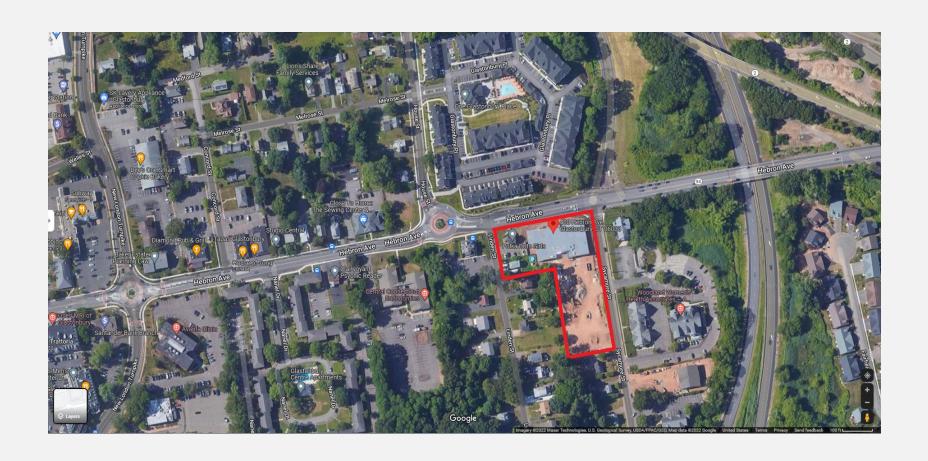
# SPECIAL PERMIT APPLICATION 400 HEBRON AVE, 366 HEBRON AVE, & 7 LINDEN ST, GLASTONBURY, CT

