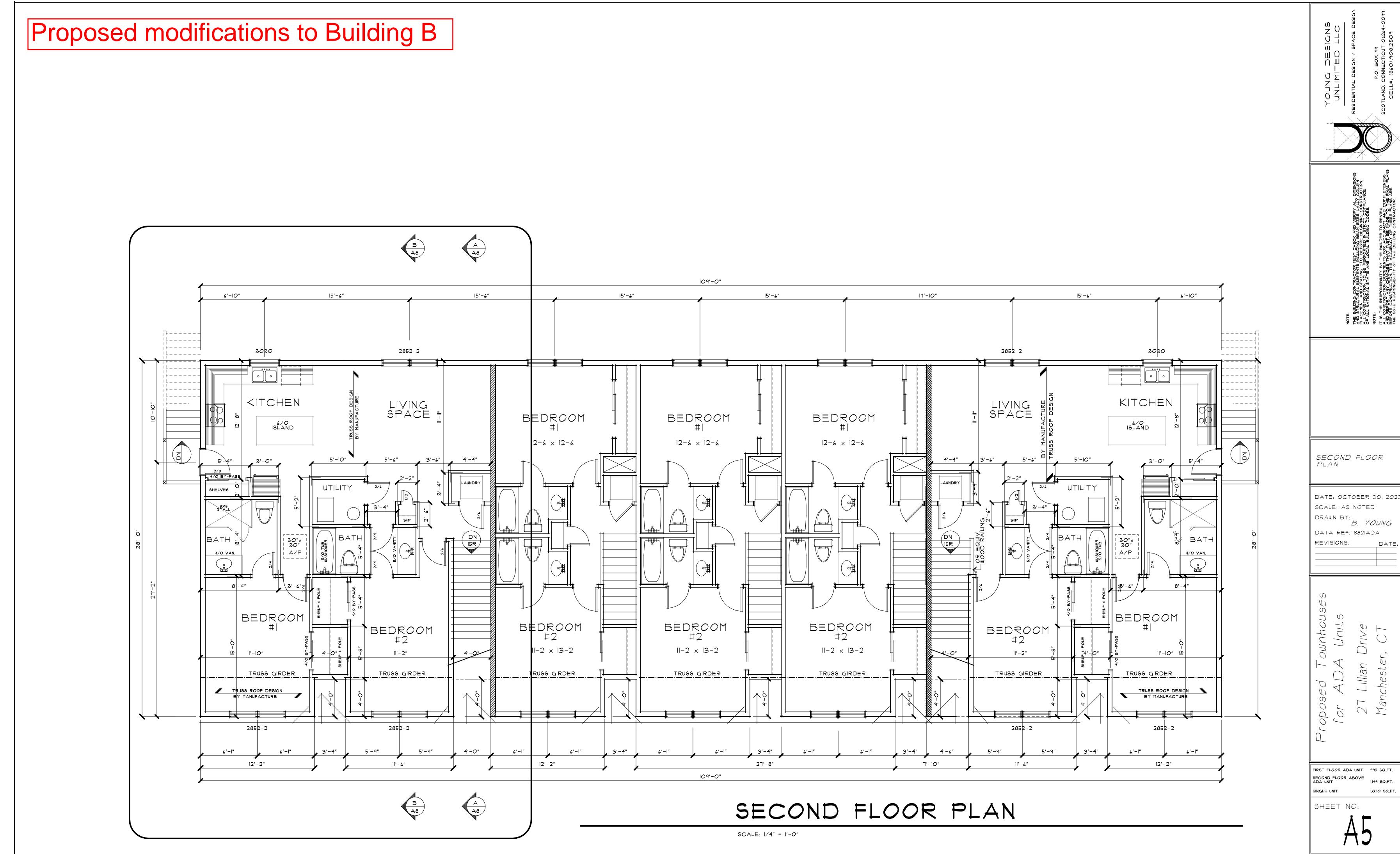


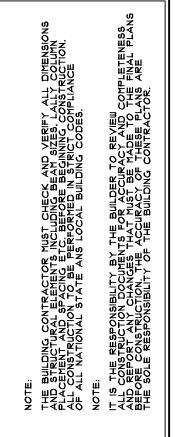


DATE: OCTOBER 30, 2023

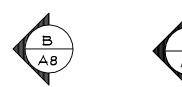
FIRST FLOOR ADA UNIT 992 SQ.FT.

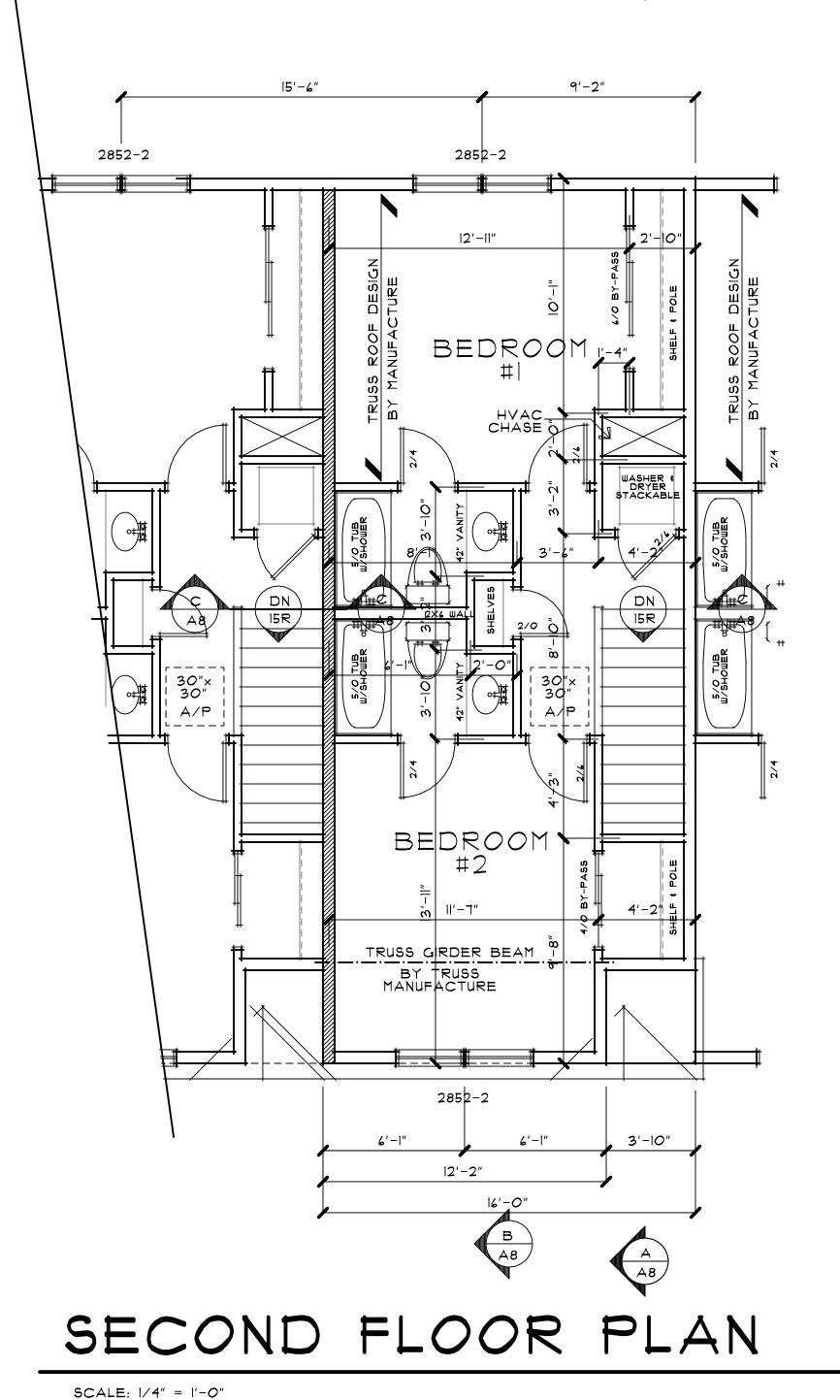


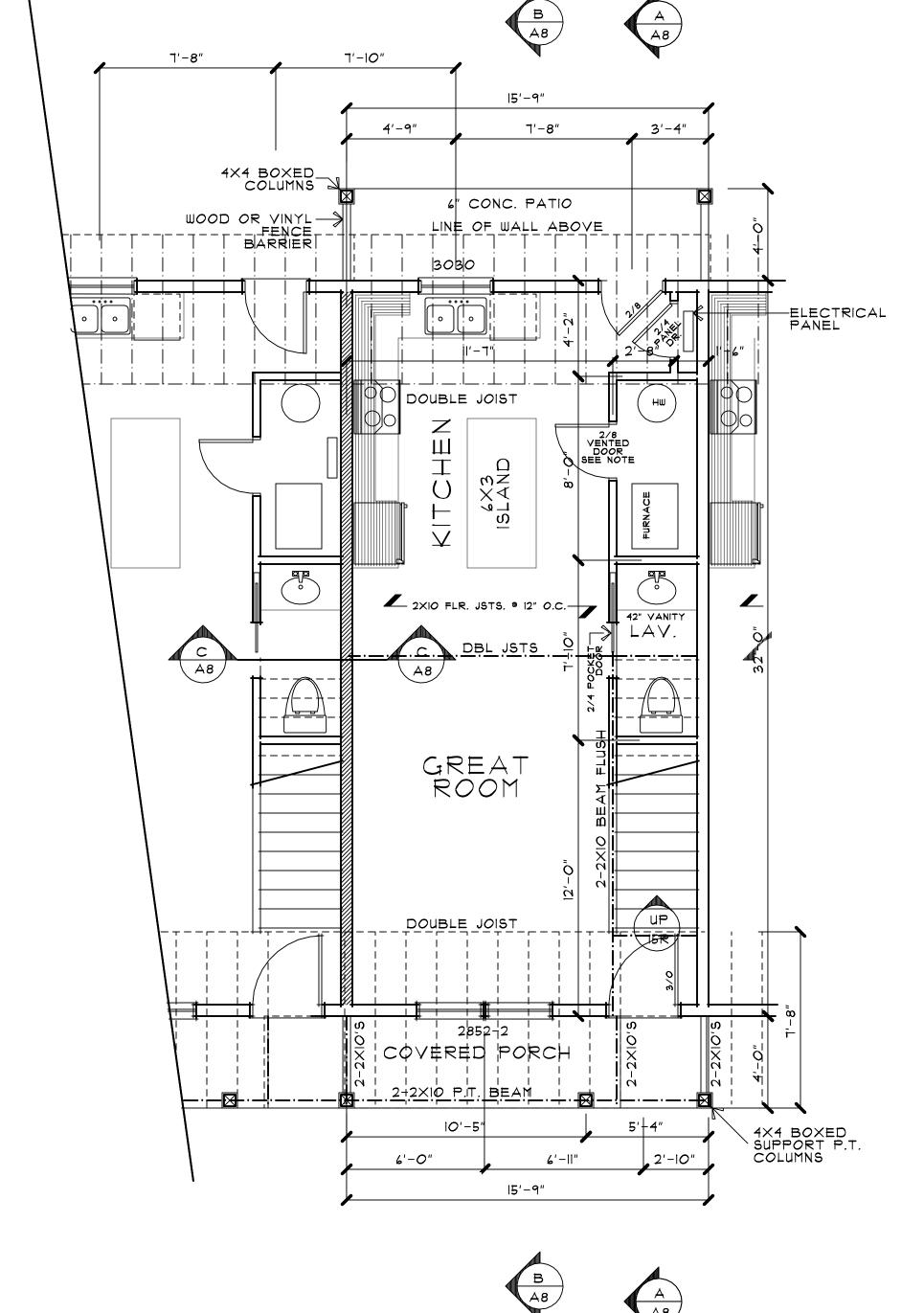




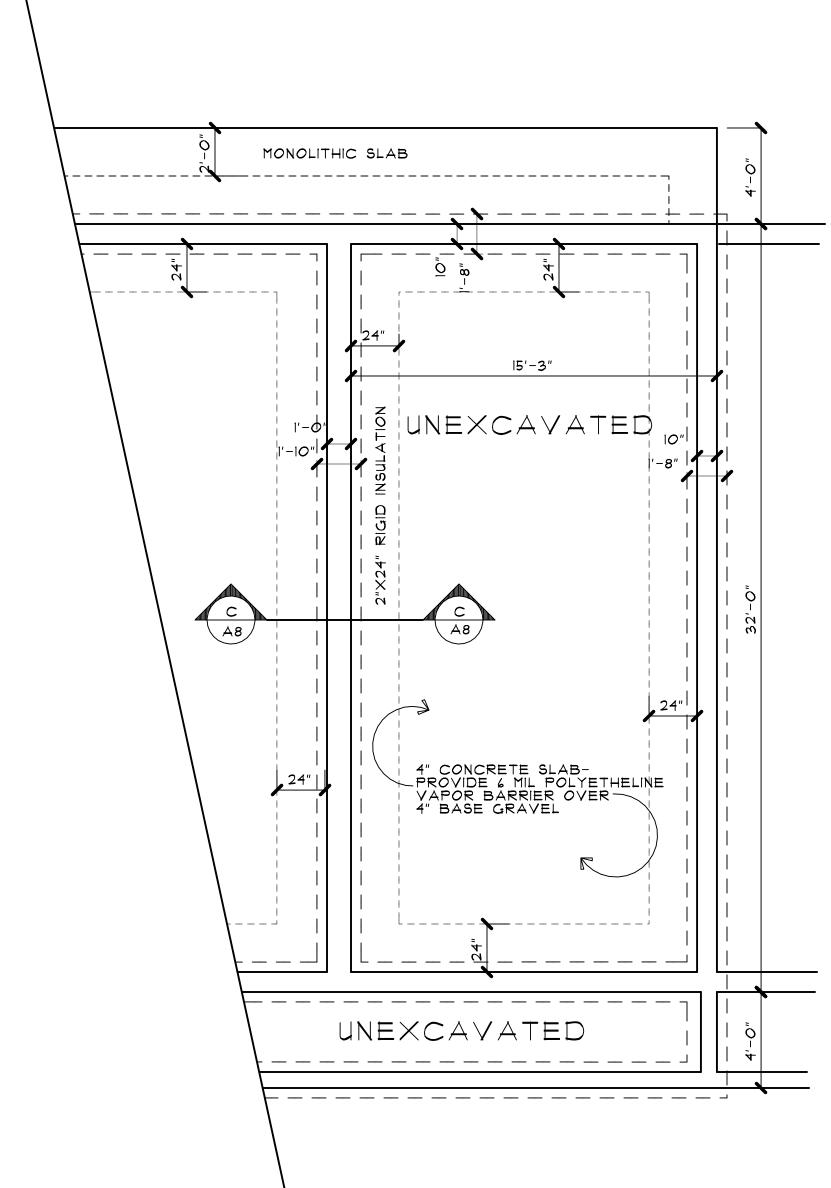
Proposed modifications to Building B







SCALE: 1/4" = 1'-0"



FIRST FLOOR PLAN

FOUNDATION PLAN

SCALE: 1/4" = 1'-0"

BASE LAYER 5/8" TYPE "X" GYPSUM WALLBOARD APPLIED AT RIGHT ANGLES TO FLOOR JOIST 16" O.C. WITH 1 7/8"" TYPE W OR S DRYWALL SCREW 7" O.C.

