



RECEIVED FOR RECORD
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JoAnn Doyle
TOWN CLERK
CROMWELL, CT

Town of Cromwell Planning and Zoning Commission

REGULAR MEETING 7:00 P.M. THURSDAY JULY 6, 2023 COUNCIL CHAMBERS CROMWELL TOWN HALL 41 WEST STREET AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Seating of Alternates**
4. **Approval of Agenda**
5. **Public Comments**
6. **Development Compliance Officer Report:**
7. **Director of Planning and Development Report:**
8. **New Business: Accept and Schedule New Applications:**
 - a. Application #23-23: Request for Site Plan Modification to install new landscaping at 46 Nooks Hill Road. Hubbell Power Systems, Inc. is the Applicant and the Owner.
9. **New Business:**
 - s. Application #23-17: Request for a Site Plan Approval for the construction of the new middle school and administrative offices in a Residence Zone District at 6 Captain James Mann Memorial Drive. The Town of Cromwell Board of Education is the Applicant and the Town of Cromwell is the Owner.
10. **Public Hearings:**
 - a. Application #23-18: Request for a Special Permit under Sections 7.5.A.1, 3.5.C. to permit onsite consumption of alcoholic beverages at 5 Commerce Drive in the Industrial District. Walter Kebalo representing the Ukrainian National Home of Hartford is the Applicant and IJAN 2 CT Realty LLC is the Owner.
 - b. Application #23-22: Request for a Special Permit under Sections 3.2.C.3, 7.5.B.4 of the Zoning Regulations to allow for restaurant with alcoholic beverages at 548 Main Street in the Local Business Zone District. Ryan Buchanan is the Applicant and Salvatore Caccamo and Maria Caccamo are the Owners.
 - c. Application #23-16: Request for a Special Permit under Section 2.2.C.4 of the Zoning Regulations to construct a school and administrative offices at 9 Captain James Mann Memorial Drive in a Residential Zone District. The Town of Cromwell Board of Education is the Applicant and the Town of Cromwell is the Owner.
11. **Commissioner's Comments:**
12. **Approval of Minutes:**
 - a. May 4, 2023
 - b. May 23, 2023
 - c. June 6, 2023
13. **Adjourn:**

| Permit | Name of Applicant | Site Location | Type of Activity | Decision Date | Status |
|--------|---|--|--|---------------|-------------------------|
| 23-01 | Covenant Living / Norman Aldrich | 101 West Street | App for Site Plan Modification | 2/8/2023 | Approved |
| 23-02 | Tim Farrell | 562 Main Street | App for Special Permit | 2/21/2023 | Approved |
| 23-03 | Sysco Connecticut, LLC | 1355 Cromwell Ave. (County Line Drive) | App for Site Plan Approval | | Pending |
| 23-04 | Greater Hartford Community Foundation | 1 Golf Club Road | App for Special Permit | 3/7/2023 | Approved |
| 23-05 | Francis & Celeste Henri | 142 Coles Road | App for Special Permit | 4/4/2023 | Approved |
| 23-06 | Fiber Dust, LLC | 30 New Lane | App for Site Plan Modification | | Administrative Approval |
| 23-07 | Wendy Masse | 5 Saint John Court | App for Temporary Event | | Withdrawn |
| 23-08 | Ayelen Olivera | 111 Berlin Road | App for Site Plan Modification | 4/4/2023 | Approved |
| 23-09 | HBN-CSC, LLC c/o HB Nitkin | 51 Shunpike Road Suite 18 | App for Site Plan Modification | 4/4/2023 | Approved |
| 23-10 | Morecon Builders, LLC | 70 County Line Drive | App for Site Plan Approval | 5/4/2023 | Approved |
| 23-11 | Rodney Bitgood | New Lane/West/Hillside | App for Temporary Event Permit - Car Show | | Administrative Approval |
| 23-12 | Rosie Felix | 28 Shunpike Road Unit 1 | App for Site Plan Modification-GoHealth Urgent Care | | Administrative Approval |
| 23-13 | Kemal Cecunyanin | 35 A Berlin Road | App for Special Permit-Restaurant with alcoholic beverages | 6/6/2023 | Approved |
| 23-14 | Brian Bonneau | 530 Main Street | App for Special Permit-Bar/Restaurant with alcoholic Beverages | 6/6/2023 | Approved |
| 23-15 | Adelbrook Behavioral & Development Services, Inc. | 60 Hicksville Road | App for Subdivision Approval | | Pending |
| 23-16 | Town of Cromwell Board of Ed | 9 Captain James Mann Memorial Drive | App for Special Permit | | Pending |

| | | | | | |
|-------|--|-------------------------------------|--|-----------|-------------------------|
| 23-17 | Town of Cromwell Board of Ed | 9 Captain James Mann Memorial Drive | App for Site Plan Approval | | Pending |
| 23-18 | Walter Kebalo | 5 Commerce Drive | App for Special Permit | | Pending |
| 23-19 | Town of Cromwell | 41 West Street | App for Site Plan Modification - EV Charging Stations | 6/20/2023 | Approved |
| 23-20 | Town of Cromwell | 1 Community Field Road | App for Site Plan Modification - EV Charging Stations | 6/20/2023 | Approved |
| 23-21 | Wendy Masse/St. John Church | Waltrouse Park Rd. | App for Temporary Event Permit | | Administrative Approval |
| 23-22 | Ryan Buchanan | 548 Main Street | App for Special Permit-Restaurant with alcoholic beverages | | Pending |
| 23-23 | Craig Tooker / Hubbell Power Systems, Inc. | 46 Nooks Hill Road | App for Site Plan Modification - Parking Lot Enhancements | | Pending |
| 23-24 | Walmart #229 | 161 Berlin Road | App for Site Plan Modification - Storage Containers | | Pending |

**TOWN OF CROMWELL
PLANNING AND ZONING COMMISSION**

APPLICATION FOR SITE PLAN MODIFICATION

Name of Project: Parking lot enhancements

Street Address: 46 Nooks Hill Rd, Cromwell 06416 CT

Volume/Page: _____ **PIN #:** _____

Applicant Name: Hubbell Power Systems, Inc.
Craig Tooker, Sr. Business Unit Manager

Address: 46 Nooks Hill Rd, Cromwell 06416 CT

Telephone: 860-635-2200 (day) _____ (evening)

Email Address: ctooker@hubbell.com

Property Owner Name: Hubbell Power Systems, Inc.

Address: 46 Nooks Hill Rd, Cromwell 06416 CT

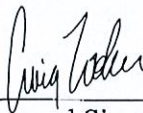
Attached:

- ☐ Application fee.
- ☐ Twenty-five copies of the **Site Development Plan** prepared in accordance with Article 13.3 of the Cromwell Zoning Regulations.

- | | | |
|---|---------|--------|
| 1. Is <u>any part</u> of the site within 500' of an adjoining town? | (Yes) | (No) ✓ |
| 2. Will this project require an <u>Inland Wetlands Agency permit</u> ? | (Yes) | (No) ✓ |
| if yes, have you obtained it? | (Yes) | (No) |
| 3. Will this project require a DEP <u>Stormwater Management Permit</u> ? | (Yes) | (No) ✓ |
| if yes, have you applied for it? | (Yes) | (No) |
| 4. Will this Project Require an <u>STC Permit</u> ? | (Yes) | (No) ✓ |
| if yes, have you submitted a copy of the plans to the STC? | (Yes) | (No) |
| 5. Does the parking comply with the <u>handicapped parking</u> requirements as set forth in current version of the State Building Code? | (Yes) ✓ | (No) |

I hereby certify that the information presented above is correct to the best of my knowledge.

Craig Tooker



Applicant Name and Signature

6/13/23

Date

TOWN OF CROMWELL
PLANNING AND ZONING COMMISSION**APPLICATION FOR SITE PLAN APPROVAL**

Name of Project: Cromwell Middle School and Central Administration Office
Street Address: 6 Captain James Mann Memorial Drive
Volume/Page: 59-435 PIN #: 987

Applicant Name: Town of Cromwell - Board of Education
Address: 9 Captain James Mann Memorial Drive
Cromwell, CT 06416

Telephone: 860-632-4830 (day) (evening)
Email Address: rcglynn77@gmail.com



Property Owner Name: Town of Cromwell
Address: 41 West Street, Cromwell, CT 06416

Attached:

- ☐ Application fee.
☒ Twenty-five copies of the **Site Development Plan** prepared in accordance with Article 13.3 of the Cromwell Zoning Regulations.

- | | | |
|--|---|--|
| 1. Is <u>any part</u> of the site within 500' of an adjoining town? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 2. Will this project require an <u>Inland Wetlands Agency permit</u> ? if yes, have you obtained it? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Will this project require a DEP <u>Stormwater Management Permit</u> ? if yes, have you applied for it? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 4. Will this Project Require an <u>STC Permit</u> ? if yes, have you submitted a copy of the plans to the STC? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 5. Does the parking comply with the <u>handicapped parking</u> requirements as set forth in current version of the State Building Code? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

I hereby certify that the information presented above is correct to the best of my knowledge.


Applicant Name and Signature


5/30/2023
Date

TOWN OF CROMWELL
PLANNING AND ZONING COMMISSION

LEGAL NOTICE

The Town of Cromwell Planning and Zoning Commission will hold a Public Hearing on Thursday July 6, 2023 at 7:00 p.m. in Room 224 of the Cromwell Town Hall at 41 West Street on the following items:

1. Application #23-18: Request for a Special Permit under Sections 7.5.A.1, 3.5.C. to permit onsite consumption of alcoholic beverages at 5 Commerce Drive in the Industrial District. Walter Kebalo representing the Ukrainian National Home of Hartford is the Applicant and IJAN 2 CT Realty LLC is the Owner.
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At this hearing interested persons may appear and be heard and written testimony received. This application is available for public inspection in the office of the Town Planner.

Alice Kelly
Chairman

Dated in Cromwell, Connecticut this the 20th day of June 2023.

23-18

TOWN OF CROMWELL
PLANNING AND ZONING COMMISSION

APPLICATION FOR SPECIAL PERMIT
ON-SITE CONSUMPTION OF ALCOHOLIC BEVERAGES
INSTITUTIONAL USE UKRAINIAN NATIONAL HOME

Type of Activity: DBA: UKRAINIAN AMERICAN CULTURAL CENTER OF CONNECTICUT

(Per Section 7.5.A.1 & 3.5.C. of the Cromwell Zoning Regulations)

Street Address: 5 COMMERCE DR. Zoning District: IND.

Assessor's Parcel ID #: 10406500 Volume/Page: 1590-1

Applicant's Name: WALTER KEBALO - UKRAINIAN NATIONAL HOME OF HARTFORD

Address: 961 Wetherfield AVE. HARTFORD, CT 06116

Telephone Number (daytime): 860-883-1390

Email Address: W@Kebalo.com

Property Owner's Name: IAN 2 CT REALTY LLC

Address: 215 BUSINESS PARK DRIVE, ARMONK, NY 10504

Description of Proposed Activity:

MEMBERS-ONLY social club license, including a
bar (700 sq.ft.) and a meeting room (1000 sq.ft.)
selling liquor, beer and wine, a pool table and a kitchen
and a limited outdoor table area.

I certify that I have read and I am familiar with the Cromwell Zoning Regulations that pertain to this type of Special Permit activity, and with Section 13.2.d. (Sign Posting).

Walter Kebalo
(applicant)

APRIL 1, 2023
(date)

FLOOD NOTE

STANDARD FLOOD ZONE MAPS ARE BASED ON 100-YEAR FLOOD DATA. FLOOD ZONE MAPS ARE NOT GUARANTEED. FLOOD ZONE MAPS ARE NOT TO BE USED FOR INSURANCE PURPOSES. FLOOD ZONE MAPS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES. FLOOD ZONE MAPS ARE NOT TO BE USED FOR ANY OTHER PURPOSES.

ACCESS NOTE

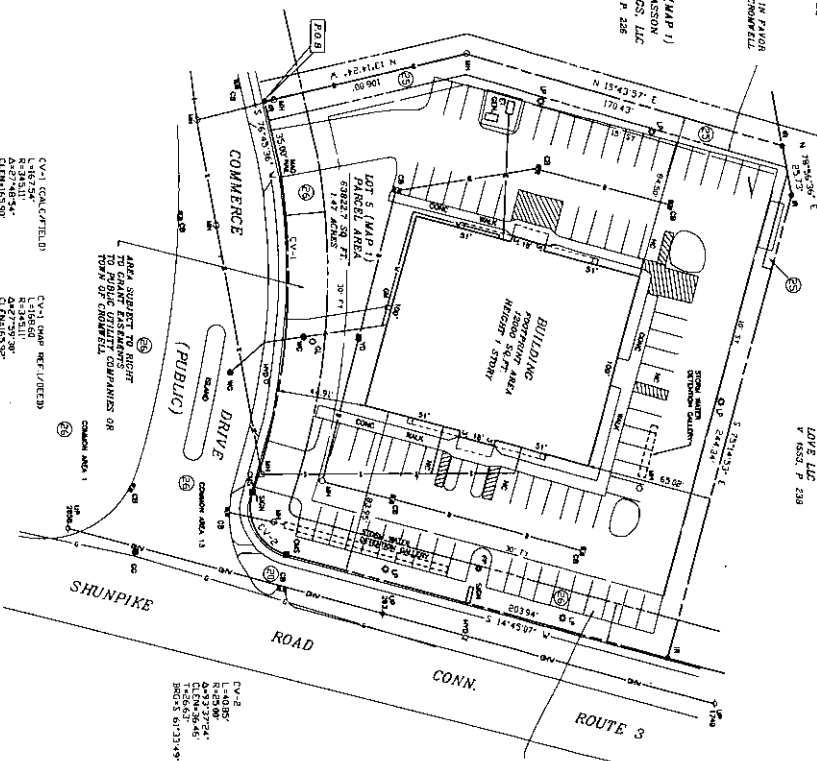
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SCHEDULE B ITEMS

STEVEN EASTMAN JR. PAIR
OF THE TOWN OF CHAMPELAIN

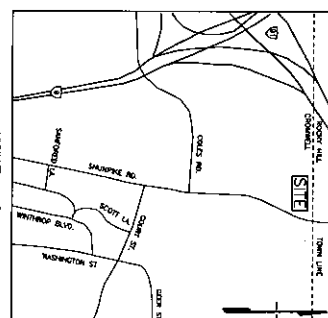
LOT 4 (MAP 1)
N/P HASSON
HOLDINGS, LLC
V. 1172, P. 236

LOT 1 (MAP 1)
N/P HASSON
HOLDINGS, LLC
V. 1172, P. 236



MAP REFERENCES

1. MAP SHOWING THE LOCATION OF THE PROPERTY AND SURVEY WHICH WERE USED IN THE PREPARATION OF THIS MAP.
2. MAP SHOWING THE LOCATION OF THE PROPERTY AND SURVEY WHICH WERE USED IN THE PREPARATION OF THIS MAP.
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SCHEDULE A PROPERTY DESCRIPTION

THE PROPERTY IS DESCRIBED AS BEING THE SAME AS THAT SHOWN ON THE MAPS AND SURVEYS WHICH WERE USED IN THE PREPARATION OF THIS MAP. THE PROPERTY IS DESCRIBED AS BEING THE SAME AS THAT SHOWN ON THE MAPS AND SURVEYS WHICH WERE USED IN THE PREPARATION OF THIS MAP. THE PROPERTY IS DESCRIBED AS BEING THE SAME AS THAT SHOWN ON THE MAPS AND SURVEYS WHICH WERE USED IN THE PREPARATION OF THIS MAP.