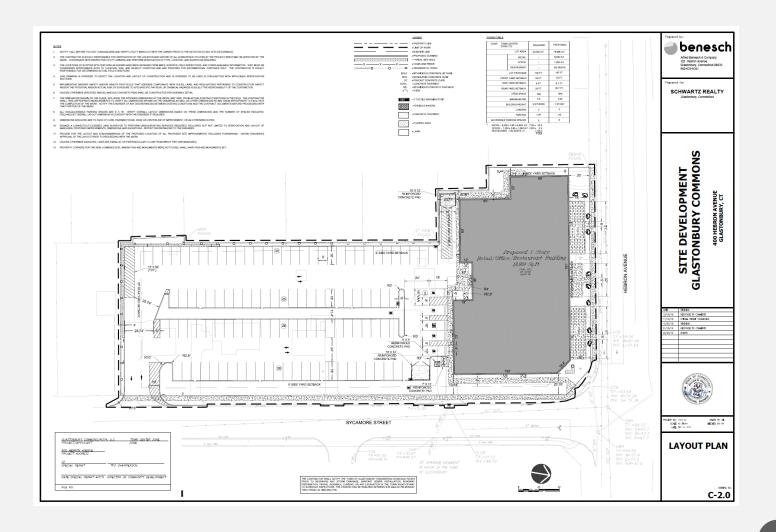


Glastonbury Town Plan & Zoning Commission May 17, 2022

### SUBJECT PROPERTIES



#### APPROVED SITE PLAN 400 HEBRON AVENUE



#### SUBJECT PROPERTIES 400 HEBRON AVENUE



## SUBJECT PROPERTIES 366 HEBRON AVENUE & 7 LINDEN STREET



## SUBJECT PROPERTIES 366 HEBRON AVENUE



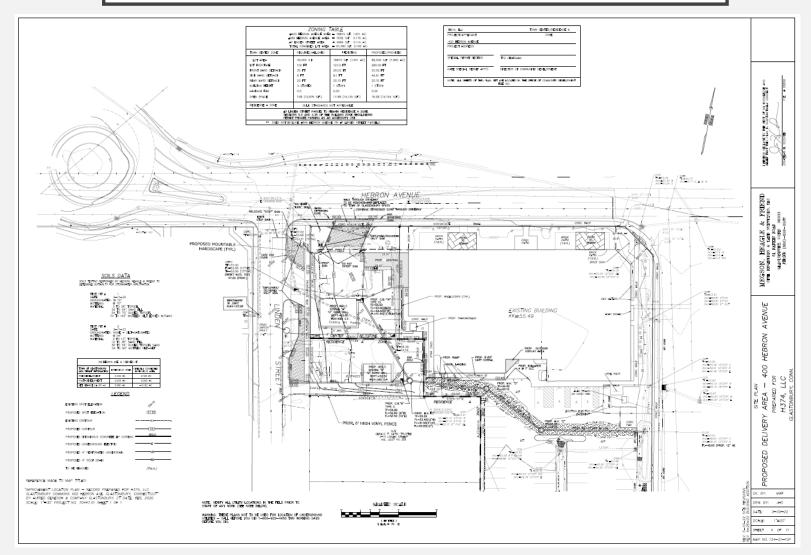


### SUBJECT PROPERTIES 7 LINDEN STREET





### PROPOSED IMPROVEMENTS (SITE PLAN)

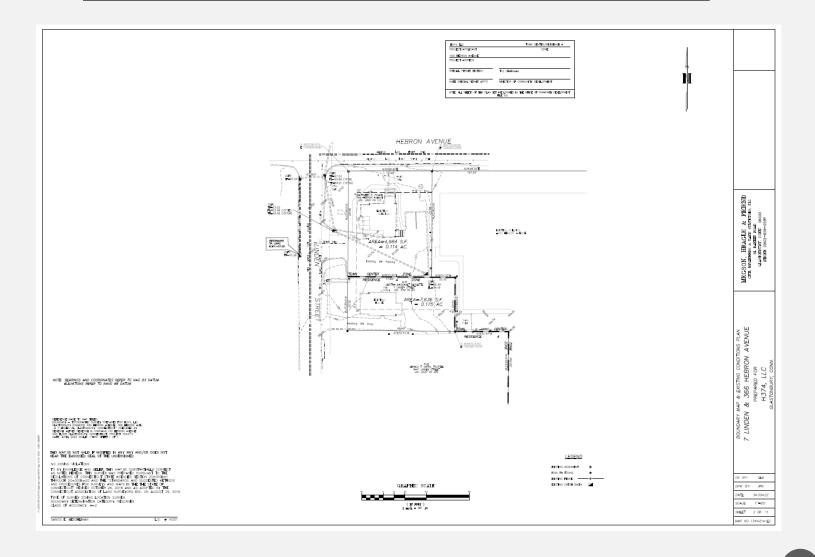


#### OUTDOOR RETAIL AREA

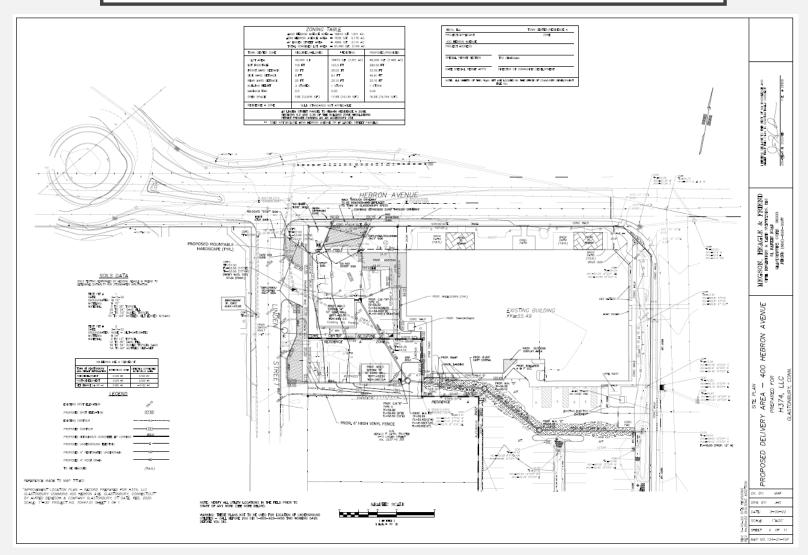




#### **EXISTING CONDITIONS**



### PROPOSED IMPROVEMENTS (SITE PLAN)



#### BUILDING CART CORRAL & OVERHANG





#### PARKING AREA CART CORRALS



#### **PARKING**

	Required	Provided
Parking	106 spaces	131 spaces

#### Parking Calculation

Use	Calculation	Required
Specialty Grocer	10,646 SF Floor Area / 150	71 spaces
Hartford Baking Co.	24 table seats / 3	8 spaces
Vacant Retail Space	3,956 SF Floor Area / 150	27 spaces
TOTAL		106 spaces

#### PARKING COMPARISON

#### Glastonbury, CT Grocers - Parking Comparison Chart

Grocer / estimated total SF, if known	Additional Uses On-Site	Total SF of Uses Utilizing Parking Area	Estimated Required Parking <sup>1</sup>	Provided Parking