FACE LAYER 5/8" TYPE "X" GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIES RIGHT ANGLES TO JOISTS WITH I 7/8" TYPE G DRYWALL SCREWS 12" O.C. AT JOISTS AND INTERMEDIATE JOINTS AND I 1/2" TYPE G DRYWALL SCREWS 12" O.C PLACED ON EITHER SIDE OF END JOINTS, JOINTS OFFSET 24" FROM

DESIGN No. U305 Fire-Resistance Ratings - ANSI/UL 263

FOUNDATION FIRST FLOOR SECOND FLOOR

DATE: OCTOBER 30, 2023

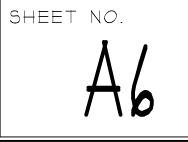
B. YOUNG

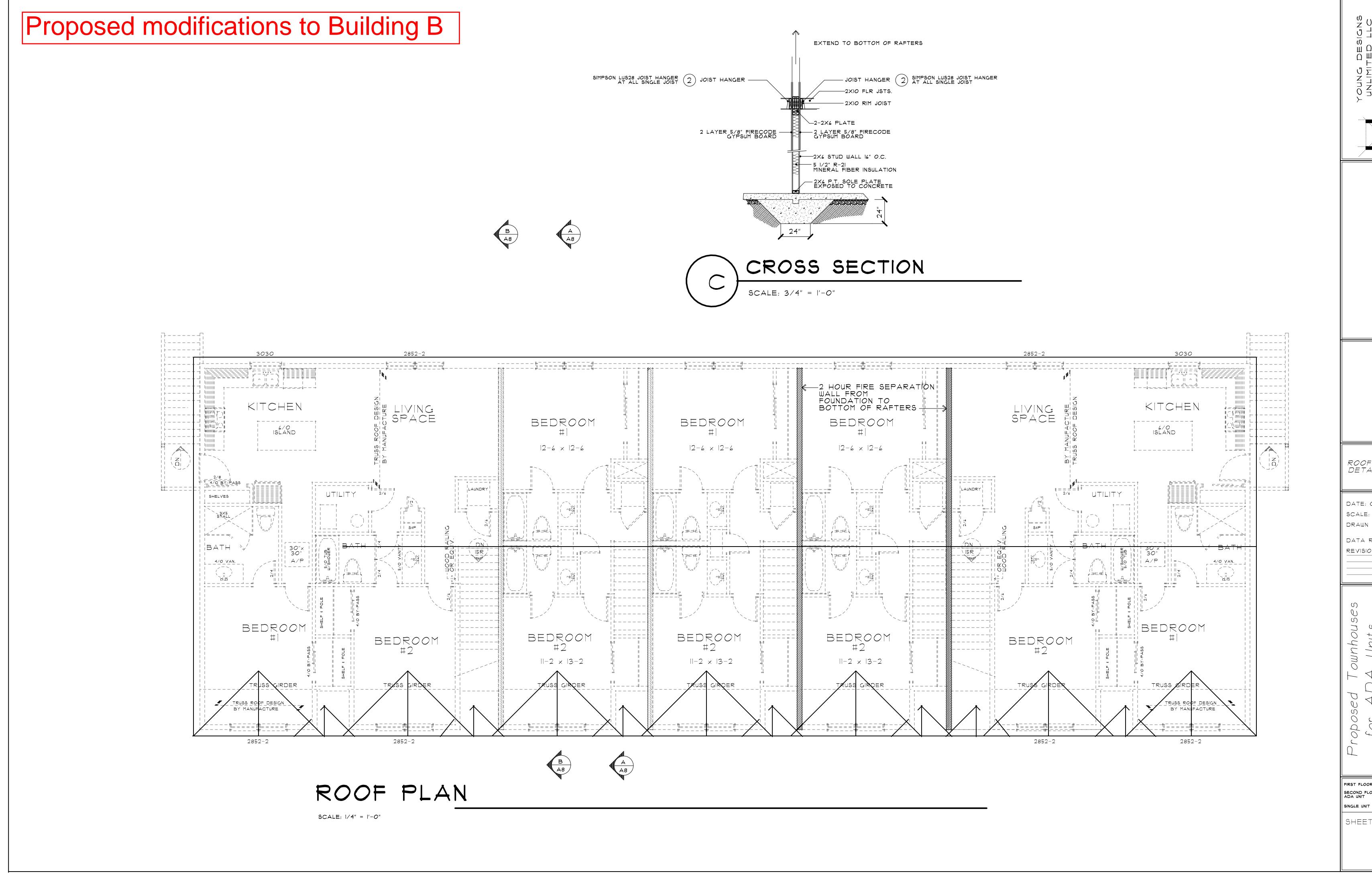
27 Mar

SCALE: AS NOTED

DATA REF: 882|ADA

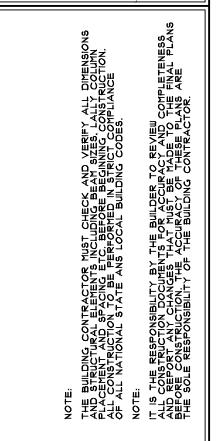
REVISIONS:





YOUNG DESIGNS
UNLIMITED LLC
UNLIMITED LLC

RESIDENTIAL DESIGN / SPACE DESIGN
SCOTLAND, CONNECTICUT 06264-009
CELL#: (860),908.3509



ROOF PLAN \$ DETAIL

DATE: OCTOBER 30, 2023
SCALE: AS NOTED

DRAWN BY:

B. YOUNG

DATA REF: 882IADA

REVISIONS:

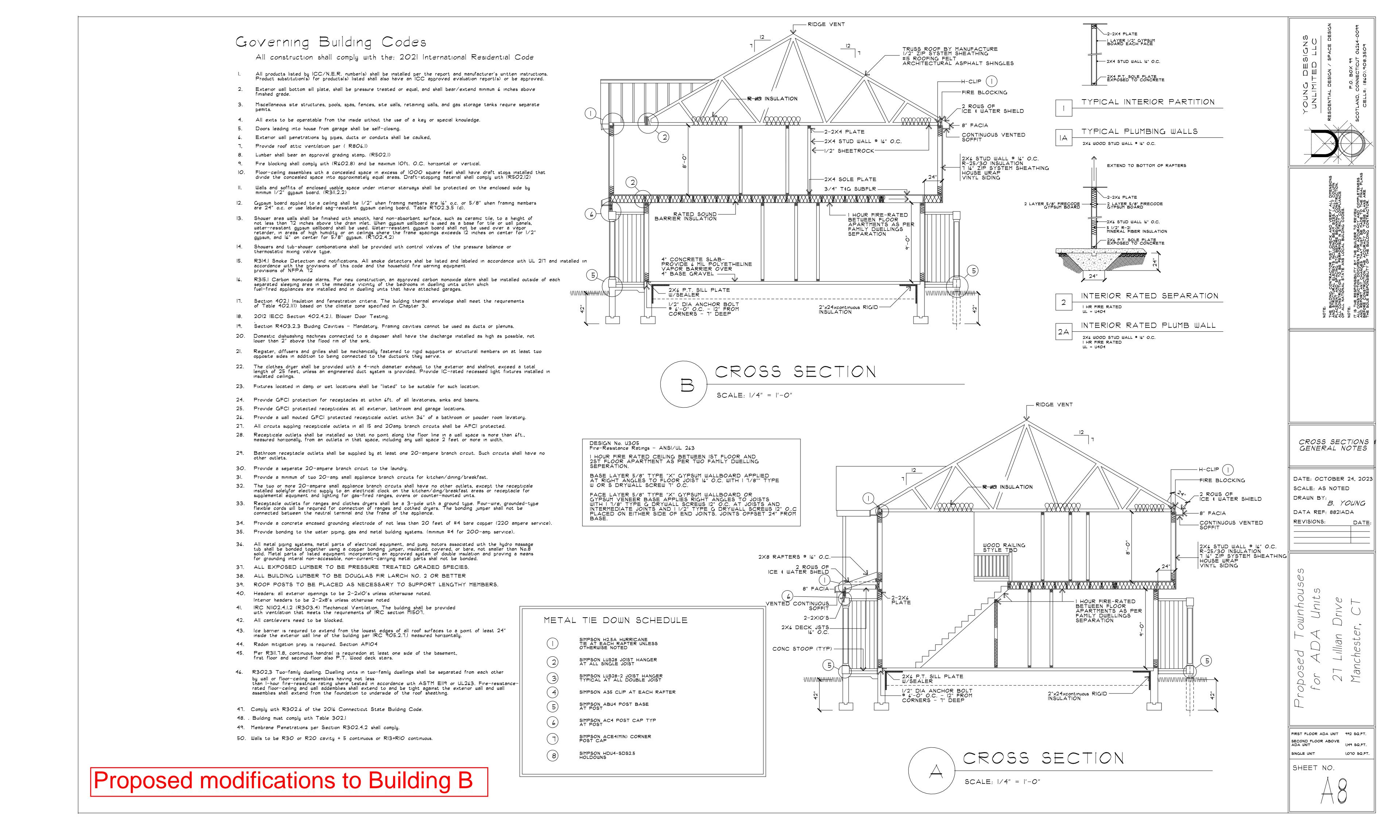
DATE:

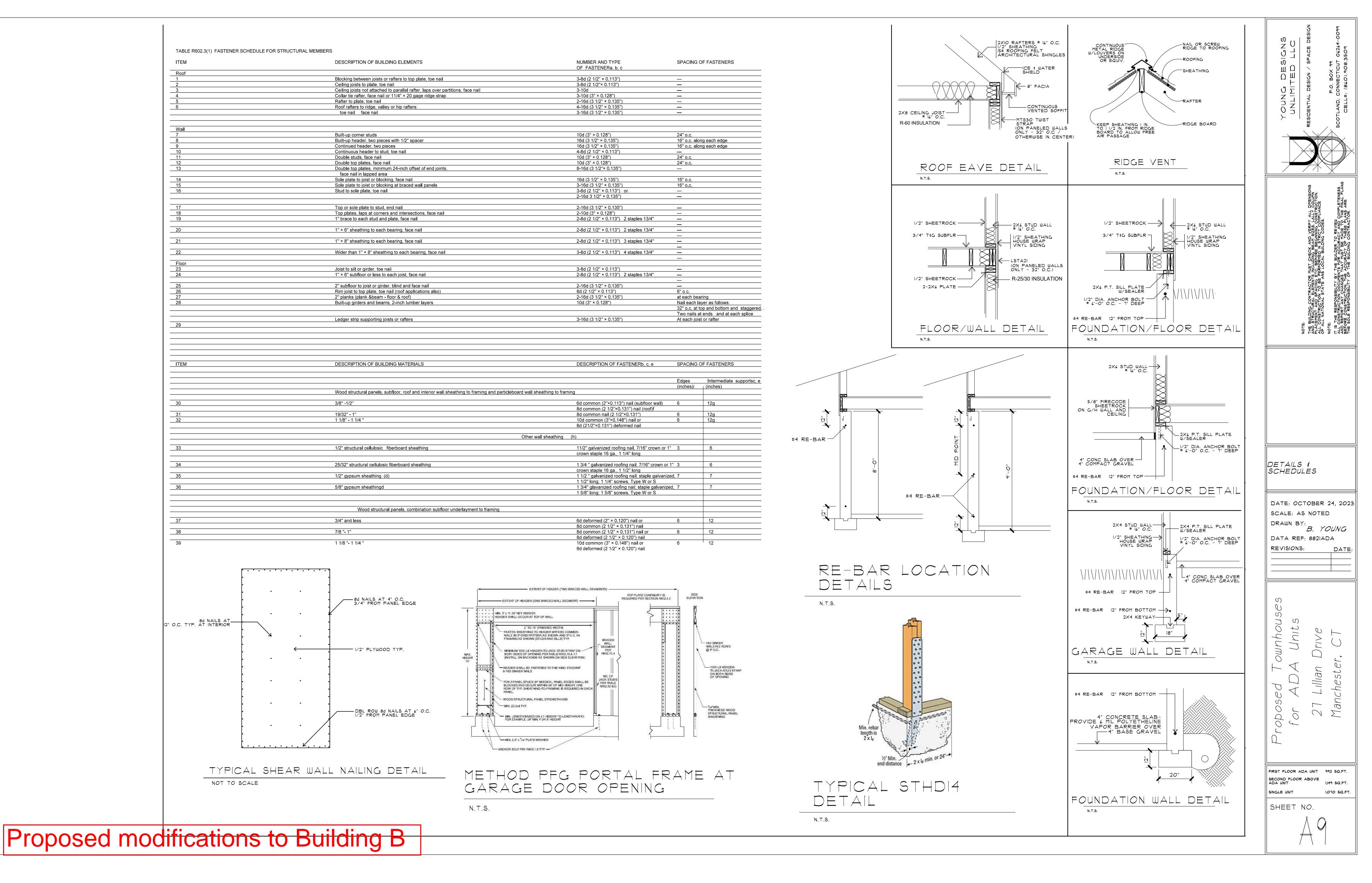
B. YOUNG
DATA REF: 882IADA
REVISIONS: DAT

Proposed Townhouses for ADA Units 27 Lillian Drive Manchester, CT

FIRST FLOOR ADA UNIT 992 SQ.F.
SECOND FLOOR ABOVE
ADA UNIT 1,49 SQ.F.
SINGLE UNIT 1,070 SQ.