SLAVEY CERTIFICATION

I, the undersigned, being a duly qualified and licensed surveyor, do hereby certify that the foregoing is a true and correct copy of the original survey as the same appears in my books and records, and that the same is a true and correct copy of the original survey as the same appears in my books and records.

NOTICE

THIS SURVEY AND MAP ARE NOT TO BE USED FOR ANY OTHER PURPOSES. THIS SURVEY AND MAP ARE NOT TO BE USED FOR ANY OTHER PURPOSES. THIS SURVEY AND MAP ARE NOT TO BE USED FOR ANY OTHER PURPOSES. THIS SURVEY AND MAP ARE NOT TO BE USED FOR ANY OTHER PURPOSES.

Meahan & Goodin
387 North Main Street, Montpelier, VT 05602
(802) 845-2500 Fax (802) 844-0808

PLAN 2 CT REALTY, LLC
PROPERTY/BOUNDARY SURVEY
ALTA/NSPS LAND TITLE SURVEY

DATE: 04-08-2017
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: 04-08-2017

| LEGEND | DESCRIPTION |
|--------|-----------------|
| 1 | PROPERTY LINE |
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ZONING DATA

| ZONE | REQUIREMENTS | PROVIDED |
|-------------------------|---------------|-----------------|
| LOT AREA | 6,817.3 SQ FT | 20,334.33 SQ FT |
| MIN. FRONT YARD SETBACK | 150 FT | 44.81 FT |
| MIN. SIDE YARD SETBACK | 30 FT | 10.75 FT |
| MIN. REAR YARD SETBACK | 30 FT | 59.02 FT |
| MIN. LOT COVERAGE | 75% | N/A |
| MIN. LOT AREA | 10,000 SQ FT | 10,000 SQ FT |

GENERAL NOTES

1. ALL DIMENSIONS GIVEN ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.
2. BORDERS OF BORDERS ARE NOTED AS 1/4\"/>

TOWN OF CROMWELL
PLANNING AND ZONING COMMISSION

APPLICATION FOR SPECIAL PERMIT

Type of Activity: Restaurant with Alcoholic Beverages
(Per Section 3.3.C.4, 7.5.B.4, 8.7 of the Cromwell Zoning Regulations)
Street Address: 548 Main St. Zoning District: LB
Assessor's Parcel ID #: 00076600 Volume/Page: 823-257


Applicant's Name: RYAN BUCHANAN
Address: 548 Main Street Cromwell, CT 06416
Telephone Number (daytime): 860 301 8606
Email Address: Ryan@HotAcoustreetKitchen.com

Property Owner's Name: Salvatore Caccamo
Address: Beelin Ave. Southington, CT 06489

Description of Proposed Activity:

Restaurant

I certify that I have read and I am familiar with the Cromwell Zoning Regulations that pertain to this type of Special Permit activity, *and with Section 13.2.d. (Sign Posting)*.


(applicant)

6/6/23
(date)

**TOWN OF CROMWELL
PLANNING AND ZONING COMMISSION
APPLICATION FOR SPECIAL PERMIT**

Type of Activity: School Use in a Residential Zone
(Per Section 2.2.C.4 of the Cromwell Zoning Regulations)
Street Address: 9 Captain James Mann Memorial Drive Zoning District: R-15
Assessor's Parcel ID #: 987 Volume/Page: 59-439

Applicant's Name: Town of Cromwell - Board of Education
Address: 9 Captain James Mann Memorial Drive, Cromwell, CT 06416
Telephone Number (daytime): 860-632-4830
Email Address: rcglynn77@gmail.com

Property Owner's Name: Town of Cromwell
Address: 41 West Street, Cromwell, CT 06416

Description of Proposed Activity:
Demolition of existing CMS/CAO building and construction of new CMS/CAO
with associated parking, drives, sports fields, and drainage
improvements.

I certify that I have read and I am familiar with the Cromwell Zoning Regulations that pertain to this type of Special Permit activity, *and with Section 13.2.d. (Sign Posting).*


(applicant)
Town Manager

5/30/2023
(date)

CROMWELL MIDDLE SCHOOL AND CENTRAL ADMINISTRATION OFFICES

PROJECT DESCRIPTION

INTRODUCTION

The New Cromwell Middle School and Central Administration Office projects are to be constructed on the same parcel of Town property currently occupied by the CMS and CAO facilities, playfields, parking and drives. The proposed project address is 6 Captain James Mann Memorial Drive, Cromwell, CT.

The existing site is relatively level consisting of approximately 20.25 acres. The proposed new CMS is to be designed for a maximum enrollment of approximately 491 students serving grades 6, 7 and 8. The school hours are 7:45 a.m. to 2:25 p.m. The number of staff members is approximately 83 for the 2022-2023 school year. These numbers are not expected to change.

Through the actions of the Town and Educational leadership it was determined that the construction of an all-new facility would best serve the Town's long-term mission of creating a school that can meet educational goals of Cromwell Public Schools aligned with CT Curriculum Assessment Frameworks and Grade Level Expectations outlined by CT State Department of Education.

Similarly, the goal of providing an appropriate and professional central office setting, sized to accommodate the significant increase in administrative positions for the conduct of CPS business is a requirement for this project. Since the school and central offices are housed in a single structure, the decision to include a new central office as part of the new structure as the most practical approach was selected and approved by the Town.

The new facility will meet educational specifications and program space requirements in an integrated single building. Each facility while connected internally will have its own distinct and recognizable building entrances and associated parking areas.

The project funding was approved by the public during a referendum in June 2022 for the proposed Educational Specification approved by the Board of Education in December 2021.

PERKINS — EASTMAN

SCHOOL HISTORY AND EXISTING CONDITIONS

The Cromwell Middle School is part of Cromwell's School Campus that shares the site with Central Offices, and several sport's fields. This property is also adjacent to several public recreation areas, Waltrous Park and a scout meeting building located within the park. The adjacent properties are well demarked by natural and manmade boundaries. The school and central office project building and site improvements are located within the property designated for this school and CO project.

Currently the middle school is accessed by parents, staff and visitor off of Geer Street through a driveway that leads to a parking and parent drop-off area. Parents picking up or dropping off students utilize the western side of Mann Memorial and often stacking at pick-up time extends towards Geer Street. Parents queue up and pick up students at within designated driveways through the parking area. A major objective of this new school is to provide safe and adequate parent pick-up and drop off lanes that are separated from parking areas.

This current arrangement creates traffic issues out towards Geer that are now addressed in the proposed new design. Central Offices are typically accessed by auto from Raymond Place and traffic utilizes the eastern half of Mann Memorial and the small parking area directly in front of CO addition.

Buses utilize the eastern side of Mann Memorial and use the circle directly in front of the school's entry for pick-up and drop off. At pick up buses queue up and wait for student loading. Once completed all buses depart the site using Mann Memorial and proceed to designated routes through Raymond Place heading either north or south onto larger road way systems.

Existing multi-purpose field to the west and softball and baseball fields to the north complete the school property uses. As noted the school property abuts Waltrous Park consisting generally of a wooded area with a service road connecting Geer Street with public recreation fields north of the softball and baseball fields used by the school. At one time this service road connected to Grove Street but is not block from traffic access. Just west of Mann Memorial Drive are two Town recreation baseball fields.

Sidewalks connect from Geer and Mann Memorial Drive to the school and central offices.

The existing school building's profile is generally one story with 1 1/2 story assembly spaces.

PROJECT DESIGN SUMMARY

SITE IMPROVEMENTS

Several site improvements are also included in the project. Most significantly is the creation of separate parent and bus drop-off and pick-up loops that will ease the traffic congestion especially during afternoon pick-up the school includes a reconfigured main parking area facing the main entry containing approximately 125 spaces. The new parent loop wraps around the inner parking area allowing for an efficient flow of parent traffic in and out of the site. This one-way loop can accommodate approximately 74 queued vehicles. The inner lane of the queue also provides after hours overflow parking if required during special events.

The bus loop is located at the eastern side of the site and is sized to accommodate approximately 8 large buses and 2 small buses during pick-up. This loop also wraps an inner parking area for approximately 29 spaces, that serve the central office building.

PERKINS— EASTMAN

Additionally, the existing BOE parking lot will be retained which will provide 21 parking spaces.

In total the proposed plan will provide approximately 175 parking spaces with accommodation for accessible parking in each area.

Each parking area include assessable parking spaces and walkways to building entrances.

Service and loading areas are located at the north end of the building and will be accessed using Herbert Porter Road or the main circulation drives of the school. Currently there are no plans of upgrading or improvements to Herbert Porter Road within this school project.

A new storm water retention basins and sub-surface structures captures additional water as a result of increased impervious surface increases is planned for an area to the west of the new building footprint. Additional drainage strategies may include smaller retention basins and recharging systems. These systems take advantage of natural flow direction and existing topography. Existing sanitary piping, and water service piping are being replaced with new connections extending to the closest public utility connection available.

Revisions to Site Design

The following revisions have been made to the site design as of 6/12/2023:

1. *Fencing:*
 - a. *Delete Softball field outfield fence and warning track*
 - b. *Chain link Fence (6'-0"H) at Bio-retention basin to be 4'-0" in lieu of 6'-0"*
 - c. *Metal Picket Fence (4'-0"H) at Multi-purpose Field to be Chain Link (4'-0"H)*
 - d. *Solid Board Fence (6'-0"H) at East property line to be Chain Link with privacy slats (6'-0"H)*
2. *Crushed Granite Surfacing to be Concrete sidewalk at Multi-purpose Field*
3. *Delete seat walls at West end of Courtyard*

NEW MIDDLE SCHOOL AND CENTRAL OFFICE BUILDING DESCRIPTION

The NEW building will be designed and constructed concurrently as a new single STRUCTURE allowing for separated entry, space layouts, access and parking arrangements. Each facility will be treated as a separate project for grant purposed but designed and construction as a single facility.

The long-range plan for the Cromwell Middle School is to provide a modern, purpose- designed middle school serving a 491 student enrollment in grades 6, 7 and 8. New instructional and activity spaces will allow academic goals to be aligned with the CT Curriculum and Assessment Frameworks and Grade Level Expectations outlined by CT State Department of Education.

The new building will provide Cromwell Public Schools with a new purpose-designed and constructed administrative office building with space for all staff to meet and collaborate. The space program includes offices for the Superintendent of schools, payroll and human resources benefits coordinator, direct of human resources manager of school facilities and security, IT manager, food and nutrition coordinator, director of student services and supervisor of special educations.

The program for the New Cromwell Middle School were developed by school administration and staff to meet the goals and objectives outlined above for a project enrollment of 491 students. In each grade students are

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grouped in clusters (or neighborhoods) consisting of two teams made up of three instructional classrooms and a science classroom each. Students also have access within the cluster to Special Instructional spaces.

Larger instructional spaces such as music, art, and physical education are shared spaces where students travel to outside their academic neighborhoods. Other spaces include the Media Center, Cafeteria, and Auditorium.

There will be two academic wings. The first – one story accommodates the 6th grade teams and is located near the main entry and down the hall from the nurse, guidance and main office suites. The second is a two-story wing with 7th grade classrooms on first floor and 8th grade classrooms on second floor (providing these students with more separation and quieter academic areas). The academic wings flank the proposed open courtyard that is completed by the Innovation Center at one end and views to the nature at the other.

The exterior materials include brick and concrete masonry construction, metal and composite panel walls, aluminum curtain wall and punched window openings. Strategically located overhangs (porches) provide weather protection at main building entries and site access points. Sloped roof creates open ceiling areas and are glazed with clearstory windows allowing abundant natural light to enter deeply into the new school building.

Main architectural feature of the school is the north south Main Street that links the academic wings and the large common spaces. The celebratory entry / gathering space is a 1 to 2 story linear volume that includes a continuous clearstory ribbon of glass just below the sloped roof deck. This device brings into the deepest part of the school abundant natural light.

CONCLUSION

The new Cromwell Middle School and Central Office projects, provides the Town of Cromwell with a well-planned and efficient 21st century learning and teaching environment suitable and appropriate for 6-8 grade students and teachers as well as a professional administrative office building to conduct the business of Cromwell Public Schools.

Moreover, the proposed site improvements will provide a dramatically improve traffic flow and safety of the site. The new buildings will improve settings and spaces for learning, teaching, work, meeting and activities contributing significantly to the occupant experience in these two new buildings. Overall the new facilities will be healthier and more efficient school and offices available to the Cromwell Community.



IMPACT STATEMENT

The New Cromwell Middle School and Central Administration Office are to be constructed on the same parcel of Town property that the existing School and Offices currently occupy. The Property is in a Residential Zone (A-15) and therefore requires Site Plan Approval as well as a Special Permit. To the best of our knowledge and understanding the Project will have a positive impact on the Town and neighborhood.

The Project will ultimately promote the public health, safety, comfort, convenience, prosperity, amenity and other aspects of the general welfare. The layout of the proposed use shall be in harmony with the surrounding area and shall contribute to its desirable and orderly development.

The proposed project, being of the same use as the existing, and enrollment and staff levels will remain consistent with the existing, traffic generated by the proposed use will not adversely affect the surrounding area, and will not disrupt the orderly movement of vehicles and pedestrians in the area. The Project will not adversely affect safety in the streets nor unreasonably increase traffic congestion in the area nor interfere with the pattern of pedestrian, bicycle, or vehicular circulation in such a manner as to create or augment unsafe traffic conditions.

The proposed site plan will maintain the existing traffic circulation with parents, CMS staff and visitor's accessing the site from Geer Street. Buses, CAO staff and visitors, and deliveries will continue to access the site through Mann Memorial Drive. The parent drop-off has been approximately doubled in size to accommodate 74 cars to alleviate the back-up onto Geer Street during drop-off and pick-up times.