Proposed Grocer / 13,307 SF	Hartford Baking Co. and vacant tenant space	19,904 SF	106 spaces <sup>2</sup>	131 spaces <sup>2</sup>
Highland Park Market	Birch Hill Tavern, Corks Fine Wine & Spirits, Top Cleaners, and Walgreens	38,412 SF	159 spaces <sup>3</sup>	172 spaces
Whole Foods / 46,400 SF	Petco, Foxy Pizza, Mattress Firm, Fitness Together, Club Pilates, Orange Theory, Petco, People's Bank, and others (including second floor offices)	95,119 SF	605 spaces <sup>3</sup>	419 spaces
Stop & Shop (New London Turnpike) / 61,651 SF	N/A	61,651 SF	350 spaces	272 spaces

<sup>&</sup>lt;sup>1</sup> Pursuant to Building Zone Regulation § 9.11.

<sup>&</sup>lt;sup>2</sup> See attached Parking Calculation for 400 Hebron Avenue. Previously-approved uses for 400 Hebron Avenue required a total of 130 parking spaces onsite, without the waivers.

<sup>&</sup>lt;sup>3</sup> Does not take into account additional parking required for "Retail trade, eating and drinking" and/or "Clubs, athletic club" use(s) on site, which uses impose greater parking requirements.