SHEET NO.





Proposed modifications to Building B

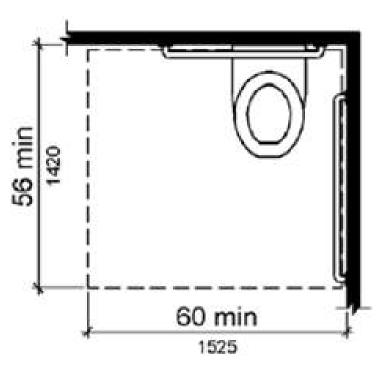


Figure 604.3.1 Size of Clearance at Water Closets

604.8.1.4 Wheelchair Accessible Toilet Compartment Toe Clearance

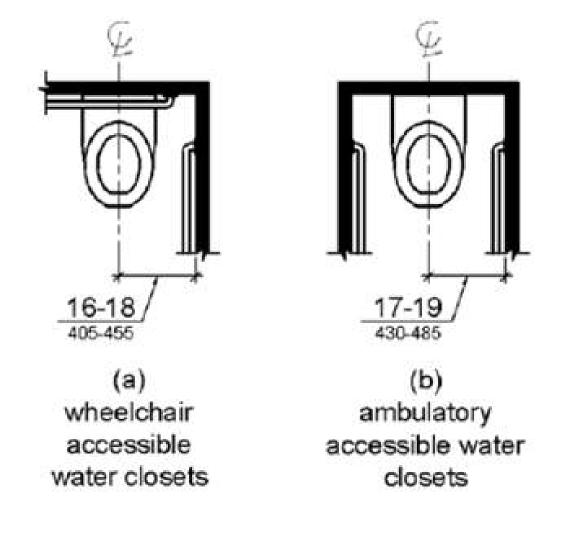


Figure 604.2 Water Closet Location

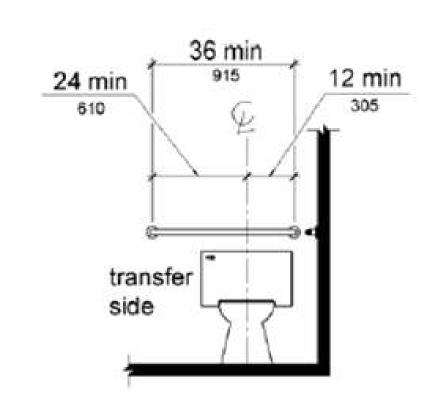
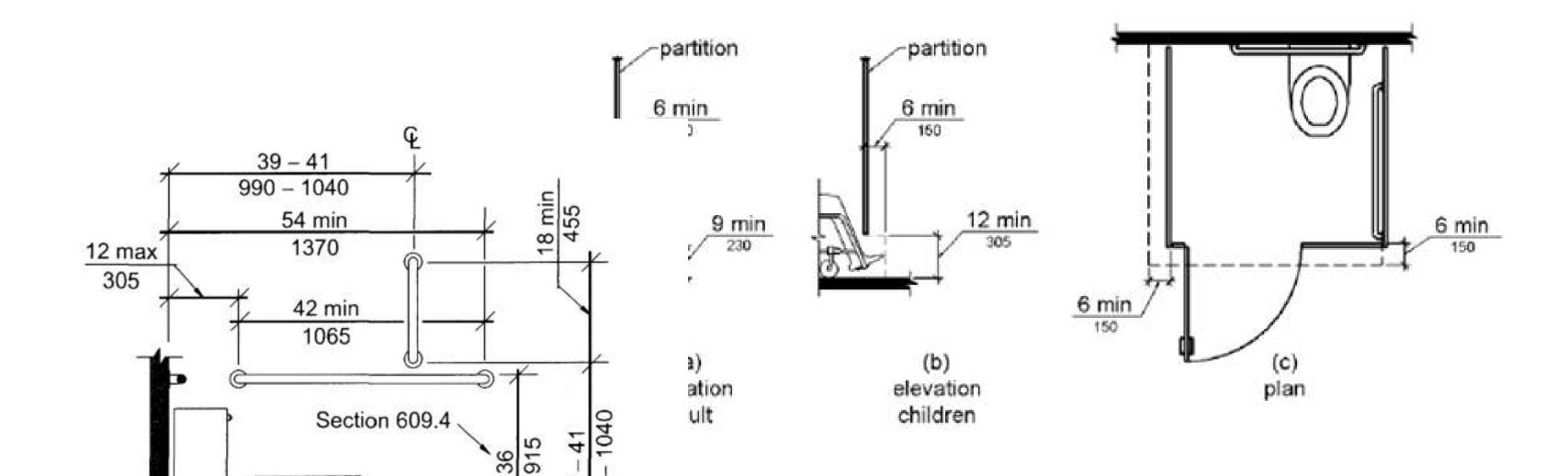
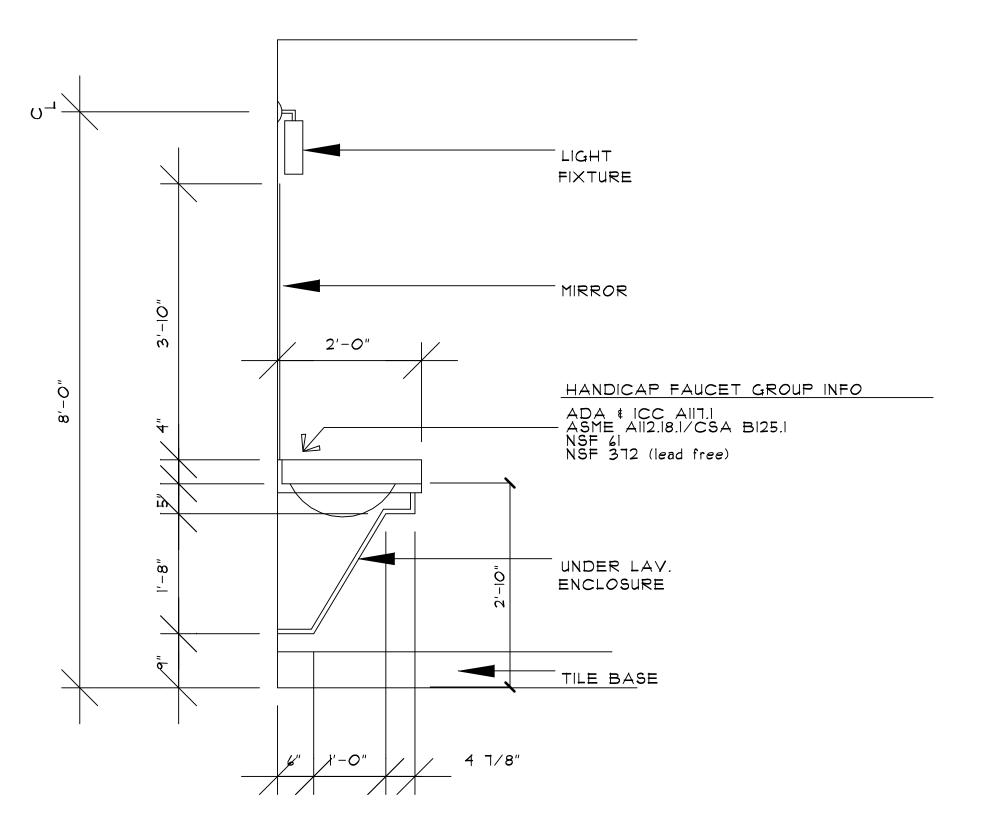


Figure 604.5.2 Rear Wall Grab Bar at Water Closets

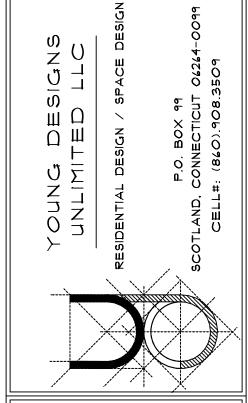


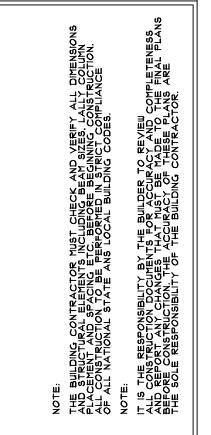
Note: For children's dimensions see Fig. 609.4.2

FIG. 604.5.1 SIDE WALL GRAB BAR FOR WATER CLOSET











DATE: OCTOBER 24, 2023
SCALE: AS NOTED
DRAWN BY:
B. YOUNG
DATA REF: 8821ADA

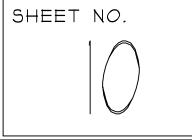
REVISIONS: DA

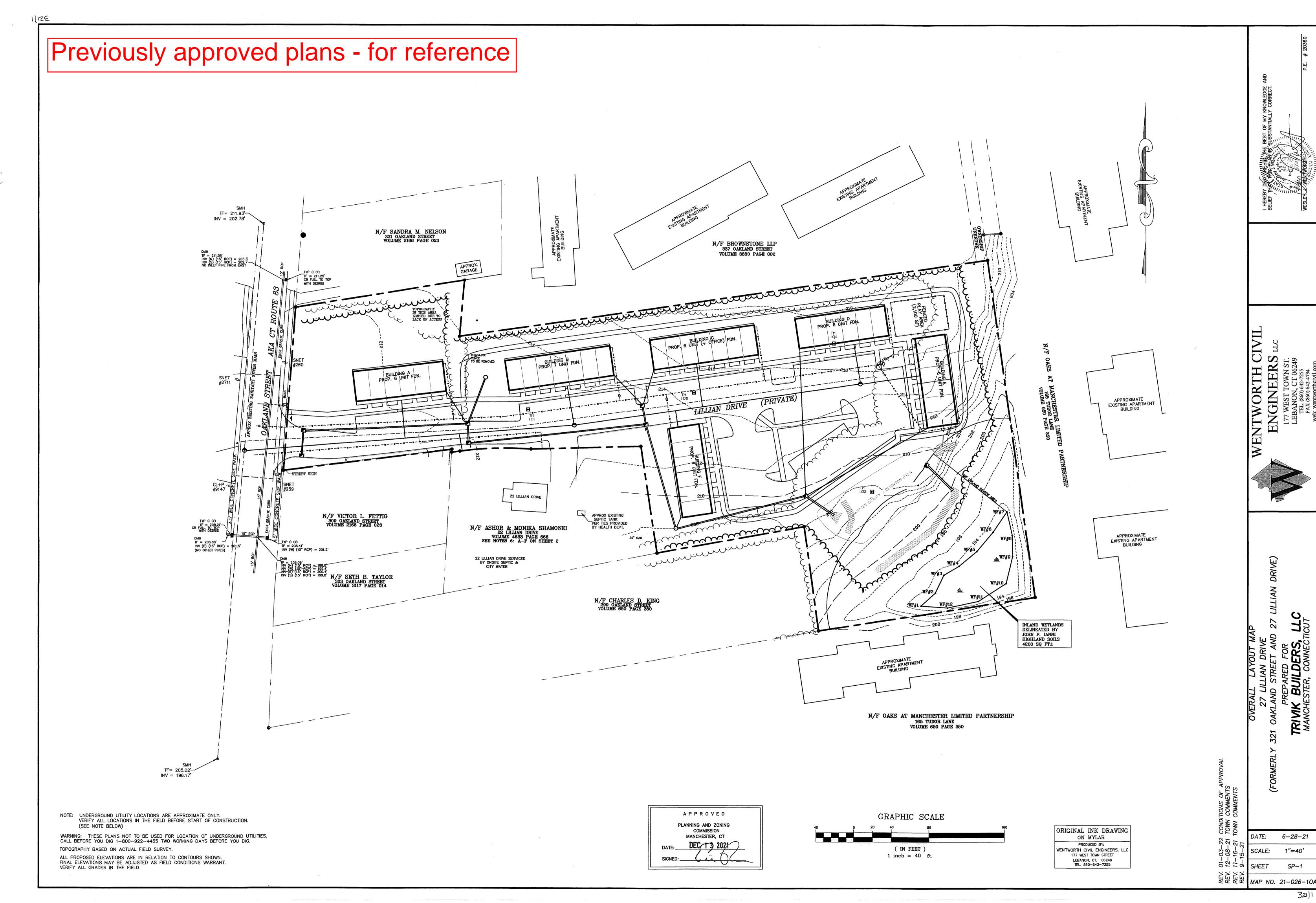
Proposed Townhouses for ADA Units 27 Lillian Drive Manchester CT