A new all-way stop at the main entrance has been proposed to mitigate the existing site line issue due to the grading on Geer Street. There have been no reported incidences at this entry.

Parking area or areas will be of adequate size for the School and BOE uses and will be suitably screened from adjoining residential uses. As indicated the entrance and exit drives remain where they are today and will be improved as to prevent traffic hazards and nuisances.

The proposed site design will protect and preserve the supply of potable drinking water by protecting and preserving subsurface aquifers.

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To the best of our knowledge and understanding the proposed is consistent with the current Cromwell Plan of Conservation and Development being that the proposed use and function of the site will remain the same.

The layout of the proposed site plan will enhance and the existing and probable future character of the neighborhood. The design elements of the proposed development will be attractive and suitable in relation to the site characteristics. The proposed building will be a state-of-the art 21st Century School which is being located further away from the adjacent residences and will remain a mostly one-story building. The only two-story portion of the building is planned for the rear wing of the building.

The location, nature and height of buildings, walls, and fences, planned activities and the nature and extent of landscaping on the site will be such that the use shall not hinder or discourage the appropriate development and use of adjacent land and buildings or impair the value thereof. The Project will have no adverse effect upon the neighboring area resulting from the use of signs, exposed artificial lights, colored lights of any nature, flashing lights, loudspeakers or other noisemaking devices.

The provisions for water supply, sewage disposal, and storm water drainage conform to accepted engineering practices, comply with all standards of the appropriate regulatory authority, and shall not unduly burden the capacity of such facilities.

The proposed site layout provides easy accessibility for fire apparatus and police protection and is laid out and emergency services. The fire department will have access to all points of the building and the building will be fully protected with a sprinkler system. Police will also be able to access all points of the building and there will be a new state of the art security system installed.

Appropriate consideration has been given to the protection, preservation, and/or enhancement of natural and scenic resources. The School will have outdoor classrooms, learning spaces, and a nature trail.

Adequate provision has been made for the sustained maintenance of the proposed development structures, streets, and other improvements.



January 31, 2023

Mr. Joseph Costa
Principal
Perkins Eastman Architects
677 Washington Blvd, Suite 101
Stamford, CT 06901

**Re: Traffic Impact Study
New Middle School
6 Mann Memorial Drive
Cromwell, Connecticut
SLR #141.11777.00071**

Dear Mr. Costa,

At your request, SLR International Corporation (SLR) has undertaken this study to evaluate traffic aspects associated with the proposed renovated/expanded middle school to be located at 6 Mann Memorial Drive in Cromwell, Connecticut. The middle school enrollment will slightly increase from 484 students to 491 students in sixth through eighth grade from the 2022-2023 school year to the 2030-2031 school year.

The work comprising the study consisted of several tasks, including field reconnaissance, data collection, review of roadway and traffic conditions, estimation of new school-generated traffic volumes, and assessment of future traffic operations at key intersections. **Figure 1** shows the site location and surrounding roadway network.

EXISTING SCHOOL

Cromwell Middle School is located at 6 Mann Memorial Drive. The Cromwell Public Schools Administration building is attached to the middle school and has its own parking lot. The school is on the same parcel as Watrous Park, a public park with several recreational fields, a skate park, tennis courts, and a pavilion.

Site access is primarily provided via a full-access driveway at Geer Street. The driveway provides access to the school parking lot, which is utilized by both staff and visitors. Parent pickup and drop-off also take place in the parking lot, where vehicles queue in a loop through the lot. There is signage that restricts vehicles from turning left out of the school driveway from 7:30 a.m. to 8:00 a.m.

Additionally, the school has secondary access via Mann Memorial Drive, which ends in a one-way loop in front of the school. Mann Memorial Drive is used by buses during drop-off and pickup. Although the

driveway does have pavement connecting it to the main school parking lot, the connection between the two areas is coned off and unused. Mann Memorial Drive also provides access to the Board of Education (BOE) parking lot.

Cromwell Middle School is occupied by approximately 83 staff members and 484 students in sixth through eighth grade during the 2022-2023 school year. The school hours are 7:45 a.m. to 2:25 p.m. It is our understanding that during the 2022-2023 school year, approximately 70 percent of students are bussed, 30 percent are picked up and dropped off, and 1 percent or less walk or bike to school. According to the traffic counts, they are currently serviced by 15 buses.

Arrival and Dismissal

Arrival and dismissal were observed on Tuesday, November 29, and Wednesday, November 30, 2022. During arrival and dismissal, parent vehicles use the main site driveway and circulate through the main parking lot while buses use the Mann Memorial Drive access and circulate through the loop in front of the school.

During arrival, parent vehicles begin to queue around 7:15 a.m.; the queue wrapped around the north section of the main school parking lot—where jersey barriers are set up, blocking approximately 21 spaces to allow for more queueing space—and along the main site driveway. After approximately 7:20 a.m., the parent vehicle queue was long enough to block access to the southern section of the parking lot. The maximum observed queue was approximately 33 vehicles, occupying the entire available queueing space on site. Before any backup occurred on Geer Street, the parent queue began to dissipate around 7:30 a.m., when the school opened, and students were permitted to enter the school. It is noted that parent vehicles are restricted from turning left out of the main driveway between 7:30 a.m. and 8:00 a.m.

During dismissal, the first round of students who ride the bus were dismissed around 2:25 p.m. Walkers were also dismissed at this time. At 2:30 p.m., the students who are picked up were dismissed, and parent vehicles formed a queue through the east section of the main parking lot, which is striped in a loop that is coned off during the school day. This loop is separate from the drop-off loop formed in the mornings. The maximum parent queue was approximately eight vehicles. Around 2:35 p.m., the second round of students who are bussed was dismissed. By 2:40 p.m., all parent vehicles had cleared and all school buses had departed.

SITE ENVIRONS

The key intersections at and surrounding the site that have been analyzed as part of this study are as follows:

1. Geer Street at Woodside Road
2. Geer Street at main school driveway
3. Geer Street at Raymond Place
4. Raymond Place at Mann Memorial Drive and Botelle Manor
5. Geer Street at Main Street (CT-99)

All study intersections are unsignalized.

Geer Street runs approximately east/west past the site, with one lane in each direction. The posted speed limit is 25 miles per hour (mph). Geer Street starts at Court Street to the west and ends at Main Street (CT-99) to the east. Sidewalks are present along the entire south side of Geer Street and along sections of the north side. There is a crosswalk across the north leg of the intersection of Geer Street at the main school driveway. Additionally, there are crosswalks across Geer Street near Woodside Road, Raymond Place, and Main Street (CT-99).

Mann Memorial Drive is a short local road that ends in a loop in front of the middle school. Mann Memorial Drive provides access to the Cromwell BOE building, which is adjacent to the middle school and has its own parking lot. Mann Memorial Drive intersects Raymond Place east of the school; Raymond Place then intersects Geer Street, approximately 900 feet east of the main school driveway.

Land use in this area of Cromwell is primarily residential. Woodside Intermediate School and Edna C. Stevens Elementary School are both within 1 mile of Cromwell Middle School.

Crash Data Summary

Data on traffic crashes near the site for the recent 3-year period of January 1, 2020, to December 31, 2022, was obtained via the Connecticut Crash Data Repository. The data is summarized in **Table 1** by location, crash severity, and collision type.

Table 1 Crash Data Summary

| Location | Crash Severity | | | | Type Of Collision | | | |
|--|----------------------------|-----------------|----------------------|----------|-------------------|--------------|---------------------------|----------|
| | Serious Injury Or Fatality | Possible Injury | Property Damage Only | Total | Angle | Fixed Object | Sideswipe, Same Direction | Total |
| Geer Street at Woodside Road | - | 1 | 1 | 2 | 1 | 1 | - | 2 |
| Geer Street at School Driveway | - | - | - | 0 | - | - | - | 0 |
| Main Street (CT-99) at Geer Street | - | - | 1 | 1 | 1 | - | - | 1 |
| Mann Memorial Drive at Botelle Manor/Raymond Place | - | - | - | 0 | - | - | - | 0 |
| Total | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 3 |

Source: Connecticut Crash Data Repository From January 1, 2020, to December 31, 2022

As can be seen, three crashes were reported at the study intersections during this period. Two of the crashes resulted in property damage only while the remaining collision resulted in possible injury. No crashes were reported at the existing school driveway on Geer Street or along Mann Memorial Drive.

Existing Traffic Volumes

Traffic counts were conducted at the study intersections on Thursday, December 8, 2022, from 6:30 a.m. to 8:30 a.m. and 1:30 p.m. to 3:30 p.m. The peak hours were found to be 7:00 a.m. to 8:00 a.m. and 2:30 p.m. to 3:30 p.m. **Figure 2** shows the 2022 existing peak-hour traffic volumes.

Speed data was collected via Automatic Traffic Recorder (ATR) on Wednesday, November 2, 2022, on the Geer Street site frontage, east of the existing school driveway. On the day of the ATR, the 85th percentiles speeds were 38.1 mph and 37.0 mph in the eastbound and westbound directions, respectively. Geer Street has a posted speed limit of 25 mph.

The existing Cromwell Middle School driveway volumes were also extracted from the traffic counts. It was found that 355 vehicles entered or exited the site via the Geer Street driveway during the arrival peak hour and 123 exited or entered at dismissal. We estimate that there were 159 vehicles that dropped students

off in the morning during the peak hour and 45 that picked up students during the dismissal peak hour. In Table 2, the breakdown during each peak hour for parents and staff is provided.

Table 2 Site-Generated Traffic Estimates
2022-2023 School Year

| Trip Type | Vehicle Trips | | | | | |
|--------------|---------------------------|------------|------------|-----------------------------|-----------|------------|
| | Weekday Morning Peak Hour | | | Weekday Afternoon Peak Hour | | |
| | In | Out | Total | In | Out | Total |
| Parent Cars | 159 | 159 | 318 | 45 | 45 | 90 |
| Staff Cars | 37 | 0 | 37 | 0 | 33 | 33 |
| TOTAL | 196 | 159 | 355 | 45 | 78 | 123 |

At Mann Memorial Drive, which is used by buses, not parents or middle school staff members, approximately 15 school buses were recorded entering and exiting the site during pickup and drop-off.

Parking observations were also made on the day of the counts. In total, there were 72 vehicles parked in the school parking lot after 8:30 a.m. (once drop off had ended and school had begun) and 61 vehicles parked on site before 1:30 p.m. (before dismissal). This equates to a parking demand between 0.73 and 0.87 parked vehicles per staff member, or approximately 0.14 parked vehicles per student.

FUTURE SCHOOL OPERATIONS

In the future, the school enrollment is projected to increase minimally from 484 students to approximately 491 students by the 2030-2031 school year. The number of staff members is expected to remain the same. No additional grade levels will be added, and the number of school buses will also remain the same.

Site access will remain the same as exists today, where the Geer Street driveway operates as the primary entry and exit for staff and parent vehicles and Mann Memorial Drive services the buses. Internal to the site, the parking areas and bus loop will all remain in the same locations, although the parking areas will be restriped and slightly reconfigured. The parking supply will change slightly from 112 spaces to 125 spaces. This does not include the 21 spaces currently used by BOE employees. A new BOE parking lot of 29 spaces will also be added. Since there are no existing parking demand issues at the school, the future parking supply is expected to accommodate future parking demands.

To better accommodate parent queues during morning drop off which nearly back onto Geer Steet, it is recommended that the school consider allowing students into the building 5 to 15 minutes earlier to spread out the school drop-off traffic over a larger time period. However, it should be noted that the proposed school renovations will accommodate up to 76 queued vehicles on site, which will be more than

adequate for pickup and drop-off if there are no changes to the school times. Lastly, it is also recommended that the school continue to have two shifts of buses during pickup in the afternoon.

Sight Lines

Sight lines were evaluated for the school driveway on Geer Street to determine what, if any, measures are required for the driveway to continue operating as the primary entry/exit for the school. Two sight distance parameters were reviewed when evaluating the school driveway. The first, and most liberal, is intersection sight distance (ISD). This is the distance needed for someone leaving the school to make an informed judgment that does not require the approaching motorists on Geer Street to react or slow down. Second, we looked at stopping sight distance (SSD). This is the distance needed for someone traveling on Geer Street to see, react, and slow down should a vehicle enter their traffic stream from the driveway. As previously mentioned, the 85th percentile speeds are 38.1 mph and 37.0 mph for eastbound and westbound vehicles on Geer Street, respectively.

Table 3 summarizes the ISD and SSD requirements based on the 85th percentile speeds on Geer Street.

Table 3 Sight Distances at School Driveway

| Travel Direction of Vehicles Past the Site | Posted Speed Limit | 85th Percentile Speed | Sight Distance Parameter | Guideline | Achievable? |
|--|--------------------|-----------------------|--------------------------|-----------|-----------------------|
| Eastbound | 25 mph | 38.1 mph | ISD | 280 feet | ✓ |
| | | | SSD | 421 feet | ✓ |
| Westbound | 25 mph | 37.0 mph | ISD | 408 feet | 280 feet ¹ |
| | | | SSD | 285 feet | 265 feet |

¹ISD of 280 feet is available with slight regrading of shoulder within right-of-way

As can be seen, the SSD and ISD west of the school driveway are both easily met. The SSD and ISD east of the driveway are both limited by a vertical crest in Geer Street. The achievable SSD and ISD are sufficient for vehicles traveling up to 25 mph, the posted speed limit on Geer Street, which is below the 85th percentile speed of 37 mph for westbound vehicles. It is noted that some regrading of the shoulder of Geer Street would be needed to achieve the 280 feet ISD. Without regrading, the available ISD is approximately 225 feet, which meets the ISD requirements for vehicles traveling up to 20 mph on Geer Street.

No accidents have occurred at the driveway in the past 3 years, as seen in Table 1. To further evaluate collision history, data from the past 5 years was also reviewed; no collisions were reported at the driveway in the 5-year period. Options for the school driveway are discussed in the "Recommendations" section of the report.

FUTURE TRAFFIC VOLUMES.

To estimate future traffic conditions, the 2022 existing traffic volumes were expanded to the estimated opening year of 2030 using an annual growth rate of 1.0 percent, per input from the Connecticut Department of Transportation (CTDOT). Correspondence with the Town of Cromwell and CTDOT finds that there are no upcoming developments anticipated to add traffic through the study area. The resultant 2030 estimated traffic can be seen in **Figure 3** as the future traffic volumes.