#### PROPOSED IMPROVEMENTS



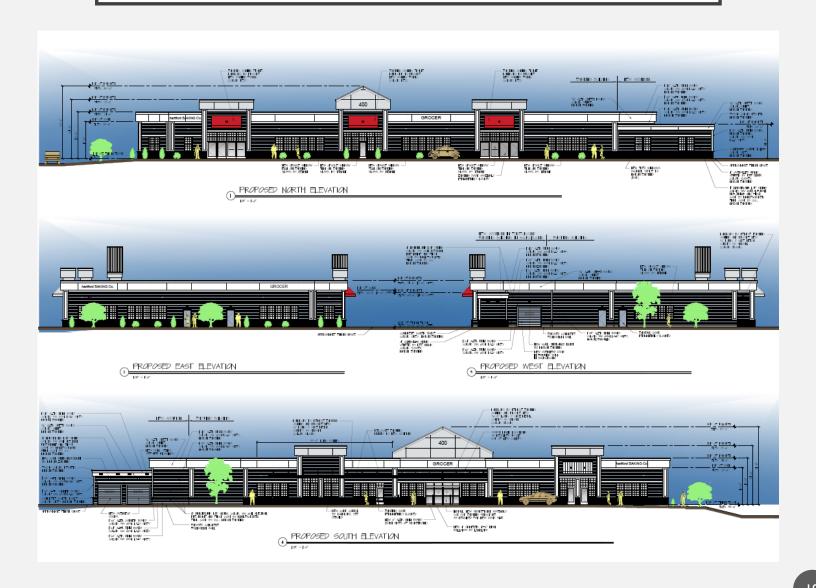
#### PROPOSED IMPROVEMENTS



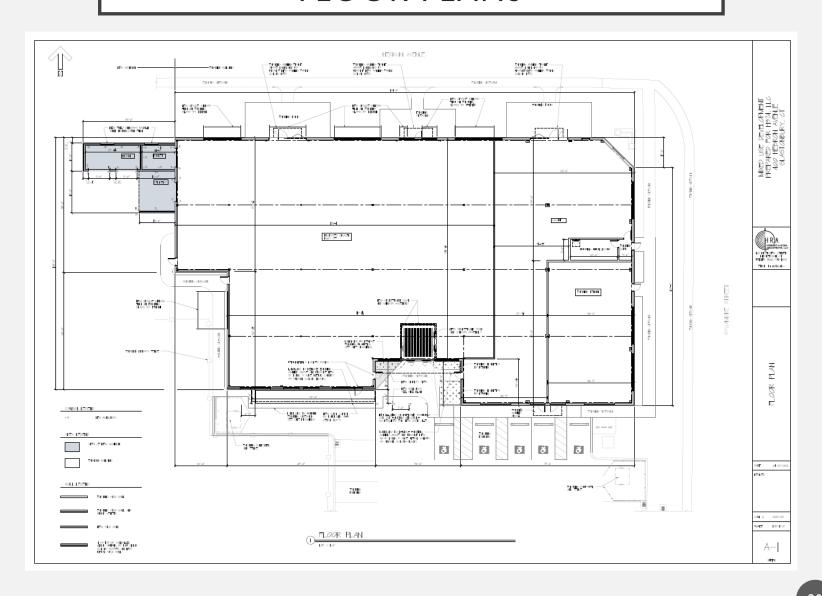
#### PROPOSED IMPROVEMENTS



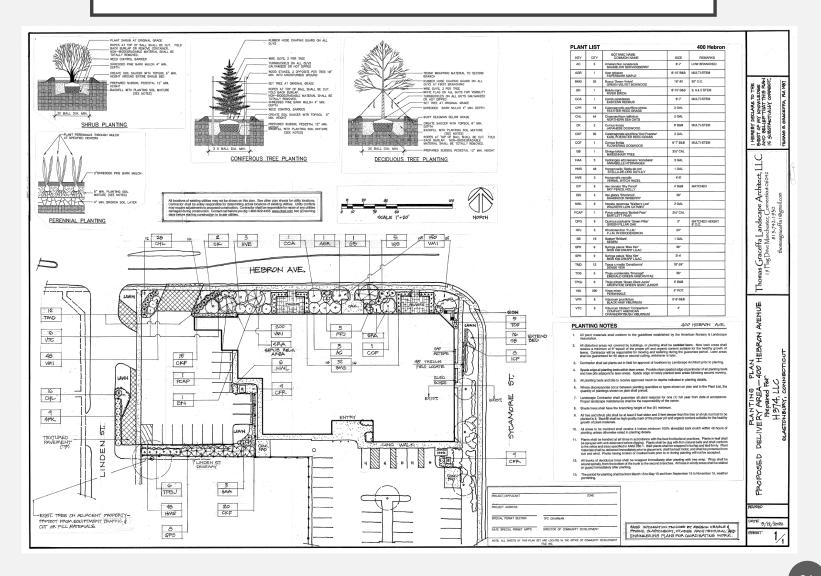
#### RENDERED ELEVATIONS



#### FLOOR PLANS

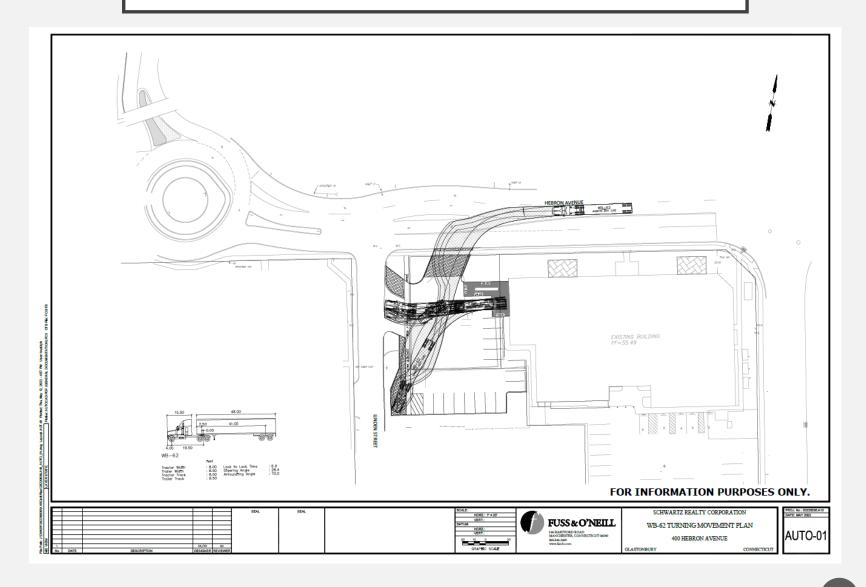