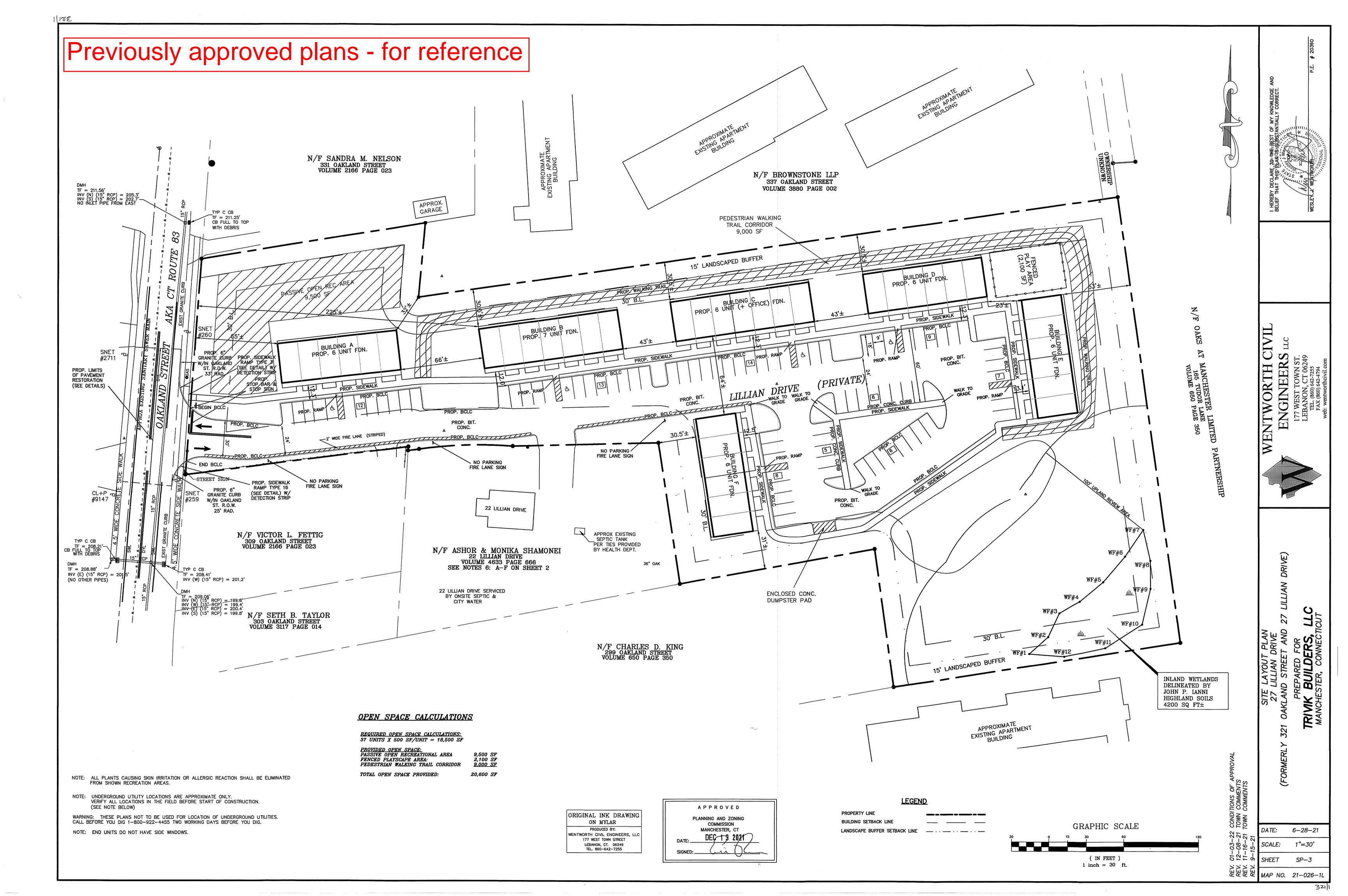
FIRST FLOOR ADA UNIT 992 SQ.FT.

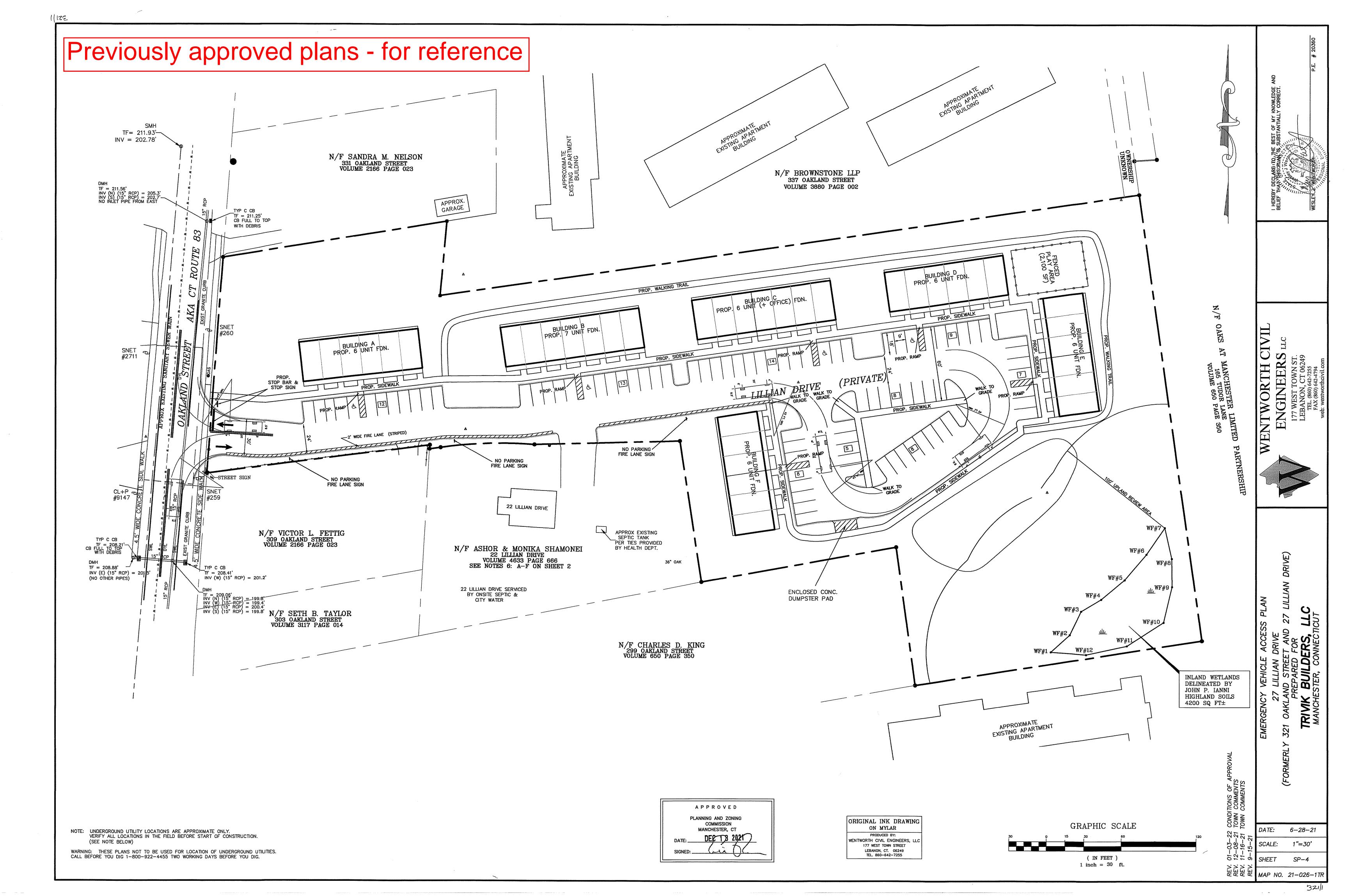
SECOND FLOOR ABOVE
ADA UNIT 1,49 SQ.FT.

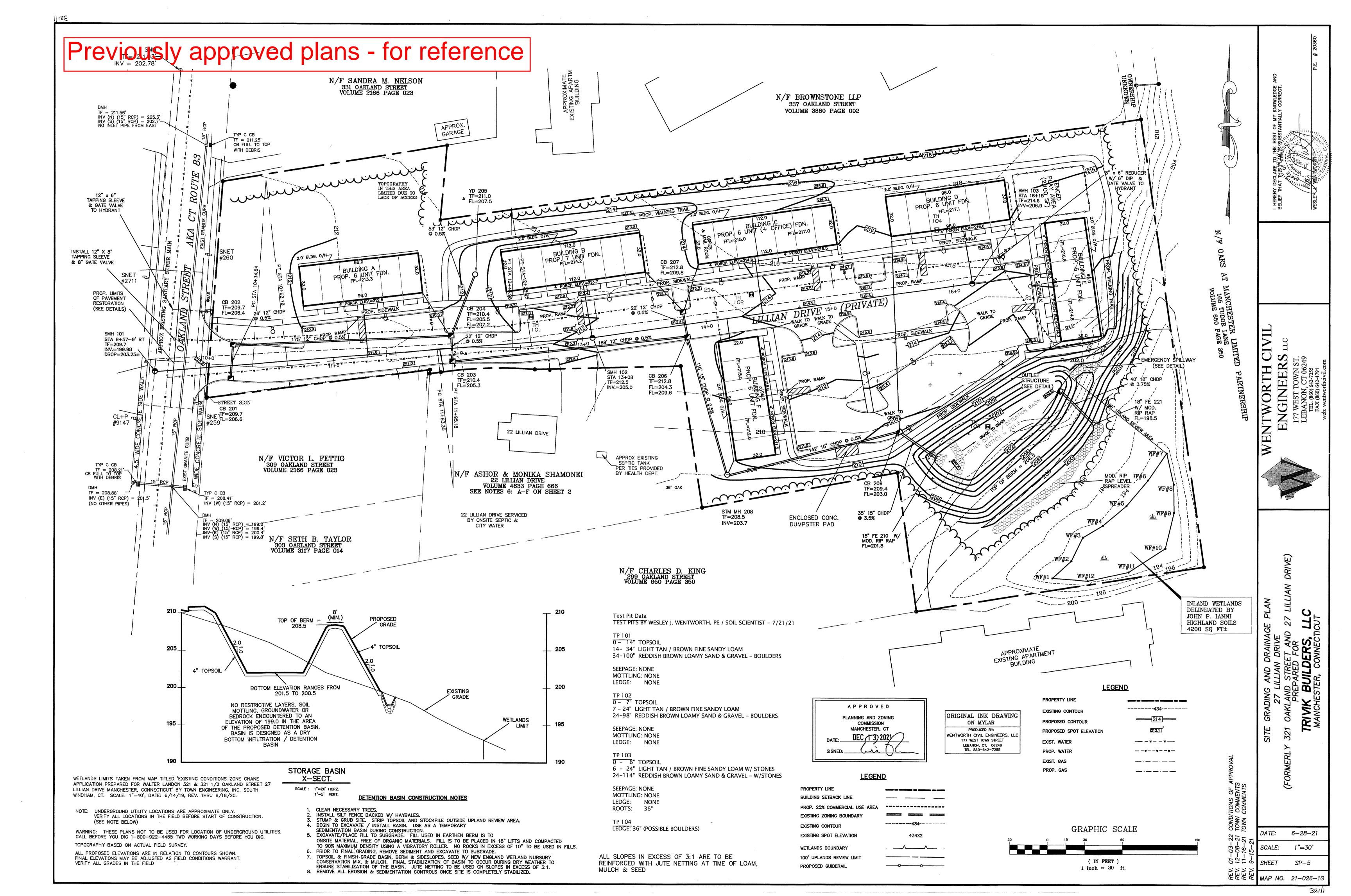
SINGLE UNIT 1,070 SQ.FT.