The future enrollment of the middle school is estimated to increase minimally, from 484 to 491 students, or by approximately 1.4 percent over the next 8 years (by the 2030-2031 school year). Instead of applying a separate growth percentage to the school traffic volumes, the same 1.0 percent annual growth rate used to grow the 2022 existing volumes was applied to the school traffic to develop a conservative volume estimate. The annual growth of 1.0 percent during an 8-year period conservatively estimates the school enrollment will increase by 8 percent in the future.

Intersection Capacity Analysis

The future traffic scenario was evaluated by means of capacity analysis techniques. This analysis was used to determine the quality of operations at the study intersections, which is measured and expressed as a level of service (LOS). LOS is defined as a measure of inconvenience that motorists experience. The levels are expressed with letter designations of A through F; in most communities, LOS D or better during peak hours is considered acceptable. **Table 4** summarizes the results of the capacity analysis. A more detailed explanation of LOS and the analysis worksheets is provided in the Appendix.

As can be seen, future traffic conditions are expected to be acceptable at peak-hour LOS C or better for all individual movements at the study intersections. No traffic mitigation is necessary as part of this development.

Table 4 Capacity Analysis Summary

| Intersection/Lane Group | Level Of Service | | | |
|--|---------------------------|-----|---------------------------------------|-----|
| | Weekday Morning Peak Hour | | Weekday Afternoon Dismissal Peak Hour | |
| | Delay (Seconds) | LOS | Delay (Seconds) | LOS |
| Unsignalized | | | | |
| Geer Street at Woodside Road | | | | |
| Northbound Left | 11.5 | B | 10.5 | B |
| Westbound Left/Through | 8.5 | A | 7.6 | A |
| Geer Street at school driveway | | | | |
| Eastbound Left/Through | 9.1 | A | 7.6 | A |
| Southbound Left/Right | 19.9 | C | 10.6 | B |
| Geer Street at Raymond Place | | | | |
| Eastbound Left/Through | 8.1 | A | 7.5 | A |
| Southbound Left/Right | 11.1 | B | 10.0 | B |
| Raymond Place at Mann Memorial Drive and Botelle Manor | | | | |
| Northbound Left/Through/Right | 8.7 | A | 7.3 | A |
| Eastbound Left/Through/Right | 8.8 | A | 6.8 | A |
| Westbound Left/Through/Right | 7.5 | A | 7.4 | A |
| Southbound Left/Through/Right | 7.8 | A | 7.3 | A |
| Main Street (State Route 99) at Geer Street/Commercial Driveway | | | | |
| Northbound Left/Through/Right | 8.3 | A | 8.2 | A |
| Eastbound Left/Through/Right | 20.8 | C | 20.5 | C |
| Westbound Left/Through/Right | 16.5 | C | 18.4 | C |
| Southbound Left/Through/Right | 0.0 | A | 7.9 | A |

Notes: LOS calculations were performed using Synchro 11

RECOMMENDATIONS

To maintain the existing Geer Street driveway as the primary exit/entrance to the school, we suggest one of the following:

- Install an All-Way STOP Control (AWSC) at the school driveway at Geer Street. The AWSC would be in place 24/7 and would allow the school to reintroduce left turns out of the school driveway

in the morning. In addition to installing stop bars and stop signs on Geer Street, an advanced "STOP Ahead" sign should be installed on Geer Street approximately 400 feet east of the school driveway.

- Create a school zone on Geer Street during arrival and dismissal using signage and flashing beacons on Geer Street. The beacons would be active during the arrival and dismissal periods and would otherwise be turned off. The school zone would not disrupt traffic patterns on Geer Street during nonschool hours. If the school zone is installed, left turns should continue to be restricted out of the Geer Street driveway. If the school pursues this option, it is recommended that the north shoulder of Geer Street east of the school driveway is regraded to achieve the ISD of 280 feet needed for a vehicle traveling past the site at up to 25 mph.

Also discussed was an alternate option to access the school Watrous Park Road/Herbert Porter Road. This road would be used in lieu of the currently proposed reuse of the existing driveway with the improvement recommendations noted above. Further study would be needed to fully evaluate this alternate access. For example, speed data along Watrous Park Road/Herbert Porter Road and manual turning movement counts at the intersection with Geer Street would need to be collected to allow operational analyses to be conducted. Construction cost and internal site considerations would also come into play should this option be pursued. The traffic data summarized in this report does not evaluate the alternate access option for the proposed school.

CONCLUSION

This study was conducted to assess the future traffic operations of Cromwell Middle School in Cromwell, Connecticut. To determine a profile of existing conditions, detailed field reconnaissance and data assembly efforts were undertaken. The future 2030 traffic conditions were evaluated at and near the school using intersection capacity analyses. The 2030 traffic volumes conservatively assume a 1 percent annual growth over the next 8 years, although school enrollment is only expected to increase 1.4 percent total over the 8 years.

The recommendations regarding the new middle school are as follows:

- In the mornings, the school should consider allowing students into the building 5 to 15 minutes earlier to spread out the school drop-off traffic over a larger time period. However, the increased storage being proposed will accommodate the anticipated demands even if school times are not adjusted.
- During pickup in the afternoons, the school should continue to have two waves of buses.
- An AWSC or a "school zone" should be established at the Geer Street school driveway.

- Regrade the shoulder on the north side of Geer Street, east of the school driveway, to maximize the available ISD to the east.

We hope this report is useful to you and the Town of Cromwell. If you have any questions or need anything further, please do not hesitate to contact the undersigned.

Sincerely,

SLR International Corporation



David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning

Enclosures

11777.00071.j3123.ltr.docx

Cromwell Middle School
6 Mann Memorial Drive, Cromwell, CT

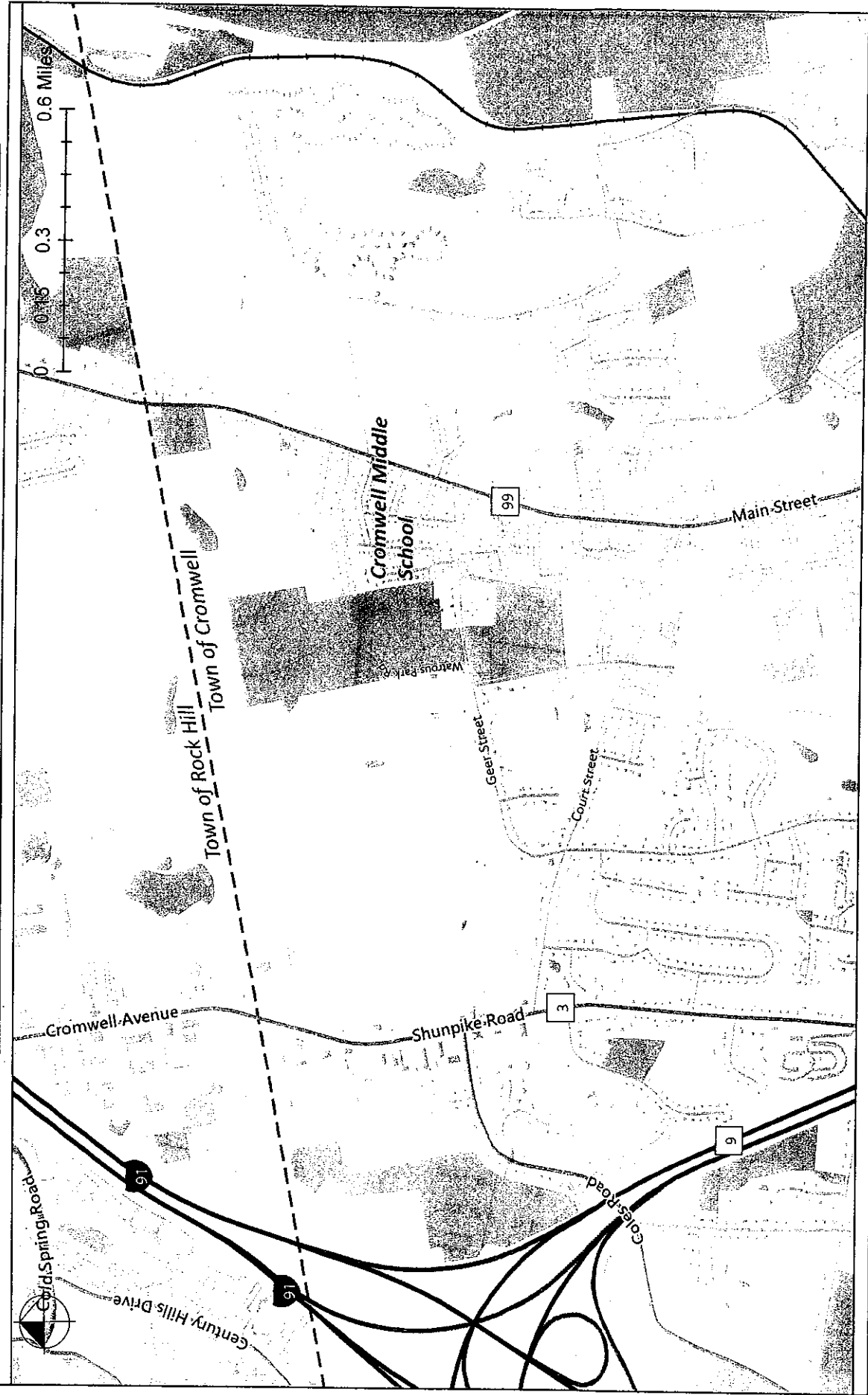


Figure 1
SITE LOCATION AND SURROUNDING ROADWAY AREA

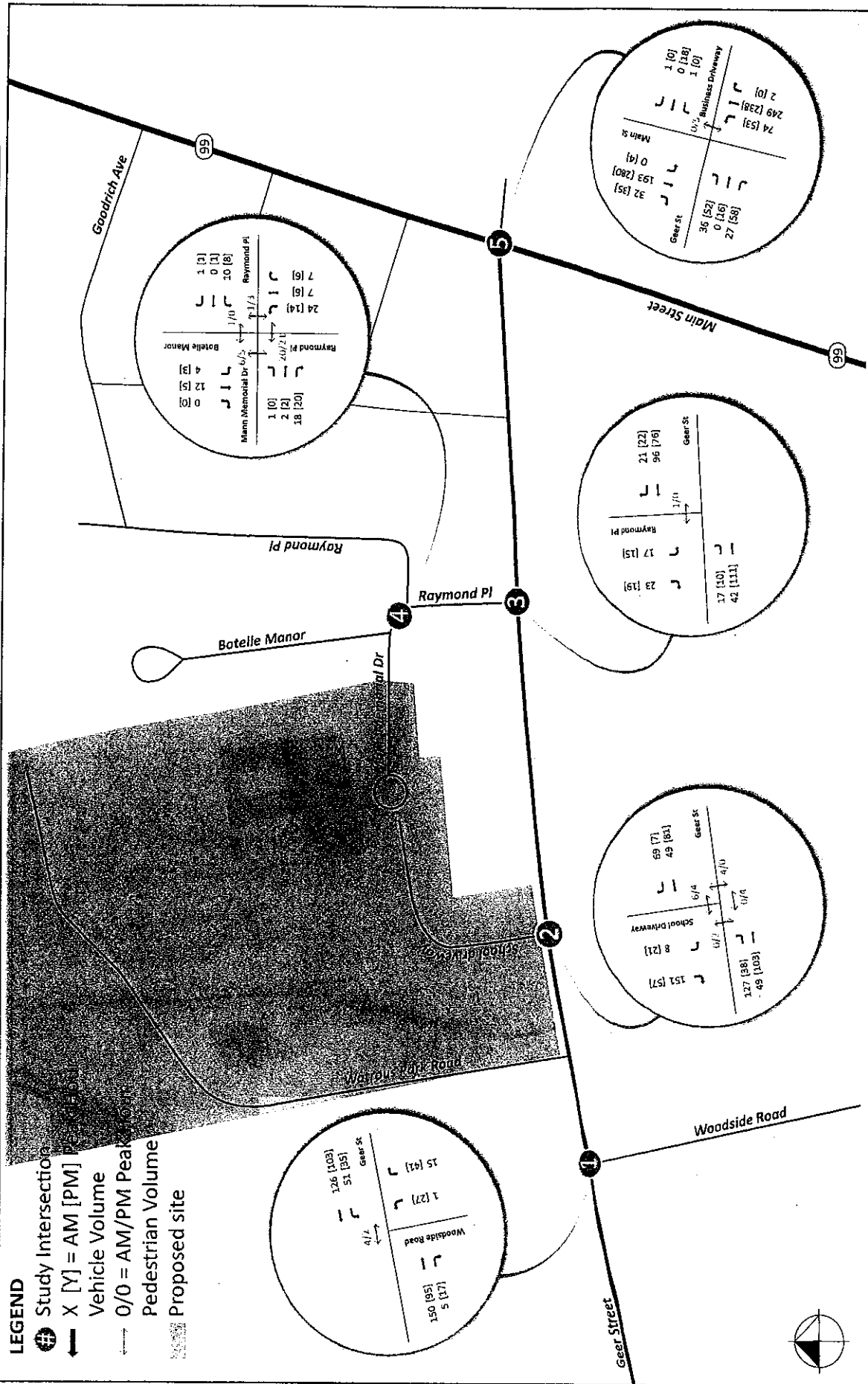


Figure 2
2022 Existing Traffic Volumes

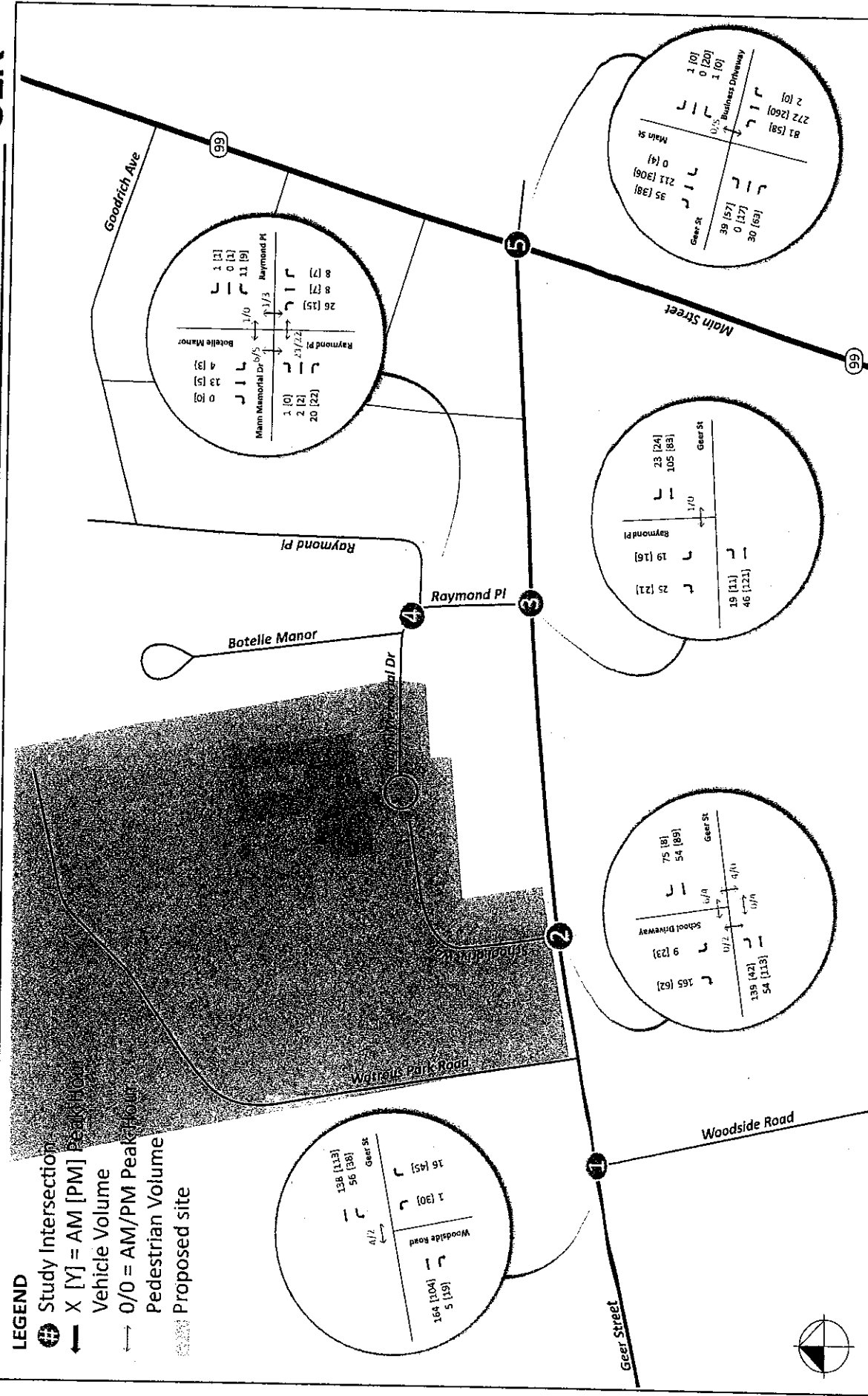


Figure 3
2030 Future Traffic Volumes

APPENDIX

**LEVEL OF SERVICE
FOR
UNSIGNALIZED INTERSECTIONS
ALL-WAY STOP-CONTROL (AWSC)**

The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS. The level-of-service criteria are given below.

| LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS | |
|---|------------------------------|
| LOS¹ | CONTROL DELAY (s/veh) |
| A | ≤ 10 |
| B | > 10 AND ≤ 15 |
| C | > 15 AND ≤ 25 |
| D | > 25 AND ≤ 35 |
| E | > 35 AND ≤ 50 |
| F | > 50 |

¹ For approaches and intersection-wide assessment, LOS is defined solely by control delay.

Note: LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay.

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

LEVEL OF SERVICE

FOR TWO-WAY

STOP SIGN CONTROLLED INTERSECTIONS

The level of service for a TWSC (two-way stop controlled) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS criteria are given in the Table. LOS criteria are given below:

| LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS | |
|---|--|
| LOS¹ | CONTROL DELAY (s/veh) |
| A | ≤ 10 |
| B | $> 10 \text{ AND } \leq 15$ |
| C | $> 15 \text{ AND } \leq 25$ |
| D | $> 25 \text{ AND } \leq 35$ |
| E | $> 35 \text{ AND } \leq 50$ |
| F | > 50 |

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.
LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Int Delay, s/veh 1.7

Lane Configurations 1 1 1

Future Vol, veh/h 164 5 56 138 1 16

Sign Control Free Free Free Free Stop Stop

Storage Length - - - - 0 -

Grade, % 0 - - 0 0 -

Heavy Vehicles, % 2 2 2 2 2 6

Conflicting Flow All 0 0 393 0 968 387

Stage 2 - - - - 581 -

Critical Hdwy Stg 1 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.354

Stage 1 - - - - 686 -

Platoon blocked, % - - - - 89

Mov Cap-2 Maneuver - - - - 244 -

Stage 2 - - - - 483 -

HCM LOS B

HCM Lane V/C Ratio 0.067 - - 0.112 -

HCM Lane LOS B - - A A

HCM 95th Pile Q (veh) 0.2 0.4

Weekday AM Peak Hour
2: Geer St & School dwy

Cromwell Middle School
HCM 6th TWSC

Int Delay, s/veh 9.5

Lane Configurations

← ↑ ↘

Future Vol, veh/h 139 54 54 75 9 165

Sign Control Free Free Free Free Stop Stop

Storage Length - - - - 0 -

Grade, % - 0 0 - 0 -

Heavy Vehicles, % 2 7 11 2 2 2

Conflicting Flow All 330 0 - 0 1071 236

Stage 2 - - - - 835 -

Critical Hdwy Stg 1 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Stage 1 - - - - 803 -

Platoon blocked, % - - - -

Mov Cap-2 Maneuver - - - - 166 -

Stage 2 - - - - 423 -

HCM LOS C

HCM Lane V/C Ratio 0.285 - - - 0.652

HCM Lane LOS A A - - C

HCM 95th %ile Q (veh) 12 48

Int Delay, s/veh 2.7

Lane Configurations

↑ ↑ Y

Future Vol, veh/h 19 46 105 23 19 25

Sign Control Free Free Free Free Stop Stop

Storage Length - - - - 0 -

Grade, % - 0 0 - 0 -

Heavy Vehicles, % 26 2 2 48 32 24

Conflicting Flow All 229 0 - 0 359 209

Stage 2 - - - - 150 -

Critical Hdwy Stg 1 - - - - 5.72 -

Follow-up Hdwy 2.434 - - - 3.788 3.516

Stage 1 - - - - 760 -

Platoon blocked, % - - - - 809

Mov Cap-1 Maneuver - - - - 566 778

Stage 2 - - - - 808 -

HCM LOS B

HCM Lane V/C Ratio 0.028 - - - 0.117

HCM Lane LOS A A - - B

HCM 95th %ile Q(veh) 0.1 - - - 0.4

Weekday AM Peak Hour
4: Raymond Pl & Mann Memorial Dr & Botelle Manor

Cromwell Middle School
HCM 6th AWSC

Intersection Delay, s/veh 8.4

| Lane Configurations | ↕ | | ↕ | | ↕ | | ↕ | | | | | |
|---------------------|-----|-----|----|----|---|---|----|---|---|----|----|---|
| Future Vol, veh/h | 1 | 2 | 20 | 11 | 0 | 1 | 26 | 8 | 8 | 4 | 13 | 0 |
| Heavy Vehicles, % | 100 | 100 | 65 | 2 | 2 | 2 | 58 | 2 | 2 | 25 | 2 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| | | | | |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Approach Right | NB | SB | WB | EB |
| HCM Control Delay | 8.8 | 7.5 | 8.7 | 7.8 |

| | | | | |
|---------------------|-------|-------|-------|-------|
| Vol Left, % | 62% | 4% | 92% | 24% |
| Vol Thru, % | 19% | 87% | 8% | 0% |
| Vol Right, % | 19% | 87% | 8% | 0% |
| Traffic Vol by Lane | 42 | 23 | 12 | 17 |
| Through Vol | 8 | 2 | 0 | 13 |
| Lane Flow Rate | 78 | 43 | 22 | 31 |
| Degree of Util (X) | 0.109 | 0.064 | 0.027 | 0.041 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Service Time | 3.11 | 3.406 | 2.417 | 2.646 |
| HCM Control Delay | 8.7 | 8.8 | 7.5 | 7.8 |
| HCM 95th-tile Q | 0.4 | 0.2 | 0.1 | 0.1 |

Weekday AM Peak Hour
5: Main St/CT-99 & Geer St/Driveway

Cromwell Middle School
HCM 6th TWSC

Int Delay, s/veh 3.2

Lane Configurations

| | | | | | | | | | | | | |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | ↕ | | ↕ | | ↕ | | ↕ | | | | | |
| Future Vol, veh/h | 39 | 0 | 30 | 1 | 0 | 1 | 81 | 272 | 2 | 0 | 211 | 35 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Heavy Vehicles, % | 2 | 2 | 10 | 2 | 2 | 2 | 7 | 9 | 2 | 2 | 2 | 2 |

| | | | | | | | | | | | | |
|----------------------|-------|-------|------|-------|-------|-------|-------|---|---|-------|---|---|
| Conflicting Flow All | 924 | 925 | 318 | 945 | 948 | 380 | 342 | 0 | 0 | 381 | 0 | 0 |
| Stage 2 | 606 | 607 | - | 339 | 342 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.39 | 3.518 | 4.018 | 3.318 | 2.263 | - | - | 2.218 | - | - |
| Stage 1 | 693 | 654 | - | 484 | 487 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | 227 | 237 | - | 207 | 230 | - | - | - | - | - | - | - |
| Stage 2 | 425 | 428 | - | 636 | 638 | - | - | - | - | - | - | - |

HCM LOS

C C

HCM Lane V/C Ratio

0.095 - - 0.298 0.009 - - -

HCM Lane LOS

A A - C C A - -

HCM 95th %ile D(veh)

0.8 - - 1.2 0 0

Int Delay, s/veh 0

Lane Configurations

↑ ↑ ↓

Future Vol, veh/h 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

Storage Length - - - - 0 -

Grade, % - 0 0 - 0 -

Heavy Vehicles, % 2 2 2 2 2 2

Conflicting Flow All 1 0 - 0 1 1

Stage 2 - - - - 0 -

Critical Hdwy Stg 1 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Stage 1 - - - - 1022 -

Platoon blocked, % - - - -

Mov Cap-2 Maneuver - - - - 1022 -

Stage 2 - - - - - -

HCM LOS A

HCM Lane V/C Ratio - - - - -

HCM Lane LOS A - - - - A

HCM 95th %ile Q (veh) 0

Int Delay, s/veh 3.1

| Lane Configurations | 1 | 2 | 3 | 4 | 5 | 6 |
|---------------------|------|------|------|------|------|------|
| Future Vol, veh/h | 104 | 19 | 38 | 113 | 30 | 45 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| Storage Length | - | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |

| | | | | | | |
|----------------------|---|---|-------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 154 | 0 | 379 | 142 |
| Stage 2 | - | - | - | - | 237 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Stage 1 | - | - | - | - | 885 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | 600 | - |
| Stage 2 | - | - | - | - | 772 | - |

HCM LOS B

| | | | | | |
|------------------------|-------|---|---|-------|---|
| HCM Lane V/C Ratio | 0.125 | - | - | 0.033 | - |
| HCM Lane Delay (s) | 16.5 | - | - | 7.6 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th Pct Delay (s) | 0.4 | - | - | 0.1 | - |

Weekday PM Peak Hour
2: Geer St & School dwy

Cromwell Middle School
HCM 6th TWSC

Int Delay, s/veh 3.6

Lane Configurations

↑ ↑ Y

Future Vol, veh/h 42 113 89 8 23 62

Sign Control Free Free Free Free Stop Stop

Storage Length - - - - 0 -

Grade, % - 0 0 - 0 -

Heavy Vehicles, % 2 2 2 2 2 2

Conflicting Flow All 145 0 - 0 425 141

Stage 2 - - - - 286 -

Critical Hdwy Stg 1 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Stage 1 - - - - 888 -

Platoon blocked, % - - - -

Mov Cap-2 Maneuver - - - - 554 -

Stage 2 - - - - 760 -

HCM LOS B

HCM Lane V/C Ratio 0.043 - - - 0.16

HCM Control Delay (s) 7.6 0 0 0 10.5

HCM Lane LOS A A - - B

HCM 95th %ile S(veh) 0.1 0 0 0 0.6

Int Delay, s/veh 1.6

Lane Configurations

↑ ↑ Y

Future Vol, veh/h 11 121 83 24 16 21

Sign Control Free Free Free Free Stop Stop

Storage Length - - - - 0 -

Grade, % - 0 0 - 0 -

Heavy Vehicles, % 2 2 2 2 2 2

Conflicting Flow All 153 0 - 0 341 136

Stage 2 - - - - 205 -

Critical Hdwy Stg 1 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Mov Cap-1 Maneuver 1228 - - - 890 -

Platoon blocked, % - - - -

Mov Cap-2 Maneuver - - - - 647 -

Stage 2 - - - - 829 -

HCM LOS B

HCM Lane V/C Ratio 0.011 - - - 0.068

HCM Control Delay 7.5 10 10

HCM Lane LOS A A - - B

HCM 95th %ile Q(veh) 10 0.2

Weekday PM Peak Hour
4: Raymond Pl & Mann Memorial Dr & Botelle Manor

Cromwell Middle School
HCM 6th AWSC

Intersection Delay, s/veh 7.1

| Lane Configurations | ↕ | | ↕ | | ↕ | | ↕ | | ↕ | | ↕ | |
|---------------------|---|---|----|---|---|---|----|---|---|---|---|---|
| Future Vol, veh/h | 0 | 2 | 22 | 9 | 1 | 1 | 15 | 7 | 7 | 3 | 5 | 0 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| | | | | |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Approach Right | NB | SB | WB | EB |
| HCM Control Delay | 6.8 | 7.4 | 7.3 | 7.3 |

| | | | | |
|---------------------|-------|-------|-------|-------|
| Vol Left, % | 52% | 0% | 82% | 38% |
| Vol Right, % | 24% | 92% | 9% | 0% |
| Traffic Vol by Lane | 29 | 24 | 11 | 8 |
| Through Vol | 7 | 2 | 1 | 5 |
| Lane Flow Rate | 59 | 49 | 22 | 16 |
| Degree of Util (X) | 0.066 | 0.048 | 0.026 | 0.019 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Service Time | 2.053 | 1.571 | 2.251 | 2.211 |
| HCM Control Delay | 7.3 | 6.8 | 7.4 | 7.3 |
| HCM 95th-ile Q | 0.2 | 0.2 | 0.1 | 0.1 |

Int Delay, s/veh 4.5

| Lane Configurations | ↕ | | ↕ | | ↕ | | ↕ | | ↕ | | ↕ | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Future Vol, veh/h | 57 | 17 | 63 | 0 | 20 | 0 | 58 | 260 | 0 | 4 | 306 | 38 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

| | | | | | | | | | | | | |
|----------------------|-------|-------|-------|-------|-------|-------|-------|---|---|-------|---|---|
| Conflicting Flow All | 797 | 791 | 361 | 836 | 812 | 294 | 382 | 0 | 0 | 294 | 0 | 0 |
| Stage 2 | 428 | 422 | - | 414 | 390 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Stage 1 | 651 | 621 | - | 609 | 588 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | 272 | 298 | - | 231 | 290 | - | - | - | - | - | - | - |
| Stage 2 | 543 | 547 | - | 534 | 606 | - | - | - | - | - | - | - |

HCM LOS C C

| | | | | | | | | | | | | |
|---------------------|-------|-----|-----|-------|-------|-------|-----|-----|-----|-----|-----|-----|
| HCM Lane V/C Ratio | 0.055 | - | - | 0.398 | 0.077 | 0.004 | - | - | - | - | - | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - | - | - | - | - |
| HCM 95th %ile D (s) | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |

Int Delay, s/veh 0

Lane Configurations

↕ ↕ ↕

Future Vol, veh/h 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

Storage Length - - - - 0 -

Grade, % - 0 0 - 0 -

Heavy Vehicles, % 2 2 2 2 2 2

Conflicting Flow All 1 0 - 0 1 1

Stage 2 - - - - 0 -

Critical Hdwy Stg 1 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Stage 1 - - - - 1022 -

Platoon blocked, % - - - -

Mov Cap-2 Maneuver - - - - 1022 -

Stage 2 - - - - - -

HCM LOS A

Cap-1 (veh/h) 1622

HCM Lane V/C Ratio - - - - -

HCM Control Delay(s) 0 - - - 0.5

HCM Lane LOS A - - - - A

HCM 95th %ile D(veh) 0 - - - -

Fontaine, Candice

From: Chief Lamontagne
Sent: Monday, June 26, 2023 10:13 AM
To: Popper, Stuart
Cc: Fontaine, Candice; Capt. Sifodaskalakis
Subject: 23-16, 23-17

I have reviewed the plans for the above applications and have the following comments:

- A bi-directional amplifier to be installed in the building.
- The three way stop sign at Geer Street and the entrance/exit is necessary for the safe passage of motorists. This intersection will need appropriate warning signage when the STOP signs are installed.
- A crosswalk with appropriate signage at the new signalized intersection (comment above).