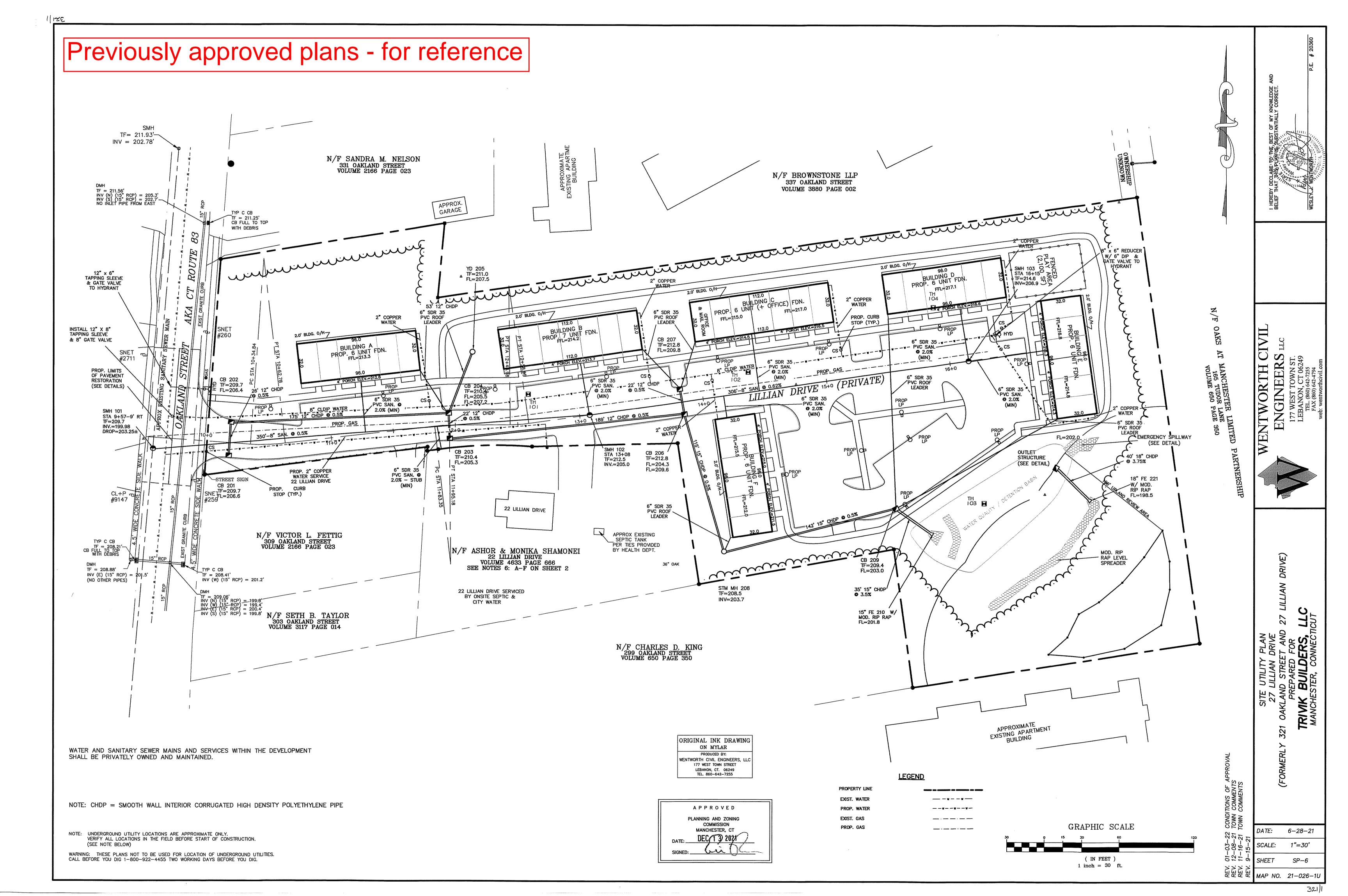


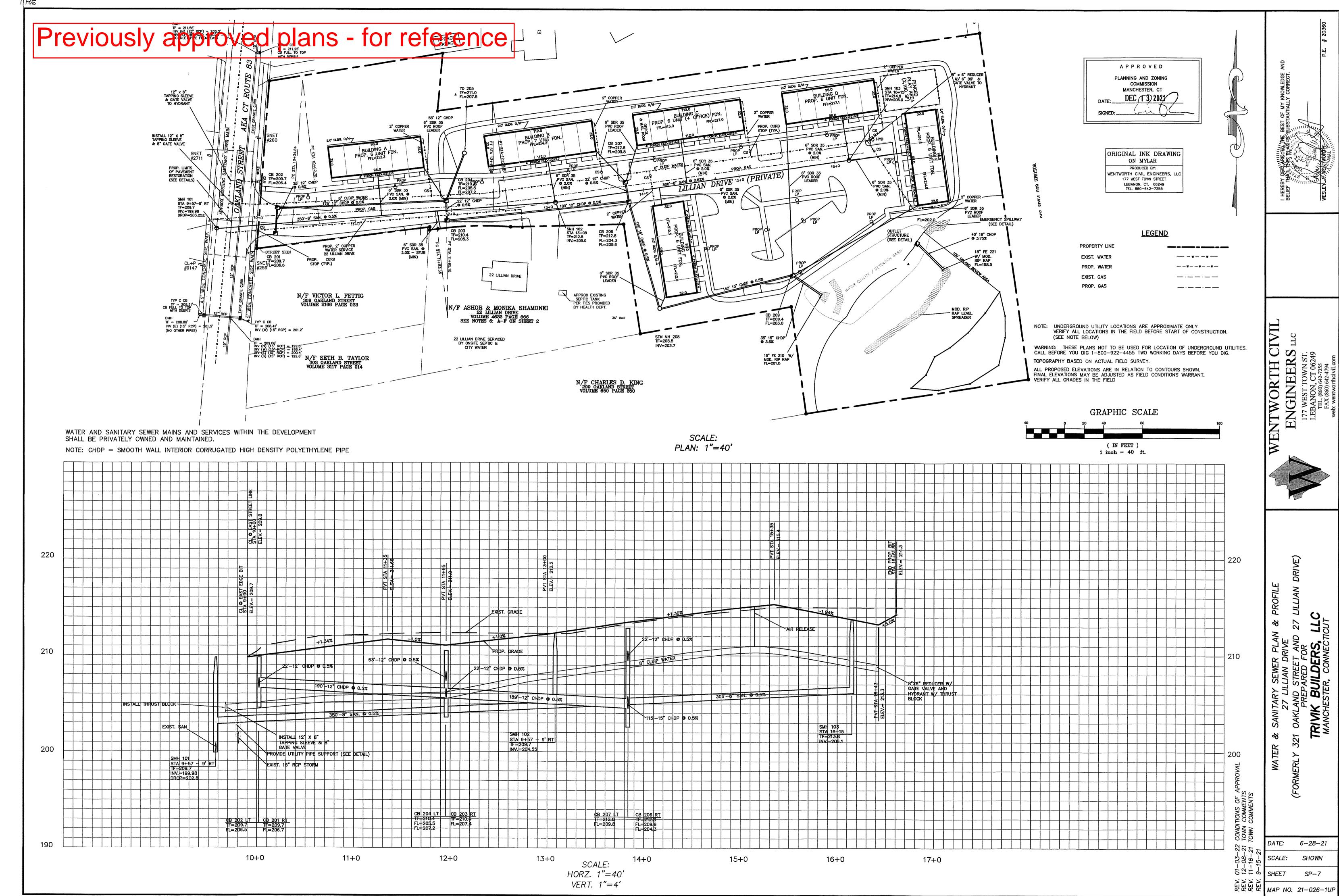




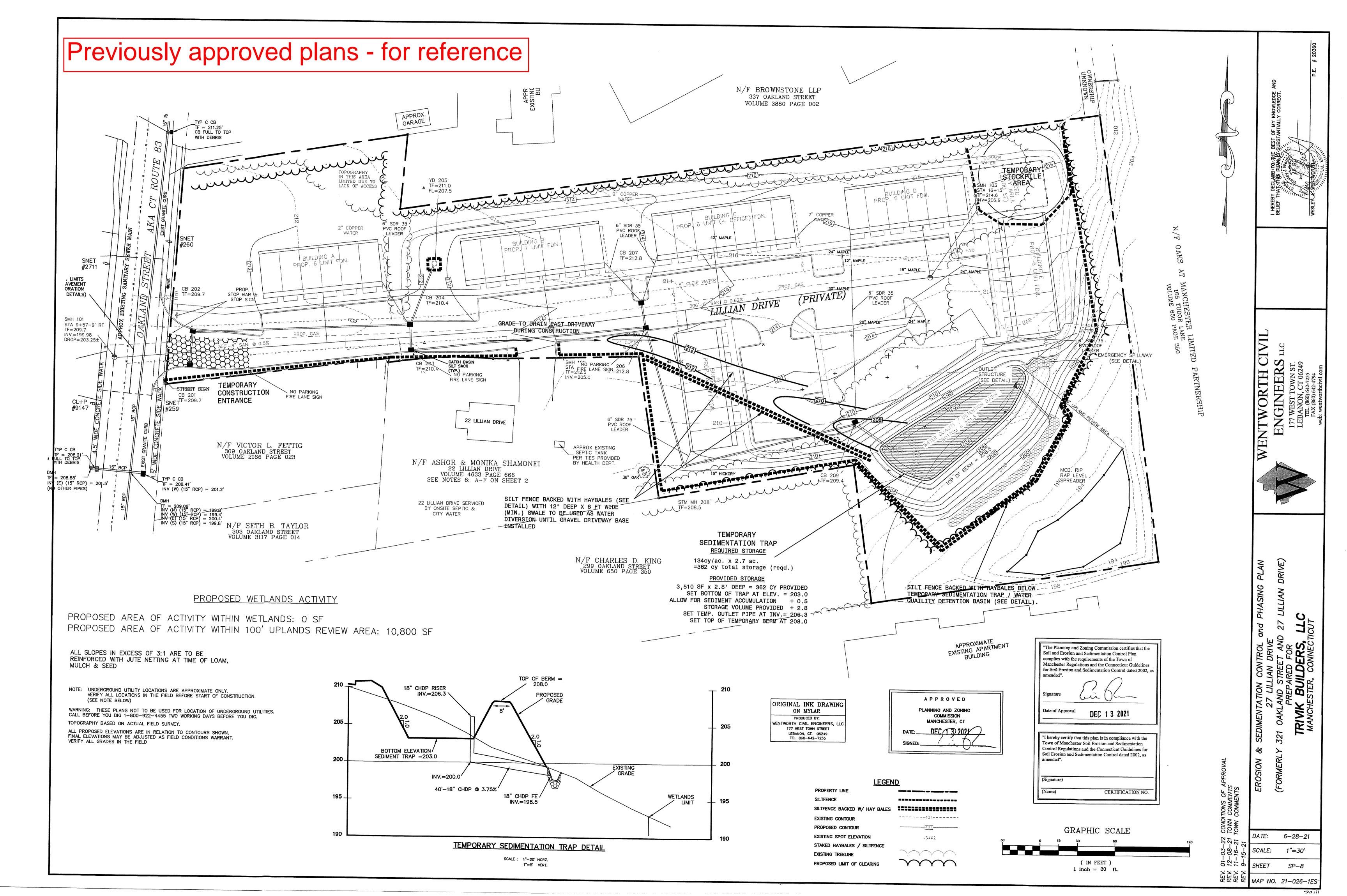


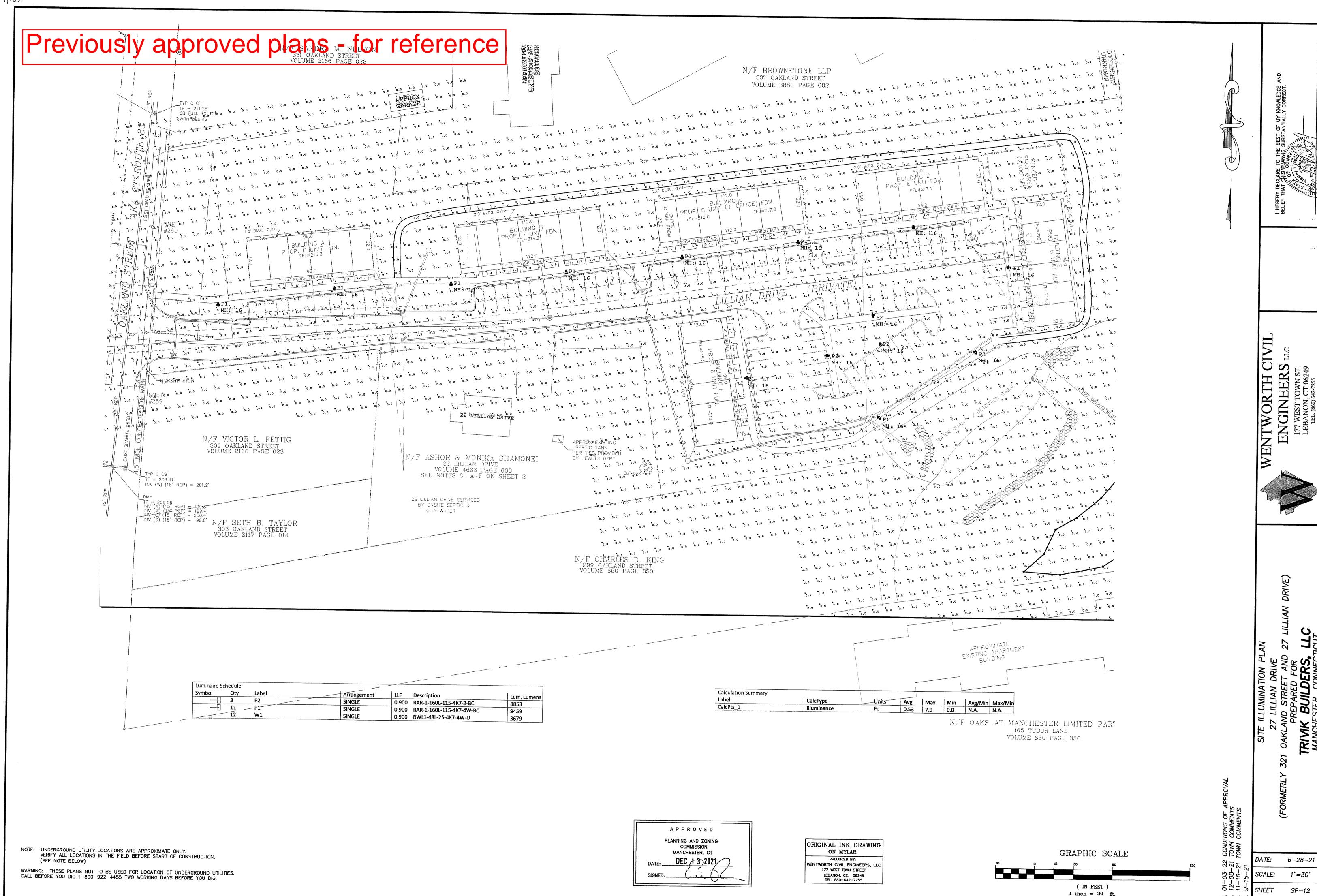






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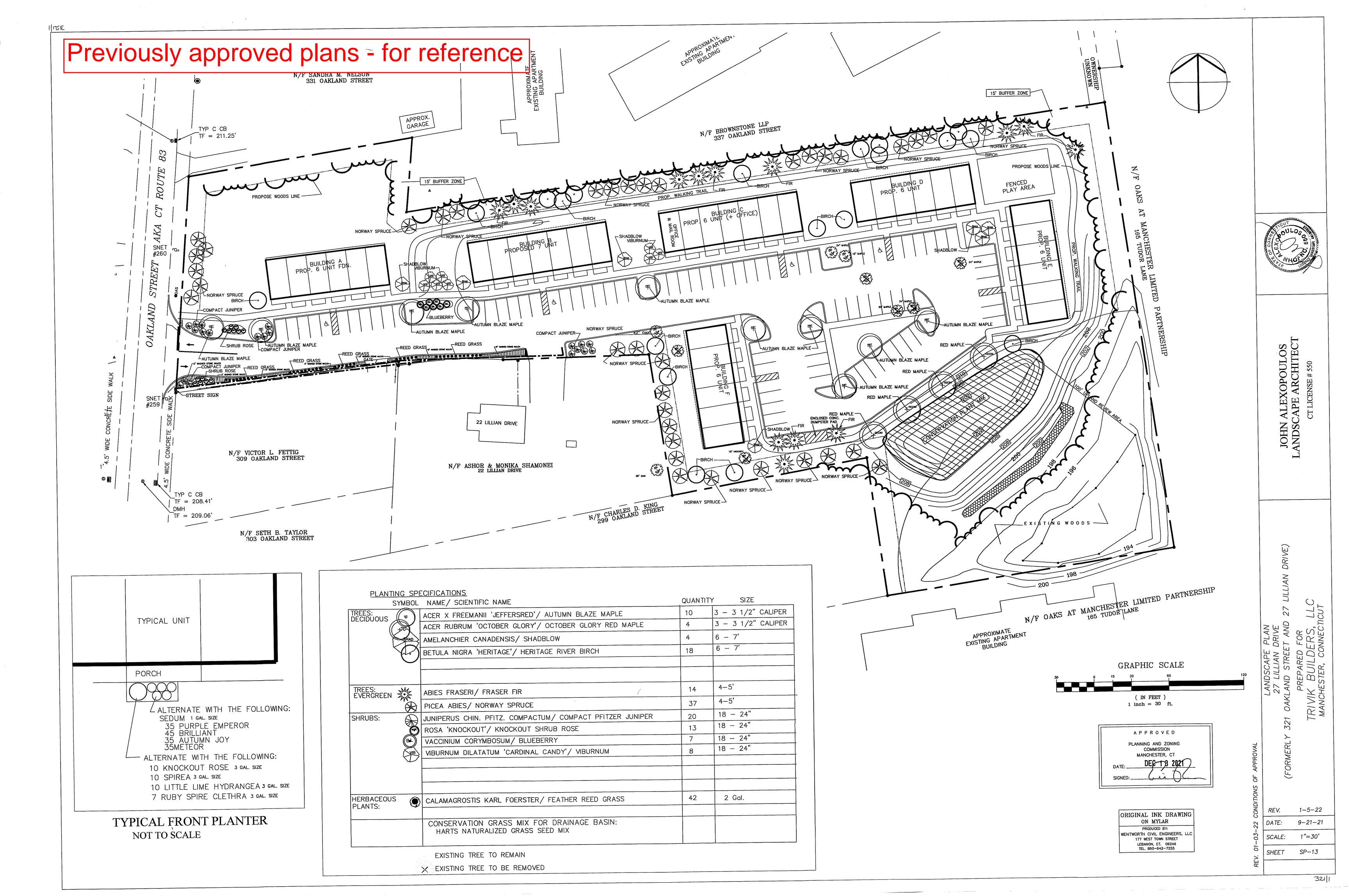




SHEET

SP-12

PREPARED FOR TRIVIK BUILDERS, MANCHESTER, CONNEC





TOWN OF MANCHESTER PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

TO: Planning & Zoning Commission

FROM: Megan Pilla, Principal Development Planner

DATE: May 2, 2024

RE: Botticello Properties LLC – 69 Woodside Street

Cease & Desist Order – Show Cause Hearing

Introduction

The attached Cease & Desist Order has been issued for violations of the Inland Wetlands Regulations at 69 Woodside Street.

In accordance with state law, a show cause hearing must be held by the Commission, acting in its capacity as the Inland Wetlands Agency, within ten (10) calendar days of the issuance of this Order. The purpose of the hearing is to allow the responsible party the opportunity to be heard and show cause as to why the order should not remain in effect.

Commission Action

The responsibility of the Commission at the show cause hearing is to consider the facts presented and determine whether the Cease & Desist Order should remain in effect, be modified, or be withdrawn.

If the Order is affirmed by the Commission, the responsible party will be required to complete the required corrective actions as specified in the Order.

Relevant facts and photos will be presented at the hearing on May 6, 2024.

mp

R:\Planning\PZC\2024\05 - May 06\Packet\69 Woodside Cease Order - Memo.docx

Attach.



Town of Manchester

JAY MORAN, MAYOR SARAH JONES, DEPUTY MAYOR PAMELA FLOYD-CRANFORD, SECRETARY

DIRECTORS
ED BOLAND
PETER CONYERS
JERALD LENTINI
JESSEE MUÑIZ POLAND
ZACHARY REICHELT
DENNIS SCHAIN

41 Center Street • P.O. Box 191
Manchester, Connecticut 06045-0191
www.manchesterct.gov

Certified Mail RRR Regular U.S. Mail

April 29, 2024

Botticello Properties LLC 209 Hillstown Road Manchester, CT 06040

RE: Regulated activities at 69 Woodside Street

Cease and Desist Order

To whom it may concern:

It has come to my attention that overland discharge of agricultural byproducts is again being directed onto property owned by the Town of Manchester (180 Hillstown Road). The discharge, which includes runoff from a cow pasture located at 69 Woodside Street, is making its way into regulated resources (i.e., a watercourse and wetland). The unpermitted discharge has been documented on multiple occasions, typically occurring after significant rainfall or snow melts. Additionally, attempted corrective actions that were not approved, and were not consistent with agreed upon plans, have been implemented on Town-owned property without the permission of the property owner.

On July 22, 2022, I issued a Notice of Violation (NOV) for similar unpermitted activities at this same location. Corrective actions were made in accordance with that NOV. The lack of maintenance and the failure to resolve the underlying cause of such violation allowed for this violation to occur again.

On September 27, 2023, I issued another Notice of Violation (NOV) for similar unpermitted activities at this same location. Corrective actions were made in accordance with that NOV. The lack of maintenance and the failure to resolve the underlying cause of such violation allowed for this violation to occur again.

Botticello Properties LLC April 29, 2024 Page 2 of 5

On December 22, 2023, I issued another Notice of Violation (NOV) for similar unpermitted activities at the same location. Part of this NOV required the submittal of a written plan designed to "prevent elicit discharge of pollutants into regulated resources".

On January 5, 2024, there was a meeting with Town staff (David Laiuppa, Environmental Planner / Wetland Agent and Megan Pilla, Principal Development Planner), Ethan Dougan, on behalf of Botticello LLC, and Attorney Kevin O'Brien, representing Botticello LLC. The purpose of this meeting was to review and discuss the conditions and requirements of the December 22, 2023 NOV. At that meeting it was agreed that:

- 1. All terms and requirements of the NOV were acceptable,
- 2. Botticello LLC would submit a written plan of correction prior to the January 17, 2024 Planning and Zoning Commission meeting, and
- 3. No work would be allowed on the west side of the livestock enclosure (because this is Town owned property).

On January 12, 2024, Attorney Kevin O'Brien submitted a written plan on behalf of Botticello LLC. The written plan, which was acceptable to Town staff, reads as follows:

"Ethan Dougan, on behalf of Botticello Properties LLC, plans on the following solution to the outstanding Notice of Violation:

- 1. In the spring of 2024, he will grade the swale area, thereby widening the banks of the swale to decrease the speed of the waterflow.
- 2. He will line the newly widened swale with filter fabric.