Denise Lamontagne

Chief of Police
Cromwell Police Department
860-635-2256 x.7843
860-613-2934 fax

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Fontaine, Candice

From: Egan, John
Sent: Monday, June 26, 2023 9:47 AM
To: Popper, Stuart
Cc: Fontaine, Candice; Driska, Bruce
Subject: Re: #23-16 9 Captain James Memorial Drive - Special Permit and #23-17 9 Captain James Memorial Drive - Site Plan Approval
Attachments: Untitled

The above referenced Special Permit and Site Plan Approval plans have been reviewed and the following code issues observed.

1) The accessible parking signage is incorrect; the sign should contain all the language as shown on the attached drawing to include a \$250 fine.

The existing drawing is on sheet C-300

2) Check ramp handrail and extensions , toe guard and guardrail dimensions for compliance with ICC A117.1 – 2017 Standards and the 2022 Connecticut State Building Code. The existing drawing is on sheet L-503.

3) Check stair handrail /guardrails and extensions for compliance with ICC A117.1 – 2017 Standards and the 2022 Connecticut State Building Code. The existing drawing is on sheet L-503.

Sincerely, John Egan
Chief Building Official
The Town of Cromwell, CT





TOWN OF CROMWELL

DEPARTMENT OF PLANNING & DEVELOPMENT

MEMORANDUM

To: Stuart B. Popper, AICP, Director of Planning & Development

From: Bruce E. Driska, CZEO, Zoning & Wetlands Enforcement Officer *BD*

Date: June 22, 2023

Re: Plan Review, PZC Application #23-16, Special Permit
PZC Application #23-17, Site Plan
9 Captain James Mann Memorial Drive

I have reviewed the plan for Applications #23-16 & #23-17 and have the following comments

Plan Review, PZC Application #23-16, Special Permit
PZC Application #23-17, Site Plan
9 Captain James Mann Memorial Drive

1. The Application file lacks an Impact Statement as required by §9.4 of the Cromwell Zoning Regulations
2. The Application file lacks an Erosion & Sedimentation Control (ESC) Bond Estimate as required by §9.3.C.1.(1) of the Cromwell Zoning Regulations

Fontaine, Candice

From: Joe Palmieri <jpalmieri@cromwellfd.com>
Sent: Wednesday, June 21, 2023 12:07 PM
To: Popper, Stuart
Cc: Fontaine, Candice
Subject: Re: 23-17 Site plan approval
Attachments: Cromwell middle school site plan.jpg

Stuart,

After reviewing the Site utility Plan. I have a couple of comments. There are two gate valves that need their location adjusted. In addition, for the loop around the building to properly supply water to the school in the event of a water main leak on property, they will need to add 4 More gate valves. Please see the attached edits I made to C-100.

Thank you.

Joseph A Palmieri
Water Operations Manager
Cromwell Fire District
1 West Street
Cromwell, CT 06416
Phone: 860-635-4420 x1000
Fax: 860-632-0413
E-Mail:

Cromwell Fire District
100 West Street, Cromwell, CT 06416



**PERKINS—
EASTMAN**

1988
The Year of Goodwill
Clinton: Justice, Not Just a Day's Drive

[illegible]

478

Author's address: Department of Psychology, University of California, San Diego, 3551 La Jolla Village Drive, San Diego, CA 92093, USA. E-mail: shane@uclink4.berkeley.edu

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1995

COLUMBIAN UNIVERSITY

1. Name of the
the person: 67 06042

Johnson, W. L., & Johnson, K. W. (1995). The Big Five factor structure of personality traits: A review of the empirical literature. *Journal of Personality and Social Psychology*, 69, 1401-1418.

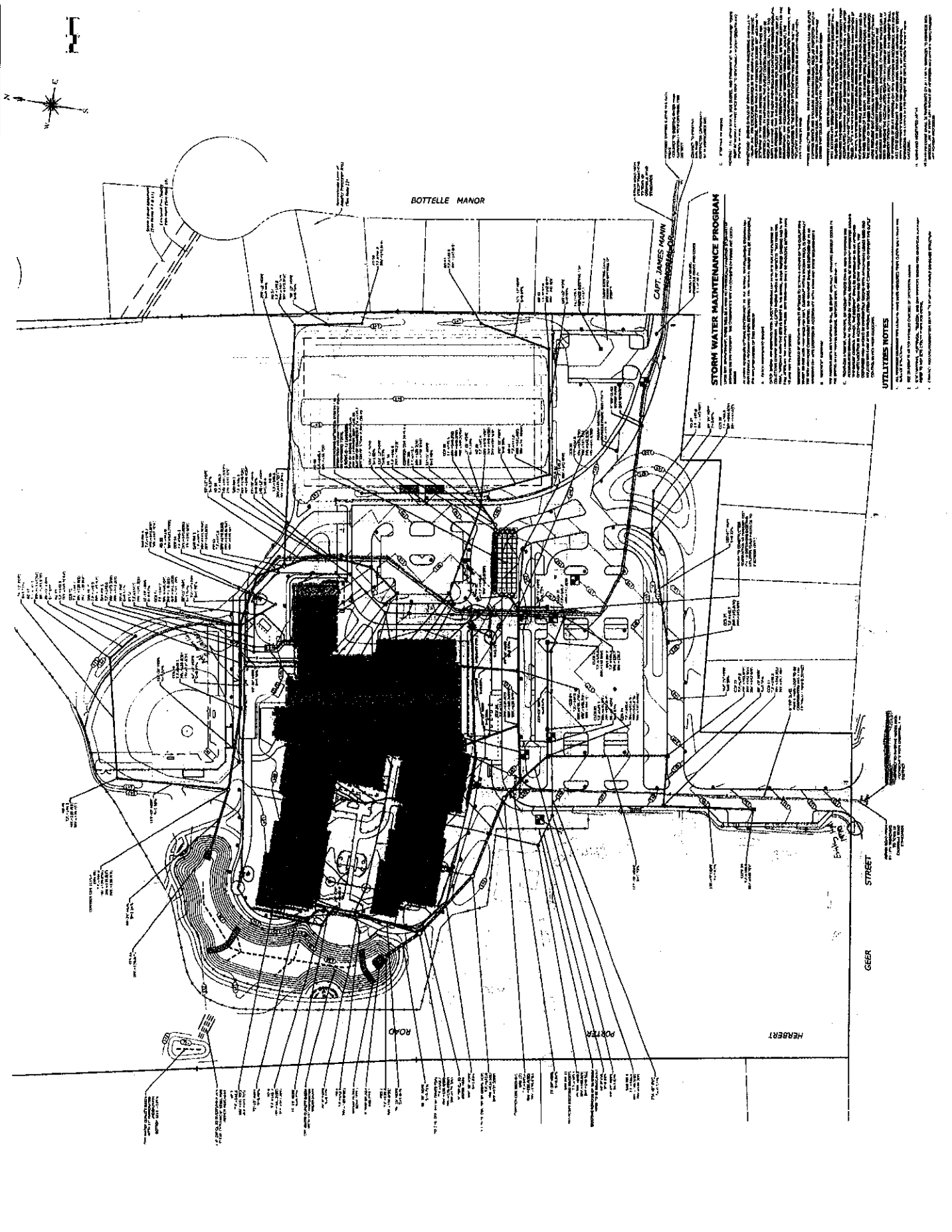
Captain James Mann Memorial
 Turnwell, CT 06410

PROJECT No: 24530.00

7
8
9
10
11
12

250

THE PLAN SUBMISSION



Fontaine, Candice

From: Harold Holmes <hholmes@cromwellfd.com>
Sent: Tuesday, June 20, 2023 1:50 PM
To: Popper, Stuart
Cc: Jason Brade; Fontaine, Candice
Subject: 23-16, 23-17

After a meeting with the fire chief and myself going over the proposed site plans, we have a few comments on the access. We would like the emergency access road to continue around the school not just in the back service entrance. That is the 2-story section, and our ladder truck may need access to the roof area, the current proposed access doesn't give us that access. There is a hydrant in the front side to the west of the school. This hydrant would need fire engine access to it, currently only an 8-foot-wide sidewalk is proposed. We would like the emergency access road to continue around the entire building.

Stay Safe, Stay Healthy !

Harold Holmes NAFI- CEFI, IAAI-FIT
Fire Marshal
Cromwell Fire District
1 West Street Cromwell Ct 06457
hholmes@cromwellfd.com
860-635 3188 Office
860-306-6534 Cell



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**Engineering Department
Town of Cromwell
Cromwell, CT**

Memorandum

To: Stuart Popper

CC: Planning & Zoning Commission

From: Jon Harriman, P.E. 

Date: 6/16/2023

Re: #23-16&23-17 – 9 Captain James Mann Memorial Drive

I have reviewed the plans entitled; “Cromwell Middle School and Central Administration Office, 9 Captain James Mann Memorial Drive, Cromwell, CT” dated May 30, 2023 by Perkins Eastman/SLR. The plans were accompanied with a letter report, drainage report and traffic analysis.

I offer the following as conditions for approval.

1. In conversation with the athletic director for the Middle School and the Recreation Director in Town Hall, they were not aware of the reduced field of play at the relocated softball field, the removal of the warning track and elimination of the outfield fence. These details need to be worked out with those staff members prior to approval.
2. It appears that the stormwater pond/basin will overtop for some storm events. Do the changes to the pipes under the park road accommodate this situation, or does the roadway overtop and by how much?
3. To my knowledge this would be the first school in Cromwell with stormwater quality features. Does the school have a contractor in place to clean the catch basins now, and how will they incorporate the maintenance plan requirements of this project into that scope moving forward?
4. The stormwater system maintenance plan is shown in the drainage report but it must be added to the plan set for the record. Additionally, an annual maintenance report detailing the previous years completed maintenance activities shall be submitted to the Zoning Enforcement Officer and Town Engineer by January 31st of the following year.
5. The three-way stopped intersection at Geer Street shown on the plan shall be completed as a part of this project.
6. From a winter snow removal operation standpoint, which is currently contracted to public works (sewer department), the layout is challenging. Please indicate snow storage areas,

or disclose that snow must be removed from the site. In particular the interior parking lot is of concern. The location of fences; berms, trees, etc. may need revision to make this workable.

7. If possible, make the sidewalk on the west side of the project adjacent to the little league fields flush to the parking lot. The concern is the dumpsters for little league, little league access and plowing operations (snow will most likely be pushed east to west across the large parking lot).
8. If possible reduce or eliminate the internal, curbed parking lot islands. Possibly replace with porous pavement and line striping if this presents a stormwater management issue. This comment is also in regards to snow removal challenges.
9. Please provide an earthwork calculation in regards to cuts and fills, please also show any proposed staging areas for these materials.
10. Any earthen materials removed or placed within the playing field areas must be approved by the Public Works Director and Recreation Director prior to placement.
11. Please provide a construction sequencing plan. The plan should show how the construction project will be completed with a school in operation without impacting the neighboring uses (little league and Watrous Park). I would suggest coordination with the Little League and the Recreation Director in Town Hall.
12. The as-built drawings shall indicate that the design intent of the stormwater management systems has been met.

In compliance with Cromwell's CTDEEP MS4 permit requirements, attached to this memo is the Town's notification to contractors regarding CTDEEP storm water permitting requirements that may be relevant to this project.

Town of Cromwell

Stormwater Permit Information for Developers and Contractors

If your project disturbs more than one acre of land, regardless of phasing, you are responsible for the requirements of the Connecticut Department of Energy & Environmental Protection (DEEP) *General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities* ("Construction Stormwater General Permit").

If your project is greater than 5 acres, you are required to submit a registration for the Construction Stormwater General Permit at least 60 days prior to the planned commencement of the construction activity. A copy of your Stormwater Pollution Control Plan shall be provided to the Town upon request.

If your project is between one and five acres, you must adhere to the erosion and sediment control land use regulations of the Town of Cromwell which can be found in the Zoning Regulations and Inland Wetland and Watercourses Regulations, as well as the Connecticut Guidelines for Soil Erosion and Sediment Control and the Connecticut Stormwater Quality Manual. No registration or plan review and certification is required for such construction activity provided a Town of Cromwell land-use commission (i.e. Planning, Zoning, or Inland Wetland) reviews and issues a written approval of the proposed erosion and sediment control measures, pursuant to the requirements of section 22a-329 of the Connecticut General Statutes.

At the completion of a construction project registered pursuant to the "Registration Requirements" of the Construction Stormwater General Permit, a Notice of Termination must be filed with the commissioner. A project shall be considered complete after all post-construction measures are installed, cleaned and functioning and the site has been stabilized for at least three months following the cessation of construction activities. A site is considered stabilized when there is no active erosion or sedimentation present and no disturbed areas remain exposed for all phases.

More information can be obtained by calling the DEEP at 860-424-3000 or visiting their Construction Stormwater General Permit webpage at:

http://www.ct.gov/deep/cwp/view.asp?a=2721&q=558612&DEEPNav_GID=1654

Fontaine, Candice

From: Parisi, Daniel
Sent: Thursday, June 15, 2023 9:04 AM
To: Popper, Stuart
Cc: Fontaine, Candice
Subject: 23-16 & 23-17 - 9 Captain James Memorial Dr

Good morning,

At the June 12, 2023 CWPCA Regular Meeting the Authority approved the sanitary sewer design. They will need a Developer Permit Agreement for construction. Any question do not hesitate to contact me .

Daniel Parisi
Town of Cromwell
CWPCA – Sewer Administrator
860-632-3430

Fontaine, Candice

From: Egan, John
Sent: Wednesday, June 28, 2023 10:45 AM
To: Popper, Stuart
Cc: Fontaine, Candice; Driska, Bruce
Subject: Site Plans for The Middle School - Date of Review Requested 6/27/23 - Site Logistics Plan SL-1.02 Phase 2 dated 6/20/2023 Project No: 95550.00

I have reviewed the above referenced site plan and have no comments at this time.

Sincerely, John Egan
Chief Building Official
The Town of Cromwell, CT



TOWN OF CROMWELL

DEPARTMENT OF PLANNING & DEVELOPMENT

MEMORANDUM

To: Stuart B. Popper, AICP, Director of Planning & Development

From: Bruce E. Driska, CZEO, Zoning & Wetlands Enforcement Officer *BD*

Date: June 28, 2023

Re: Plan Review, Site Phasing Plan, New Middle School

I have reviewed the Site Phasing Plan for the new Middle School and have no comments.

Fontaine, Candice

From: Parisi, Daniel
Sent: Wednesday, June 28, 2023 3:32 PM
To: Popper, Stuart
Cc: Fontaine, Candice
Subject: Site Phasing Plan for Cromwell Middle School

Stuart,
There are no sewer issues with the Site Phasing Plan.

Daniel Parisi
Town of Cromwell
CWPCA – Sewer Administrator
860-632-3430



Town of Cromwell Planning and Zoning Commission

***SPECIAL MEETING
7:00 P.M. THURSDAY MAY 4, 2023
COUNCIL CHAMBERS CROMWELL TOWN HALL
41 WEST STREET
Minutes and Record of Votes***

Present: Chairman Alice Kelly, Vice Chairman Michael Cannata, Chris Cambareri, Ann Grasso and John Keithan

Absent: Brian Dufresne, Ken Rozich, Paul Cordone, Robert Donohue and Nick Demetriades

Also present: Zoning Enforcement Officer Bruce Driska and Director of Planning and Development Stuart Popper

1. Call to Order

The meeting was called to order at 7:02pm by Chairman Kelly.

2. Roll Call

The presence of the above members was noted.

RECEIVED FOR RECORD
May 15, 2023 10:46A
JoAnn Doyle
TOWN CLERK
CROMWELL, CT

3. Seating of Alternates - none

4. Approval of Agenda

A motion was made by Michael Cannata and seconded by Ann Grasso to approve the agenda. All were in favor; the motion passed.

5. Public Comments - none

6. Development Compliance Officer Report:

Mr. Driska said the only change to his report is that application #23-12 was approved administratively today and is not pending anymore. Chairman Kelly asked what the modification was and Mr. Driska said they are changing the access door, installing a new sign and will make interior modifications as well.

7. Director of Planning and Development Report:

Mr. Popper said that 100 Berlin Road will hopefully be in front of the Town Council in June. It's possible they will begin demolition this summer. He said Arbor Meadows is in the 5th and last phase so they are way ahead of schedule. Mr. Popper said the Texas Roadhouse is finishing up their building permits now. He said Sysco still has their application withdrawn but will we will meet with them to discuss the location of the driveway. Ms. Grasso asked about the Citgo station and Mr. Popper said the overhead canopy has been demolished. Mr. Driska said they are trying to make it look pretty while it is just sitting there.

Chairman Kelly asked about Piney Ridge and said it has to be rezoned and go back to what it was before since the State said we were in violation. The Commissioners and staff discussed the State DOT denying the owners request to put up billboard.

8. New Business: Accept and Schedule New Applications:

a. Application #23-13: Request for a Special Permit under Sections 3.3.C.4, 7.5.B.4, 8.7 of the Zoning Regulations to allow for restaurant with alcoholic beverages at 35A Berlin Road in the Highway Business Zone District. Kemal Cecunyanin is the Applicant and River Grace Plaza LLC is the Owner.

Mr. Popper said Joe's filling station is gone and the business next door will open a new place in that space. He said we can hear this application at the first meeting in June on the 6th.

A motion was made by Michael Cannata and seconded by John Keithan to accept and schedule application #23-13 for a public hearing on June 6, 2023. All were in favor; the motion passed.

b. Application #23-14: Request for a Special Permit under Sections 3.3.C.4, 7.5.B.4, 8.7 of the Zoning Regulations to allow for restaurant with alcoholic beverages at 530 Main Street in the Local Business Zone District. Brian Bonneau is the Applicant and Marsal Realty Corp is the Owner.

Mr. Popper said that the Well will move to an empty space in the Liberty Bank shopping plaza on Main Street. He said that is a good spot for them with plenty of parking. He said that can also be heard on June 6th.

A motion was made by Michael Cannata and seconded by Chris Cambareri to accept and schedule application #23-14 for a public hearing on June 6, 2023. All were in favor; the motion passed.

9. New Business:

a. Application #23-10: Request for Site Plan Approval to construct a contractor's building at 70 County Line Drive. Morecon Builders, LLC is the Applicant and Nova Sky Properties are the Owner.

Mr. Popper said this application is for the same site where a building for a moving company was approved but they never built. He said the applicant did receive an Inland Wetlands permit for activities within the Upland Review Area at the Inlands Wetlands and Watercourses Agency meeting last month.

Mr. Justin Packard, Engineer with Hallisey, Pearson and Cassidy at 630 Main Street, Cromwell, CT showed the property on a map. He described the site, the location and said the site has 125 feet of frontage and is .7 acres. Mr. Packard said it is on industrial zoned land and is currently a vacant lot. He explained that the rear third of the lot is wooded and the rest is grass and there is a gradual slope to the tree line and then a sharper drop into the wetlands. Mr. Packard said there is a conservation easement on the property. He said they are proposing to build a 6,600 square foot contractors building. Mr. Packard said it will be one story with 6 separate bays. He said Morecon Builders builds custom homes and will use 2 or 3 of the bays and rent out the other 3 or 4. He said the bays will mainly be a place to store materials and to act as a showroom for customers and there will be 12 parking spaces. Mr. Packard said there will be a row of boxwood shrubs planted near the conservation line. He showed the location for a monument sign but said they are unsure if they will need that right now. Mr. Packard said we would like to ask that any future sign be approved by staff. He said the site meets all zoning requirements and the drainage will be an underground filtration system with no increase in runoff expected. Mr. Packard explained the utility connection and showed the rendering of the building. He said it will be concrete

block with vertical siding on the top third of the building. He said each bay will have its own access door in the front and the back of the building. Mr. Packard said they have received comments from the Town Engineer and we agree with all of them and they are deal mostly with maintenance requirements for the site drainage.

Mr. Jim Cassidy, Engineer with Hallisey, Pearson and Cassidy, 630 Main Street, Cromwell, CT showed the brown tones of the building. Mr. Cannata asked about sanitary facilities and Mr. Packard said all six bays will have their own restroom. He showed the dumpster enclosure on the map. Mr. Driska said staff will advise them on the monument sign once they bring in the specifications.

Mr. Popper reminded the Commissioners that any approval should include the memo from Jon Harriman dated April 27, 2023.

A motion was made by Michael Cannata and seconded by John Keithan to approve application #23-10 with the conditions of Jon Harriman's memo dated April 27, 2023 adhered to. All were in favor; the motion passed.

Mr. Popper welcomed Morecon Builders to Cromwell

b. Application 21-32: Request to modify the Sidewalk location in the Scheu Farm Subdivision at Cortland Way. Reed Builders, LLC is the Applicant and the Owner.

Jim Cassidy, Engineer with Hallisey, Pearson and Cassidy, 630 Main Street, Cromwell, CT said that Cortland Way is under construction and it is an 8-lot subdivision. He said that 3 houses are under construction now. Mr. Cassidy showed the original plan with the sidewalk plan. He said that plan involved connecting to the Board of Education sidewalks through an opening in their fence and they decided they didn't want to do that. He said we don't want to place the sidewalk around the entire cul-de-sac since this site is required to have a snow storage shelf and it is near where the sidewalks would be around lots 6, 7 and 8. Mr. Cassidy said they are proposing to move the handicap ramp to the other side of the road then the original plan and not put sidewalks around the entire cul-de-sac but to stop the sidewalks where the ramp would be. Chairman Kelly said this doesn't prevent snow on their property and Mr. Cassidy said no it doesn't but it won't create an issue because of the easement. Mr. Cannata asked Mr. Driska and Mr. Popper if Mr. Harriman had any concerns with this. Mr. Popper said Mr. Harriman didn't take a position on the placement of the sidewalks. Mr. Popper said I feel the sidewalks should extend to the snow easement as shown on the map. He said we drove around today and there is not lots of consistency with sidewalks on cul-de-sacs. Mr. Popper said this is the chance to make this as a template for future cul-de-sacs. Mr. Cassidy said I do understand but lots 7 and 8 should not have sidewalks.

Jennifer Hussey, wife of Sean Hussey of Reed Builders said she doesn't think the town will know where the snow shelf is and only pile the snow on that specific area. She said the snow will impact lots 5 and 6 and the sidewalks should really end before lot 5.

Mr. Cassidy said the handicap ramp will make it difficult for maintenance of in the cul-de-sac and it will be easier to install the ramp in a straight area. Mr. Popper suggested that the rule of thumb be not to put sidewalks near snow easements. Ms. Grasso asked what the point of the sidewalk would be from the proposed handicap ramp to lot 5. She said you shouldn't need sidewalks all the way around a cul-de-sac as traffic should be slow around the curve.

The Commissioners discussed where the end of the sidewalk should be and they decided that they should stop at the western edge of the driveway of lot 5.

A motion was made by Michael Cannata and seconded by Chris Cambareri to waive the installation of the sidewalks as shown on approved plan and place the sidewalk up until the western edge of the driveway of lot 5. All were in favor; the motion passed.

10. Commissioner's Comments: none

11. Approval of Minutes:

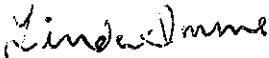
- a. March 21, 2023
- b. April 4, 2023

The minutes were not discussed as there were not enough Commissioner present at this meeting who were at the meetings.

12. Adjourn:

A motion was made by Michael Cannata and seconded by John Keithan to adjourn at 7:58pm. All were in favor; the motion passed.

Respectfully submitted,



Linda Imme
Recording Clerk



Town of Cromwell Planning and Zoning Commission

SPECIAL MEETING 7:00 P.M. TUESDAY MAY 23, 2023 ROOM 222 CROMWELL TOWN HALL 41 WEST STREET

Minutes and Record of Votes

Present: Chairman Alice Kelly, Vice Chairman Michael Cannata, Chris Cambareri, Ann Grasso, Robert Donohue and Douglas Kalinowski

Absent: Nick Demetriades, Brian Dufresne, Ken Rozich, John Keithan and Paul Cordone

Also present: Director of Planning and Development, Stuart Popper and Zoning Enforcement Officer Bruce Driska

1. Call to Order

The meeting was called to order at 7:03pm by Chairman Kelly.

2. Roll Call

The presence of the above members was noted. The Commission members welcomed Mr. Kalinowski as a new alternate member of the commission.

3. Seating of Alternates

A motion was made by Michael Cannata and seconded by Chris Cambareri to seat Robert Donohue and Douglas Kalinowski as alternates. All were in favor; the motion passed.

4. Approval of Agenda

A motion was made by Michael Cannata and seconded by Ann Grasso to approve the agenda. All were in favor; the motion passed.

5. Director of Planning and Development Report:

Mr. Popper said that there is a lot going on in Cromwell. He said the AutoZone received a variance and will be here before the Planning and Zoning soon. He said they are looking to tear down the old Friendly's. Mr. Popper said that at the next meeting on June 6th there will be two

public hearings for liquor permits. He said the mylars for Texas Roadhouse should be submitted to us soon. Mr. Popper said we haven't heard back from Popeye's and the two cannabis stores have not begun any work. He said 5 Berlin Road is up for sale with the special permit and 33 Berlin Road put a dumpster out there a few months ago but no activity since then, not even the building permit.

Mr. Cannata asked about reuse of the former Well site. Mr. Popper said any new restaurant at that site will need to provide additional off-site parking and will have to apply for a new liquor permit for that location. Mr. Popper said the Goldfish swimming school is under construction. He said there has been no new movement on 100 Berlin Road we are still waiting for them to go before the town council for their tax abatement.

6. New Business

a. POCD update

b. Zoning Regulations update

Ms. Nina Peek, SLR Consulting, Cheshire, CT said that she is part of the consulting firm that was hired by the town to help update the zoning regulations and Plan of Conservation and Development (POCD). Ms. Taylor Daigle of SLR Consulting passed out the updated vision statement for the POCD dated May 8, 2023. Ms. Peek said this requires some discussion to allow us to make any revisions if necessary. Ms. Grasso said she had sent in some minor grammatical corrections which were not reflected in the document. Mr. Popper said that Mr. Collins of SLR has them but hadn't had a chance to make the changes. He said that would be corrected. Mr. Popper also said that we will incorporate the goals of the different town departments into the POCD since there are many large projects going on that will be reflected in the document. He said I am very pleased with the vision statement.

Mr. Cambareri said he thought the word "manage" would be better than "protect and preserve". He said protect and preserve could limit us with future developments or projects. Mr. Cannata said he agreed with that. Ms. Grasso said that deleting the words quality and quantity would make it broader as well.

Ms. Peek said she suggested that we acknowledge the importance of environmental features but change the last sentence in the Grow Well paragraph by deleting the word preserving and replacing it with managing. Ms. Peeks also said to change the second sentence in the Play Well paragraph by deleting the words environmentally friendly. The Commissioner agreed that those changes were appropriate. Ms. Peeks said they will make the revisions and recirculate the document.