- 3. He will cover the filter fabric with rip rap for a length of approximately 15 to 20 feet to the end of the swale. The purpose will be to slow the water in the widened flow area to prevent erosion.
- 4. He will compact the disturbed area alongside the swale to reduce the propensity of further erosion.
- 5. He will no longer mow the area along the west boundary, allowing vegetation to grow, thereby reducing the flow of water and debris and to help filtration.

He hopes this plan is sufficient and, as noted above, will make these corrections as soon as weather permits."

On March 27, 2024, I sent an email to Attorney Kevin O'Brien, Ethan Dougan, and Town staff reminding all parties that, with the onset of spring, there are actionable items that need to be carried out in order to satisfy the NOV.

Botticello Properties LLC April 29, 2024 Page 3 of 5

On March 27, 2024, Ethan Dougan called me to let me know that they had a different plan of correction. I reminded him that they had already submitted a plan that had been agreed upon and that any alterations to that plan must be submitted in writing and agreed upon before any work could be done.

On April 19, 2024, I conducted a site visit to see the state of conditions on site. I discovered that the agreed upon plans had not been followed and that unapproved work (which included the diversion of a watercourse, excavation of soils, and the placement of a concrete pipe) had been conducted. This work, which has been photo-documented, included earth-moving activities to the west of the livestock enclosure (on Town-owned land).

On April 19, 2024, I informed the Director of Public Works of this activity. On that same day, the Town Attorney was notified as well.

The failure to adhere to previously agreed upon plans has resulted in a violation of orders associated with an outstanding Notice of Violation. The failure to secure permits, which would include designed plan elements that would minimize impacts to regulated resources, prior to the commencement of site work has resulted in a violation of the Town of Manchester Inland Wetlands and Watercourses Regulations.

Section 3.7 of the Regulations states that, "Within one hundred (100) feet of the banks or edge of a river, stream, brook, pond, lake or regulated wetland area no regulated activity shall be conducted until the particular operation has been authorized by the Agency." The activities that were highlighted in the previous NOV (issued December 22, 2023) included discharge and pollution to a regulated area or areas. The activities that were observed on April 19, 2024 included removal of material, deposition of material, and alteration of a watercourse within a regulated area or areas.

In accordance with Section 3.8 of the Regulations, jurisdiction is assigned to the Manchester Inland Wetlands Agency and the Wetland Agent, over those activities which:

- (a) Remove material from,
- (b) Deposit material in,
- (c) Construct, build or erect upon,
- (d) obstruct,
- (e) alter,
- (f) discharge to or
- (g) pollute a wetland, watercourse, or upland review area.

Botticello Properties LLC April 29, 2024 Page 4 of 5

Those activities listed above, which are directly associated with site work on and adjacent to your property, are violations of the Regulations. In accordance with the Regulations Section 3.5, "All activities in wetlands or watercourses or the 100 foot upland review area involving filling, excavating, dredging, clear cutting, clearing, or grading or any other alteration or use of a wetland or watercourse or upland review area not specifically permitted by this section and otherwise defined as a regulated activity by these regulations shall require a permit from the Agency in accordance with Section 4 of these regulations."

Therefore, due to the location and nature of the activities listed above and the failure to adhere to previously agreed upon plans and the failure to secure permits from the Inland Wetlands Agency prior to site work within regulated resources, it is hereby **ORDERED**:

- 1. That any further ground disturbing and/or vegetation clearing activities immediately **CEASE and DESIST**; and
- 2. That all activities associated with material deposition and/or turbid discharge within and/or contributing to regulated areas must immediately **CEASE and DESIST**; and
- 3. That the construction activity associated with the creation of a new channel and installation of a concrete pipe must immediately **CEASE** and be **CORRECTED**. The corrective measures, which must include the removal of the concrete pipe and refilling of the constructed swale, shall be closely coordinated with the Town of Manchester Wetland Agent and the Town of Manchester Director of Public Works to ensure that the process of correction does not lead to further impairment of regulated resources; and
- 4. That the implementation of all elements of the previously agreed upon plans must be completed by May 17, 2024. If these plans are no longer acceptable, then a new set of plans must be submitted to the Town of Manchester Wetland Agent no later than May 10, 2024.