Ms. Peek said that the next step is to finalize the goals, strategies and actions. She said they will be having meetings with town staff the week of June 5th and they will return on June 20, 2023 to report back with that information. Chairman Kelly asked Ms. Peek to keep them informed of meetings taking place outside of this room.

Ms. Peek said they have come up with a zoning concept for the commission's consideration. Chairman Kelly said we should only focus on one thing at a time i.e. the POCD and then do the

zoning regulations. Ms. Peek said we are just reorganizing the format of the zoning regulations at this time. Mr. Popper said there are a lot of state statutes that we have to catch up on and include in the revised zoning regulations. He noted but tonight we are just discussing general ideas. Ms. Peek said the POCD potentially drives changes to the zoning regulations. She said we want to make the regulations simpler and easier to understand the process. Chairman Kelly said we need to see any new information and revisions a few weeks before the meeting, not two days before.

Ms. Peek explained that we have reviewed the document and have some suggestions for new concepts for the regulations including: low impact development, green infrastructure, green development standards, Nonpoint Source Pollution Management, Transit-Oriented Development, Complete Streets, active mobility planning, adaptive reuse and Affordable Housing. Ms. Daigle reviewed the green infrastructure component and said we should consider if certain measures and or requirements could be incorporated into site plan approvals as mandates. Chairman Kelly said that mandates can be costly to developers and maybe in 20 years it will be cheaper. Mr. Cannata said he doesn't like mandates.

Ms. Peek discussed Nonpoint Source Pollution Management, MS-4 Community storm water permits. She also noted that some communities are considering a landscape requirement to limit use of pesticides and fertilizers. She said this would require a collaboration between town staff for enforcement. Mr. Driska said that the Inland Wetlands agency can stipulate no use of fertilizers and pesticides and it would go on the deed.

Ms. Peek talked about transit-oriented developments and active mobility planning. The commission members and staff and consultants discussed sidewalks. Ms. Daigle talked about complete streets which included dedicated bike lanes and complete sidewalk systems.

Ms. Daigle reviewed affordable housing and said the definition is to meet the requirements of the regulations which say that rent cannot be more than 30% of the household income. She said based upon its participation in the regional housing plan Cromwell has some good work already. Ms. Grasso said we need to make clear that affordable housing is not low income housing. She said we need to find a way to make it clear these are two different concepts. The commission members and staff discussed the current Cromwell zoning regulations which say that there is a 20-year waiting period before a single-family home can be converted into a two-family home. The commission members discussed the reasoning for this and other issues related to building a single-family home and converting it into a two-family home.

Ms. Peek discussed the concept of adaptive reuse and the need to look at farming, agriculture and the related definitions. She said the current regulations says it has to be 5 acres to be considered either of those. The commission members and staff discussed the current Cromwell zoning regulations for agriculture and farms.

Mr. Popper thanked the Consultants and the Commissioners. Chairman Kelly said this has been a very interesting process and discussion.

7. Commissioner's Comments:

Ms. Grasso said that Nick Demetriades' email from the River COG regarding the Fare Share housing bills was worth reading. She asked if the Commission can write a letter in support of the bills. Chairman Kelly suggested that Ms. Grasso do it personally but you can say you are part of the Town of Cromwell Planning and Zoning Commission.

8. Approval of Minutes

a. March 21, 2023

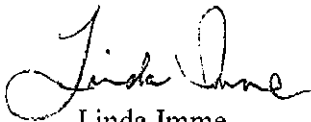
A motion was made by Michael Cannata and seconded by Robert Donohue to approve the minutes of March 21, 2023. All were in favor; the motion was passed.

b. April 4, 2023 - tabled

9. Adjourn:

A motion was made by Michael Cannata and seconded by Robert Donahue to adjourn at 8:31 pm. All were in favor; the motion passed.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Linda Imme".

Linda Imme
Recording Clerk



Town of Cromwell Planning and Zoning Commission

REGULAR MEETING 7:00 P.M. TUESDAY JUNE 6, 2023 COUNCIL CHAMBERS CROMWELL TOWN HALL 41 WEST STREET

Minutes and Record of Votes

Present: Chairman Alice Kelly, Vice Chairman Michael Cannata, Chris Cambareri, Ann Grasso, Nick Demetriades, Paul Cordone

Absent: Brian Dufresne, Ken Rozich, John Keithan, Douglas Kalinowski, Robert Donohue

Also present: Director of Planning and Development, Stuart Popper

1. Call to Order

The meeting was called to order at 7:00pm by Chairman Kelly.

2. Roll Call

The presence of the above members was noted.

3. Seating of Alternates - none

4. Approval of Agenda

A motion was made by Michael Cannata and seconded by Chris Cambareri to amend the agenda by adding 6 new applications (listed below) to accept and schedule. All were in favor; the motion passed.

a. Application #23-16: Request for a Special Permit under Section 2.2.C.4 of the Zoning Regulations to construct a school in a Residential Zone District. The Town of Cromwell Board of Education is the Applicant and the Town of Cromwell is the Owner.

b. Application #23-17: Request for a Site Plan Approval for the construction of the new middle school and administrative offices in a Residence Zone District. The Town of Cromwell Board of Education is the Applicant and the Town of Cromwell is the Owner.

c. Application #23-18: Request for a Special Permit under Sections 7.5.A.1, 3.5.C. to permit onsite consumption of alcoholic beverages at 5 Commerce Drive in the Industrial District. Ukrainian National Home of Hartford is Applicant and IJAN 2 CT Realty LLC is the Owner.

d. Application #23-19: Request for a Site Plan Modification to allow for the installation of four electric vehicle chargers at 41 West Street in a Residence Zone District. The Town of Cromwell is the Applicant and the Owner.

e. Application #23-20: Request for a Site Plan Modification to allow for the installation of six electric vehicle chargers at 1 Community Field Road in the Downtown Cromwell Zone District. The Town of Cromwell is the Applicant and the Owner.

f. Application #23-21: Request for a Special Permit under Sections 3.2.C.3, 7.5.B.4 of the Zoning Regulations to allow for restaurant with alcoholic beverages at 548 Main Street in the Local Business Zone District. Ryan Buchanan is the Applicant and Salvatore Caccamo and Maria Caccamo are the Owners

5. Public Comments - none

6. Development Compliance Officer Report:

7. Director of Planning and Development Report:

Mr. Popper asked if there were any questions about his or Mr. Driska's report. No questions were presented to him. Mr. Popper asked that the agenda be reordered to allow the public hearing applications #23-13 and #23-14 to be heard first.

8. New Business: Accept and Schedule New Applications:

a. Application #23-15: Request to create a two-lot subdivision at 84 Hicksville Road. Adelbrook Behavioral & Development Services, Inc. is the Applicant and Adelbrook, Inc. is the Owner.

A motion was made by Michael Cannata and seconded by Chris Cambareri to accept and schedule application #23-15 for July 6, 2023. All were in favor; the motion passed.

A motion was made by Michael Cannata and seconded by Paul Cordone to amend the previous motion and to move to accept and schedule application #23-15 for June 20, 2023. All were in favor; the motion passed.

b. Application #23-16: Request for a Special Permit under Section 2.2.C.4 of the Zoning Regulations to construct a school in a Residential Zone District. The Town of Cromwell Board of Education is the Applicant and the Town of Cromwell is the Owner.

c. Application #23-17: Request for a Site Plan Approval for the construction of the new middle school and administrative offices in a Residence Zone District. The Town of Cromwell Board of Education is the Applicant and the Town of Cromwell is the Owner.

A motion was made by Michael Cannata and seconded by Ann Grasso to accept and schedule

applications #23-16 and #23-17 for a public hearing on July 6, 2023. All were in favor; the motion passed.

d. Application #23-18: Request for a Special Permit under Sections 7.5.A.1, 3.5.C. to permit onsite consumption of alcoholic beverages at 5 Commerce Drive in the Industrial District. Ukrainian National Home of Hartford is Applicant and IJAN 2 CT Realty LLC is the Owner.

Mr. Popper said this will include a cafe, credit union and social club.

A motion was made by Michael Cannata and seconded by Paul Cordone to accept and schedule application #23-18 for a public hearing on July 6, 2023. All were in favor; the motion passed.

e. Application #23-19: Request for a Site Plan Modification to allow for the installation of four electric vehicle chargers at 41 West Street in a Residence Zone District. The Town of Cromwell is the Applicant and the Owner.

f. Application #23-20: Request for a Site Plan Modification to allow for the installation of six electric vehicle chargers at 1 Community Field Road in the Downtown Cromwell Zone District. The Town of Cromwell is the Applicant and the Owner.

There was a discussion on whether they could schedule applications for June 20 since the Plan of Conservation and Development update is scheduled for that night and it was decided that these applications along with application #23-15 could be heard on the 20th.

A motion was made by Michael Cannata and seconded by Ann Grasso to accept and schedule applications #23-19 and #23-20 for June 20, 2023. All were in favor; the motion passed.

g. Application #23-21: Request for a Special Permit under Sections 3.2.C.3, 7.5.B.4 of the Zoning Regulations to allow for restaurant with alcoholic beverages at 548 Main Street in the Local Business Zone District. Ryan Buchanan is the Applicant and Salvatore Caccamo and Maria Caccamo are the Owners

Mr. Popper said this is the existing Hot Taco establishment and they want to serve beer.

A motion was made by Michael Cannata and seconded by Chris Cambareri to accept and schedule application #23-21 for a public hearing on July 6, 2023. All were in favor; the motion passed.

10. Public Hearings:

a. Application #23-13: Request for a Special Permit under Sections 3.3.C.4, 7.5.B.4, 8.7 of the Zoning Regulations to allow for restaurant with alcoholic beverages at 35A Berlin Road in the Highway Business Zone District. Kemal Cecunyanin is the Applicant and River Grace Plaza LLC is the Owner.

Chairman Kelly read the public hearing notice dated May 18, 2023.

A motion was made by Michael Cannata and seconded by Ann Grasso to open the public hearing for application #23-13. All were in favor; the motion passed.

Ms. Jasmin Cecunyanin said they are opening a new business at 35 Berlin Road called Lorenzo's Pizza and Restaurant. Mr. Popper said it is the former Joe's Filling Station. He said this pizza place would be a separate establishment from Cafe Luna which the applicant owns and is located next door to the former Joe's Filling Station. Mr. Popper said they have met all of the zoning requirements and all of the necessary permits have been obtained. Chairman Kelly asked about the upstairs space and Ms. Cecunyanin said they do not have anything to do with the upstairs space. Ms. Grasso asked about the stairs that go down to the rear parking lot and Ms. Cecunyanin said people who park in the rear on very busy days use the staircase to get to and from the restaurant.

Chairman Kelly asked if anyone in the public wanted to speak regarding this application.

Mr. Jay Polke, 15 Harrison Drive, Cromwell said he happens to know the owners and they run a good operation. He said this will go from a bar to a restaurant so that is a good thing. He said he is in favor of this application.

A motion was made by Michael Cannata and seconded by Ann Grasso to close the public hearing for application #23-13. All were in favor; the motion passed.

A motion was made by Michael Cannata and seconded by Chris Cambareri to approve application #23-13. All were in favor; the motion passed.

b. Application #23-14: Request for a Special Permit under Sections 3.3.C.4, 7.5.B.4, 8.7 of the Zoning Regulations to allow for restaurant with alcoholic beverages at 530 Main Street in the Local Business Zone District. Brian Bonneau is the Applicant and Marsal Realty Corp is the Owner.

A motion was made by Michael Cannata and seconded by Chris Cambareri to open the public hearing for application #23-14. All were in favor; the motion passed.

Mr. Brian Bonneau at 530 Main Street, Cromwell said he will be taking the 2 empty spaces in the Liberty Bank Plaza. He said they will be converting the old Mario's Pizza restaurant and the space next door into restaurant and sports bar. Mr. Popper said he has all of the necessary zoning permits and all other required permits.

Chairman Kelly asked for anyone in the public who wanted to speak regarding this application.

Mr. Jay Polke, 15 Harrison Drive, Cromwell said a sit-down dining establishment is welcome on that side of town and Mr. Bonneau is partnering with Rustic Pizza in Middletown.

A motion was made by Michael Cannata and seconded by Nick Demetriades to close the public hearing for application #23-14. All were in favor; the motion passed.

A motion was made by Michael Cannata and seconded by Chris Cambareri to approve application #23-14. All were in favor; the motion passed.

9. New Business:

- a. Section 8-24 Mandatory Referral for the sale of a 1.93-acre portion of 20 Winchester Way.

Mr. Popper said the Town is proposing to swap open space between 20 Winchester Way and 14 R Winchester Way and then selling 1.93 acres of non-open space land to the owner of the Landon multifamily development for the construction of parking. Mr. Popper distributed copies of the maps showing the location of the property to be swapped and sold. He noted that if the Commission issues a positive 8-24 mandatory referral then the Town Council will hear this at their next meeting.

Chairman Kelly explained that she had some initial concerns regarding the sale of the parcel but said she had requested and received an opinion from the Town Attorney Kari Olson dated June 5, 2023. Chairman Kelly said this land was never affirmed for open space since it was taken for nonpayment of taxes. She said I think it's a good idea since the Landon needs the space. Mr. Popper said there will a site plan application for the proposed parking lot design submitted to this Commission and an application will also be submitted to the Inland Wetlands and Watercourses Agency as well.

A motion was made by Michael Cannata and seconded by Chris Cambareri to give a positive 8-24 referral for the sale of a 1.93-acre portion of 20 Winchester Way. All were in favor; the motion passed.

11. Commissioner's Comments:

Mr. Cambareri asked about Hookah lounges since the one in Middletown has had some serious issues including a recent shooting. He asked if they were allowed in Cromwell. Mr. Popper said our regulations read that if a use is not permitted then it is prohibited. He said the regulations would have to be amended to allow for Hookah lounges.

12. Approval of Minutes:

- a. April 4, 2023

A motion was made by Michael Cannata and seconded by Ann Grasso to approve the minutes of April 4, 2023. All were in favor; the motion passed.

- b. April 18, 2023

Ms. Grasso pointed out a correction on page 2 with a statement she made. She said the word "but" should be replaced with the word "however."

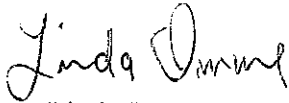
A motion was made by Michael Cannata and seconded by Chris Cambareri to approve the minutes of April 18th as amended.

c. May 4, 2023 - the minutes of May 2, 2023 were tabled.

13. Adjourn:

A motion was made by Michael Cannata and seconded by Chris Cambareri to adjourn at 7:34 pm. All were in favor; the motion passed.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Linda Imme".

Linda Imme
Recording Clerk