Additionally, per the Connecticut General Statutes, the Inland Wetlands Agency is required to hold a hearing within ten days of the issuance of this notification. A **Show Cause Hearing** is scheduled for **May 6, 2024**. You are strongly encouraged to appear before the Inland Wetlands Agency and show cause as to why the order should not remain in effect. Regardless of whether you appear at the hearing or not, you should work with the Town Wetland Agent to clearly outline those steps that you intend to take to remedy the situation. It is imperative that properly installed and functional measures are in place that will prevent any unpermitted discharge from the project site.

Failure to comply with the terms of this **CEASE AND DESIST ORDER** may result in a referral of this matter to the Town Attorney's office for possible civil and criminal prosecution. The Town Attorney may apply for a civil injunction and an initiation of civil actions on behalf of the

Botticello Properties LLC April 29, 2024 Page 5 of 5

Town of Manchester through imposing and collecting fines in amounts of up to \$1,000 for each day during which such violation continues, or the violator may be imprisoned not more than six months, or both, as well as such other remedies as may be available to the Town at law and in equity (as outlined under Connecticut General Statutes Section 22a-44).

Please contact me as soon as possible so that we can work together to remedy this violation and protect our Town's resources.

Sincerely,
Saviel Lainppa

David Laiuppa

Environmental Planner/Wetlands Agent

(860) 647-3046

cc: Gary Anderson, Director of Planning and Economic Development Megan Pilla, Principal Development Planner Timothy P. O'Neil, Administrative Staff Attorney Attorney Kevin M. O'Brien O'Brien Law PLLC 202 West Center Street Manchester, CT 06040

DRAFT

TOWN OF MANCHESTER MINUTES OF PUBLIC HEARING HELD BY THE PLANNING AND ZONING COMMISSION/ INLAND WETLANDS AND WATERCOURSES AGENCY APRIL 15, 2024

MEMBERS PRESENT:

In Person: Eric Prause, Chairman

Patrick Kennedy, Vice Chairman

Michael Stebe, Secretary

Daniela Luna Michael Farina

Electronically: Teresa Ike

ALTERNATE MEMBERS SITTING:

Electronically: Maliha Ahsan

ALTERNATES PRESENT:

In Person: Bonnie Potocki

ABSENT: Chris Schoeneberger

Zachary Schurin

ALSO PRESENT:

In Person: Megan Pilla, Principal Development Planner
Electronically: David Laiuppa, Environmental Planner/Wetlands

Agent

Nancy Martel, Recording Secretary

The Chairman opened the Public Hearing at 7:00 P.M. The Secretary read the legal notice when the call was made.

PROPOSED SIDEWALK AND CURB PLAN 2024-2029 (Continued from April 1, 2024) — Proposed amendments to the Town Sidewalk and Curb Plan

Ms. Pilla recapped the sidewalk and curb plan changes:

- PWD changed to DPW
- Table 1 Minimum Standards for Sidewalks: Updated minimum width on rural and scenic roads to be 5 to 8 ft.
- Added a sentence at end of section Policy for New Sidewalk Installations: "To the extent feasible, based on available funding and in accordance with the Town's Complete Streets policy, sidewalk extensions and gap filling will be included in road reconstruction projects performed by DPW."

- Critical Path Extensions: Refer to Mr. Farina's proposed draft policies for the sidewalk and curb plan, particularly the first three policies: 1) School Walk Safety Policy, 2) Last Mile Transportation Policy, and 3) Parks and Recreation Access Policy.

The Commission had agreed that there was interest in seeing those incorporated into the language of the plan, not as a standalone policy but as criteria for prioritizing sidewalk extensions and gap filling.

Ms. Pilla detailed the key points of Mr. Farina's draft to be incorporated in the plan. She noted that she stayed within the one-mile radius of all schools, bus stops, parks and athletic fields.

Ms. Pilla stated that they replaced the date range to say the current five-year planning period to eliminate changing it every five years. She detailed the changes to the map. Regarding pedestrian scale lighting, a recommendation in the Plan of Conservation and Development (POCD), Ms. Pilla stated that existing pedestrian scale lighting on Main Street, Hartford Road, and a portion of Broad Street was added in. In the future, after studying, they hope to make recommendations on proposed areas for additional pedestrian scale lighting.

After a comment from Mr. Prause, Ms. Pilla explained that the lighting would ultimately be incorporated into the Complete Streets Plan.

After a question from Ms. Potocki, Ms. Pilla stated that she knows of other towns that have complete streets plans, though she is unsure about the sidewalk plans.

Mr. Farina read into the record his proposals that he sent to the Commission. He commented on discrepancies between what is in the plan and what is on the map. In his opinion, developers use the map itself to avoid installing sidewalks. He stated that he would like to see the map updated to reflect the actual plan. The school policy, based on radius, was referred to and Mr. Farina read his additions to the plan.

Mr. Stebe observed that it would be prudent to change the verbiage within Paragraph 3 in the introduction, where it says that the sidewalk and curb policies and the location map serve as guides for the implementation of the plan. It should be stated that the text of the plan is the policy, and the map is a representative guide.

Mr. Kennedy questioned whether it is within the Commission's authority to get that comprehensive, as the Commission's authority is only in new development. Mr. Stebe countered that the Commission's job is not just to address an application before the Commission but is also to plan for development and re-development.

Mr. Farina expressed that, historically, the adoption and amendments to the sidewalk plan are lengthy processes and cited examples. Ms. Pilla countered that no one expected this to be completed in one meeting. She added that there will always be locations where a sidewalk cannot physically be placed on both sides of the street.

After a question from Mr. Prause, Ms. Pilla commented that, if anything is to be added, Engineering staff should make that decision.

Mr. Prause, referring to the critical path extension text proposed, asked whether it should be a separate motion in New Business or default to just adopting it in the plan. The proposed changes given tonight could either be added into the draft that goes out or could be made an option during the final vote.

Ms. Pilla remarked that, if the Commission decides to add it, it could be done either way. Mr. Prause inquired whether it would require further staff review and Ms. Pilla said she did not believe it would. In her opinion, it is unnecessary because, when looking at it by radius, it overlaps with what is already there anyway. To not look at it by radius, there is no easy way to take GIS and map that out, and Ms. Pilla felt that it is impractical.

Ms. Potocki observed that Mr. Anderson has not seen the text proposed and agreed with Ms. Pilla that implementation would be difficult. In addition, she would prefer input from the Town Engineer and the Town Attorney.

Ms. Pilla commented that Mr. LaMalva has not had the opportunity to review the additional information. She cautioned that, when contemplating incorporating Safe Routes to School into the plan, this is not intended to be the kind of plan that is implemented. This is meant to be used as a tool in a very particular scenario when development is being proposed on undeveloped lots. She is hesitant to pursue the Board of Education requirements, Safe Routes to School, etc., as it is going outside of the purview of the plan.

Mr. Farina asked about the state statute that allows the Commission to create a sidewalk plan. He reported that, in consultation with a couple of lawyers, both felt the Board of Directors (BOD) should hold the public hearing, not the PZC. In addition, he inquired who the applicant is and what the recourse would be.

Attorney Timothy O'Neil, Assistant Town Attorney, reported that there is no state statute. However, the Commission is charged with the ability to do certain things per state statute. Municipalities must have a source of authority for the powers to act and, if it is not stated in the statutes, specifically under the Connecticut Zoning Commission powers, then it is reserved to the town, but the town must authorize it. In Manchester's Town Charter, there are 59 items over which the Town has the authority to exercise power through the enactment of ordinances, and sidewalks are listed in several of those 59 items.

Mr. Farina commented that he was not aware that the Board of Directors could direct the Commission, to which Attorney O'Neil replied that they passed the ordinance as their responsibility in the oversight of the development of the Town.

Mr. Farina referred to Section 8-29 in the Connecticut General Statutes and stated that it literally means such commission is authorized to prepare and file maps or plans of sidewalks. Attorney O'Neil responded that Section 8-29 has nothing to do with this particular ordinance.

Mr. Farina asked how the PZC functions as an independent body and how the BOD functions as an independent body statutorily. He speculated on how much authority the BOD has to direct the PZC to do things or whether that is an infringement on the Commission's independence. Attorney O'Neil speculated that this is the only such activity that the BOD is directing the PZC to do.

Ms. Pilla reiterated that Section 8-29 has nothing to do with the sidewalk plan. The use of the term "plan" in that statute refers to a plan sheet, such as a proposed site plan. It must also be taken in context, which is referring to subdivisions. Basically, that section is saying that a planning commission could literally propose an engineered construction plan for a new highway, a new road, or a new sidewalk. The planning commission would then be responsible for the assessment of damages or benefits to property owners who would be affected and then placing liens on properties requiring easements, etc.

Mr. Prause referred to Mr. Farina's question on the applicant and who should be holding the public hearing. Attorney O'Neil reported that the Town is the applicant for this particular sidewalk and curb plan. He added the language "...Before adoption, the plan shall be submitted to the Board of Directors for review and comment and at least one public hearing shall be held." Mr. Farina acknowledged that he does not recall that during his time on the BOD. Attorney O'Neil concluded that the public hearing would be with the PZC.

Mr. Kennedy asked the Town Attorney for his opinion on whether the PZC is overstepping its bounds by getting into matters that are clearly within the BOD's jurisdiction and going beyond the Commission's actual authority.

Attorney O'Neil responded that, in looking at the beginning of the ordinance, there is a very limited purpose of the plan. It is anticipated that this will apply to new construction. Therefore, it could be stated that the PZC is overstepping its boundaries.

After a comment from Ms. Potocki, Attorney O'Neil reported that, in his long tenure with the Town, he has never been called out to opine on the sidewalk plan or even appear before the PZC. It has been a fairly routine action during his time with the Town. He stated that the ordinance came into effect prior to his employment.

After a question from Mr. Farina, Attorney O'Neil remarked that his understanding is that the master sidewalk plan is a list of streets with sidewalks and prioritizes which need to be repaired and replaced. DPW utilizes the master plan to determine which streets need to be replaced or repaired.

Mr. LaMalva clarified that the plan was developed by Public Works in 1990 and confirmed that it is for replacing sidewalks.

Ms. Pilla read the text of a comment from Mark Morgillo, 169 Autumn Street, stating that he supports installing sidewalks along the length of Autumn Street. There were no members of the public in attendance to speak.

MOTION: Mr. Kennedy moved to close the public hearing. There was no second.

MOTION: Mr. Farina moved to continue the public hearing. Mr. Stebe seconded the motion.

Mr. Farina, Mr. Stebe, Mr. Prause, Ms. Luna, Ms. Ahsan, and Ms. Ike voted in favor. Mr. Kennedy voted against the motion. The motion passed six to one.

TOWN OF MANCHESTER PUBLIC WORKS DEPT. – Expansion of Charter Oak Park facilities including a new skate park/pump track, synthetic turf playing field, and parking lot at 30 Charter Oak Street. – Inland Wetland Permit (IWP-0003-2024)

Mr. Jeff LaMalva, Town Engineer, representing the Department of Public Works, introduced himself.

Mr. LaMalva again presented the project background. In 2024, the Board of Directors entered into a contract with the American Ramp Company for the design and construction of the skate park/pump track. The State Department of Transportation approved the proposed plan within their jurisdiction of State Route 534 in 2024.

Mr. LaMalva described the parcel, its location, and its zoning. Currently, the property is used for recreation, both soccer fields and the Charter Oak Greenway. The project details include a synthetic turf field to be used primarily for adult and youth soccer; a utility building; a 74-stall parking lot; bus parking; and a skate park/pump track. Sidewalk connections were detailed.

Mr. LaMalva described the disturbances as follows:

- Total site area: 7.4 acres.
- Total amount of disturbance: 4.2 acres.
- Zero sq. ft. impact directly to the wetlands.
- 0.77 acres of impact within the 100 ft. regulated area.

At the previous meeting, it was determined that the project may have a significant impact on the wetlands.

Regarding impacts, Mr. LaMalva said that there are no wetlands disturbances with the project. Regarding the upland review disturbance, he said that the Charter Oak Greenway is acting as a buffer between the project and the brook.

The soil classification is well-drained soil.

The wetlands functions and values are storm water conveyance, fish and local wildlife, and shoreline stabilization.

The alternatives are: 1) Not pursuing the project, or 2) Reducing the size of the parking lot, which will not accommodate features within the park.

The bid will specify that the prospective synthetic turf vendor must certify, backed by independent testing, that the product is free of PFAS-containing materials.

Mr. LaMalva detailed the storm water management for each area of the site.

Mr. LaMalva described the erosion and sedimentation controls.

The entire project will be inspected daily by Town staff with an occasional inspection by Mr. Laiuppa, the Wetlands Agent.

Mr. LaMalva described the anticipated cost and schedule as follows:

- Project Cost: Roughly \$5 million.
- Proposed Schedule:
 - Phase I (turf field and parking lot) to begin construction this summer, completed Spring 2025.
 - Phase II (skate park/pump track) to begin construction immediately following Phase I, to be completed by Summer 2025.

Mr. Stebe assumed the utility house will be included in Phase I, which was confirmed. He inquired about the location of the pump. Mr. LaMalva pointed out the existing sanitary sewer line. Details were provided about the slopes and water flow. Mr. LaMalva reported that they can add an existing yard drain outside the field for connection.

Ms. Potocki expressed her concerns about the design and stated that the 7.4 acres will be a heat island. Artificial turf radiates heat, as do the pavement and parking lot. Discharge in the summer will be directed toward the Hop Brook. Mr. LaMalva stated that, looking at the amount of runoff in this area compared to the watershed of Hop Brook, it is extremely negligible. He clarified that the disturbed area is only 4.2 acres. The turf field is 2 acres, the parking lot 0.7 acres, and the skate park approximately 1 acre.

Ms. Pilla pointed out that the locations of trees are shown on the erosion and sedimentation control plan.

Ms. Potocki stated her concerns about the heat and children.

A conversation was held between Mr. Prause and Mr. LaMalva about the fence heights.

Mr. Rob Topliff, Park Department, explained that the softball field is actually a small soccer field.

Ms. Pilla reported one small technical staff comment.

Mr. Laiuppa referred to the Conservation Commission's comments:

- Will the runoff of the site be captured and detained?
- The site should be treated like a parking lot with treatment of runoff.
- The field and pavement should be more pervious to allow infiltration.
- The turf, pavement and concrete get hot, and the runoff could add to heat loading if it does not cool off before being released to the stream.

- Will there be treatment for leachate runoff from the site?
- Is there a concern about gas-off from the turf or any other surface?
- Will there be a vegetative buffer on the south side of the project, one that is more than just aesthetic?
- All plantings should be native.

He acknowledged that some of the comments were addressed at either this or the previous meeting.

Mr. Laiuppa noted that any comments he had were covered by discussions that have already taken place. He further pointed out that this section of the park is not in the flood plain. Any impacts are in the upland review area, not in the wetland or watercourse.

Mr. Prause noted that there will be a requirement in the bid package that the turf must be third party tested for PFAS. He asked whether there is any particulate on the fields. Mr. Prause inquired whether runoff would be collected as part of rainwater or if it would get to the wetlands.

Mr. LaMalva explained that the infield material is a mixture of sand and a coated crumb rubber, recycled tires with an environmental coating, free of PFAS materials. He noted that the grading of the field is very flat and he does not anticipate movement of the infield material from storm water.

Mr. Topliff remarked that it will be mostly contained, and at the high school there is not any tracking coming off it from the maintenance.

After a question from Mr. Prause, Mr. Laiuppa stated that, dependent on the material, if there was any runoff from the field, it would be captured by the hydrodynamic separator.

Mr. LaMalva noted that there is a field perimeter concrete curb which contains both the turf and the infield material.

Mr. Laiuppa agreed with Mr. LaMalva that, in this particular location, it would be quickly moved through the system, but where it discharges to the stream, there is potential for heat loading. He noted that, in a drought, a thunderstorm could flow into the system, and there may be an impact from heat loading, though not in a traditional sense.

Mr. Stebe commended staff for gathering the information on the turf. He asked about a remark about treatment of leachate runoff. Mr. Laiuppa remarked that the Conservation Commission's comment was actually about material runoff.

No members of the public made a comment.

MOTION: Mr. Kennedy moved to close the public hearing. Mr. Farina seconded the motion and all members voted in favor.

The public hearing closed at 8:45 P.M.

I certify these	e minutes were adopted on the fo	ollowing date:
Date		Eric Prause, Chairman
NOTICE:	A DIGITAL RECORDING IN THE PLANNING DEPA	OF THIS PUBLIC HEARING CAN BE HEARD RTMENT.

DRAFT

TOWN OF MANCHESTER MINUTES OF BUSINESS MEETING HELD BY THE PLANNING AND ZONING COMMISSION/ INLAND WETLANDS AND WATERCOURSES AGENCY APRIL 15, 2024

MEMBERS PRESENT:

In Person: Eric Prause, Chairman

Patrick Kennedy, Vice Chairman

Michael Stebe, Secretary

Daniela Luna Michael Farina

Electronically: Teresa Ike

ALTERNATE MEMBERS SITTING:

Electronically: Maliha Ahsan

ALTERNATES PRESENT:

In Person: Bonnie Potocki

ABSENT: Chris Schoeneberger

Zachary Schurin

ALSO PRESENT:

In Person: Megan Pilla, Principal Development Planner
Electronically: David Laiuppa, Environmental Planner/Wetlands

Agent

Nancy Martel, Recording Secretary

The Chairman opened the Business Meeting at 8:50 P.M.

<u>PROPOSED SIDEWALK AND CURB PLAN 2024-2029 – Proposed amendments to the Town Sidewalk and Curb Plan.</u>

MOTION: Mr. Farina moved to continue the public hearing to May 6, 2024. Mr. Stebe

seconded the motion. Mr. Prause, Mr. Stebe, Ms. Luna, Mr. Farina, Ms. Ike, and Ms. Ahsan voted in favor of the motion. Mr. Kennedy voted against the motion.

The motion passed six to one.

TOWN OF MANCHESTER PUBLIC WORKS DEPT. – Expansion of Charter Oak Park facilities including a new skate park/pump track, synthetic turf playing field, and parking lot at 30 Charter Oak Street. – Inland Wetland Permit (IWP-0003-2024); Erosion & Sedimentation Control Plan (ESC-0003-2024)

Inland Wetlands Permit (IWP-0003-2024)

MOTION:

Mr. Kennedy moved to approve the inland wetlands permit for the expansion of Charter Oak Park facilities including a new skate park and pump track, synthetic turf playing field, and parking lot at 30 Charter Oak Street, with the modifications specified in a staff memorandum from:

1. Megan Pilla, Principal Development Planner, dated April 12, 2024.

Mr. Stebe seconded the motion and all members voted in favor.

The reason for the approval is that the proposed activity does not disturb the natural or indigenous character of the wetlands by significant impact or major effect.

The approval is valid for 5 years. The work in the regulated area must be completed within one year of commencement.

Mr. Prause commented that prudent and feasible alternatives were presented but none overshadowed the benefit of the project.

Mr. Kennedy gave his opinion on artificial turf, but recognized the amount of fertilizer and pesticides that would be put on grass.

Mr. Stebe concurred with Mr. Kennedy. He remarked that the applicant explained why turf was chosen over a natural field.

Erosion & Sedimentation Control Plan (ESC-0003-2024)

MOTION:

Mr. Kennedy moved to certify the erosion and sedimentation control plan for the expansion of Charter Oak Park facilities including a new skate park/pump track, synthetic turf playing field, and parking lot at 30 Charter Oak Street, with modifications as specified in a staff memorandum from:

1. Megan Pilla, Principal Development Planner, dated April 12, 2024.

Mr. Stebe seconded the motion and all members voted in favor.

ADMINISTRATIVE REPORTS

- Upcoming training opportunities
- Update on comprehensive update to the zoning regulations
- Update on open violation for 260 Tolland Turnpike

Mr. Farina raised the topic of reviewing the Rules of Procedure and making amendments. He suggested separating out the Design Review Guidelines and separating out policy.

In response, Mr. Kennedy noted that there have not been any actual practical problems running meetings. Anything added can be grounds for litigation.

Mr. Stebe commented that there are statements about having a seven-member board, which will not be the case in January 2025. He also felt that there are several items that the Commission could review.

Ms. Luna expressed her support for reviewing the rules and guidelines in a future meeting.

Ms. Potocki stated that she is in favor of the review and suggested a workshop.

Ms. Pilla acknowledged that the zoning regulations update will be a lengthy process. She stated that an update to the Rules of Procedure would be up to the Commission members. Any proposed changes must be reviewed by the Town Attorney's office. The next membership increase will generate another update.

Mr. Prause is interested in reviewing the requirement for adding items to Business because, currently, in the Rules of Procedure an item can be added to an agenda with a majority vote. Robert's Rules of Order has a default that a two-thirds vote is required to modify an agenda, and it is primarily written for large boards that meet infrequently. Because this Commission is a small body and there is typically a full membership in attendance, a majority is more practical. The state statute is more about state public agencies. He felt the proposal to create a way to add agenda items should be a discussion: Whether to have it as a threshold where one person could add to an agenda; whether it could be done between meetings; or whether, as is current, a member brings up an idea during administrative reports and the group makes a decision.

Ms. Pilla, recommending caution, stated that the way the Planning and Zoning Commission is intended to run is not the same as the Board of Directors and other similar boards, in that individual members are not supposed to put forth individual items. It should be the Commission acting as a group and acting on the applications before it.

Attorney O'Neil commented that adding to an agenda does require a two-thirds vote. Regarding individuals adding items to the agenda, the agenda is set for the Commission. This is a body that acts on applications submitted and accepted. He contemplated what type of item would be added to an agenda.

Mr. Farina stated that many different things could be added that fall within the Commission's authority through state statute: There are things in the POCD statutes that are required, and many which fall under "may" language, but the Commission could do those things and then amend the POCD, which statute says should be done. At the last meeting, there was an item the Commission generously allowed him to put on an agenda as an individual member. The Commission could do a greenways plan, according to state statute. In his proposed rules, any business item for discussion shall be placed on the agenda if submitted in writing 10 days prior to the meeting.

Attorney O'Neil remarked that it seems to him that the Commission already has that ability. After Administrative Reports and comments, a member could request an item be placed on the

next agenda. He was unsure what, during the course of a meeting, would be necessary to rise to the level of adding at the current meeting.

Mr. Farina noted that he is very concerned about protecting the autonomy of individual members and not allowing a political minority to be silenced. He remarked that Democrats control the boards and commissions in Manchester. If it requires a majority to place something on the agenda, a political minority could be silenced, he said, noting a topic from a previous meeting. Attorney O'Neil stated that the Commission's agendas are set. He was confused where this was leading.

Mr. Prause asked, for example, if a commissioner or two wanted to make a zoning regulation change, whether they would be able to bring that as a discussion point, or if it requires a majority or two thirds vote to move forward.

Attorney O'Neil added that, ultimately, the entire Commission will decide whether to move forward or not.

Mr. Stebe commented that the vast majority of the Commission's activities are addressing applications from external sources. However, when bringing something up during Administrative Reports, by current rules, it is not actionable. He felt the Commission should find a path to do so.

Attorney O'Neil speculated about an item suggested to be placed on the agenda that falls outside the purview of the Planning and Zoning Commission. He reiterated that a member could suggest an item to be placed on the agenda; it would be on the next meeting's agenda.

Mr. Farina stated that he would like this topic to go on a future agenda for discussion. If a simple majority responded "no," it would not be up for discussion. The Commission would not be able to discuss it. He reiterated that he believes in having rules that protect the minority.

Mr. Prause commented that, at this point of the meeting, individuals are setting the next agenda and determining the Commission's workload, and whether the Commission is interested in taking it on. He worried about the ability to add agenda items without talking it through in Administrative Reports.

Mr. Kennedy observed that, as a practical matter, the Commission makes a motion to suspend the rules under Robert's Rules of Order and vote for it unanimously. The Commission should not proceed to the idea of one person adding things to the agenda. The PZC is an adjudicative body, not a legislative body. That is the Board of Directors' purpose. He posed the problem of one or two people on the Commission tying the Commission up by adding their items to the agenda. In his experience, staff puts together the agenda, usually applications, at the direction of the Chairman. The way this has been dealt with in the past has worked fine.

Ms. Luna asked whether, if a member states that they would like to talk about something, that would be an actionable item request during Administrative Reports.

Ms. Pilla stated that members could decide as a Commission whether it should be on a future agenda to discuss. Alternatively, a Commissioner can propose something a week before the meeting to be added to the agenda without discussing it with the rest of the Commission. Her concern comes from individual members being able to put something on the agenda without discussing it with the rest of the Commission first.

Attorney O'Neil concurred with Mr. Kennedy that the Commission could go down a rabbit's hole if individual items are added onto the agenda. That would veer away from the Commission's primary goal, which is to handle land use applications. He noted that he has been with the Town for over 25 years and this may be the first time he has been called to come to a meeting with the idea of answering questions, which leads him to believe that the PZC, over those 25 years, has functioned very well.

Mr. Stebe agreed with Mr. Kennedy's opinion. He felt that the Commission should review this, and it should be a formal agenda item to discuss. There are other items coming forward that are more pressing, such as the complete review of the zoning regulations in their entirety. There should be a formal agenda item to implement the discussion.

Mr. Prause asked whether having a discussion on May 20th would allow enough time for staff to review and comment. Ms. Pilla noted that would be enough time.

Mr. Farina recommended that a section be added to the rules on Administrative Reports.

Attorney O'Neil stated that many other boards and commissions, when they do have bylaws or Rules of Procedure, will put in their template for an agenda.

Ms. Potocki commented that this item should not take precedent if there are incoming applications. The Commission is a land use board and should be acting on applications.

APPROVAL OF MINUTES

<u>April 1, 2024 – Public Hearing/Business Meeting</u>

MOTION: Mr. Kennedy moved to approve the minutes as written. Mr. Stebe seconded the motion and all members voted in favor.

RECEIPT OF NEW APPLICATIONS

- 1. <u>JULIANO'S POOLS</u> Inland Wetlands Permit (IWP-0051-2023) Relocation of septic leaching field and construction of a new in-ground pool with patio and safety fence at 37 Pondview Drive.
- 2. <u>VESSEL TECHNOLOGIES</u> Zoning Regulation Amendment (REG-0003-2024) Amendment to Article II, Section 7.03 to allow a higher density of dwelling units in the Planned Residential Development (PRD) zone by special exception, if the total number of bedrooms does not exceed 20 per acre.

MOTION:	•	oved to adjourn the business meeting. Mr. Stebe seconded the embers voted in favor.
The Business	s Meeting closed at	9:42 P.M.
I certify these	e minutes were ado	pted on the following date:
	Date	Eric Prause, Chairman
NOTICE:	A DIGITAL RE	ECORDING OF THIS BUSINESS MEETING CAN BE

HEARD IN THE PLANNING DEPARTMENT.