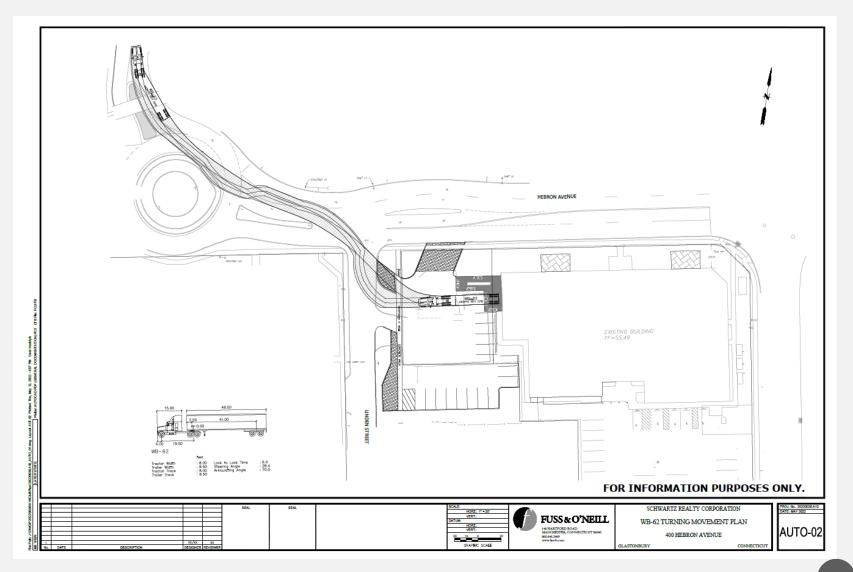
#### PLANTING PLAN

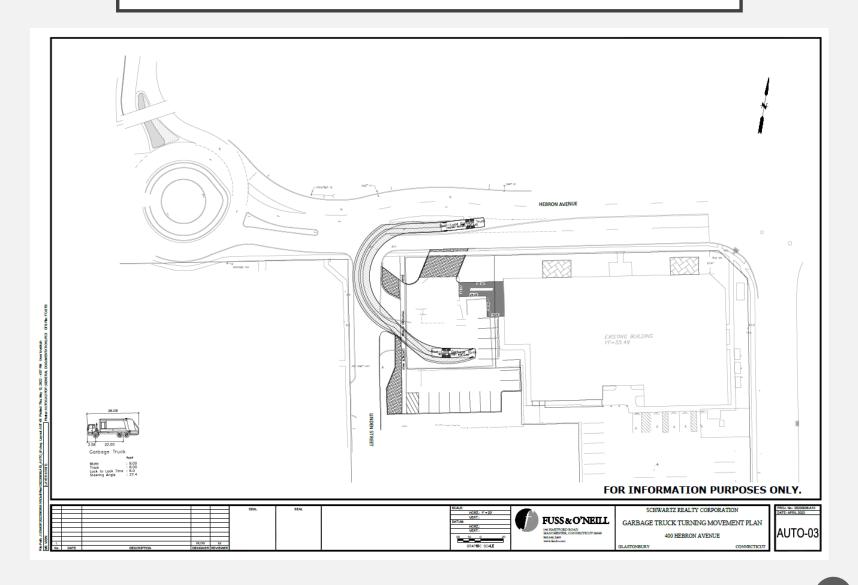


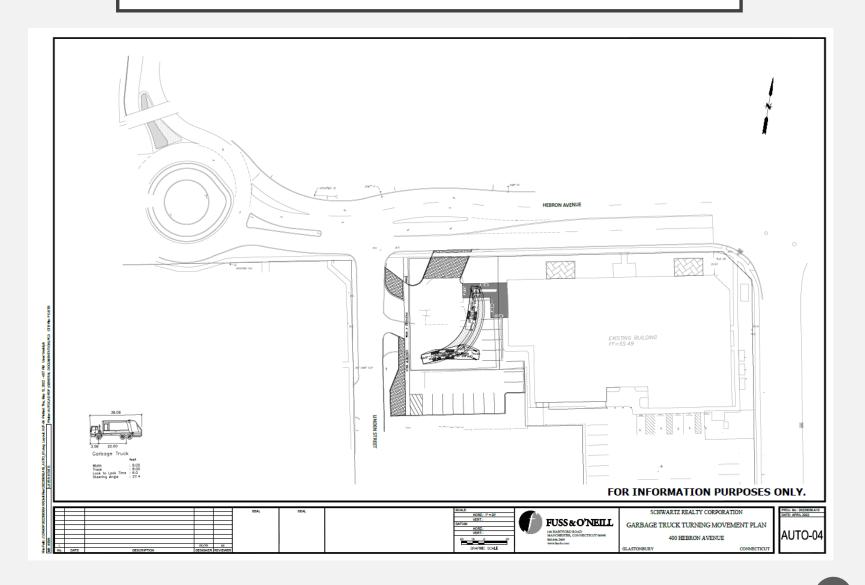
### PROPOSED PLANTINGS IN EMPLOYEE PARKING AREA

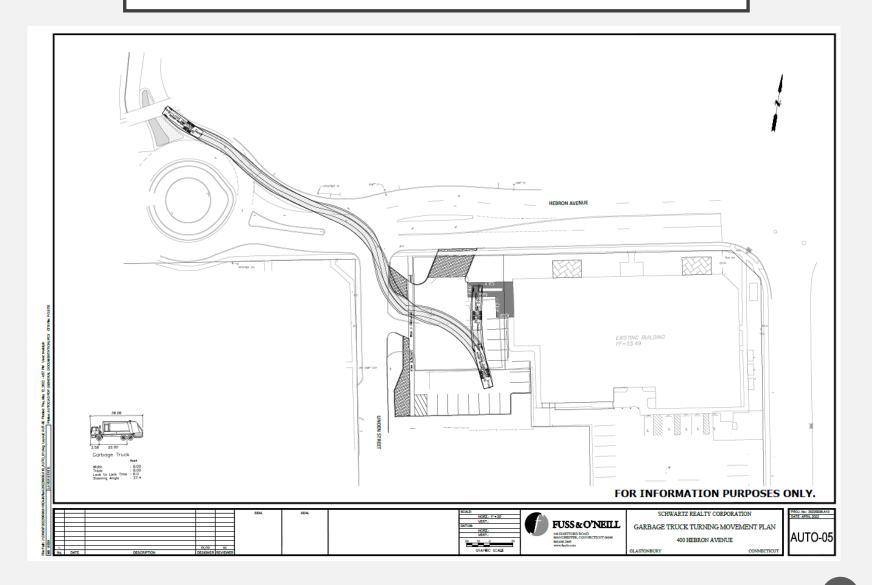












#### **TRAFFIC**

- Excellent access to Hebron Ave, New London Tpke and Rte 2
- New Traffic Counts Conducted:
  - Hebron Ave at Sycamore Street
  - New London Tpke at Sycamore Street
- Site Traffic Generation:
  - Counted similar sized specialty grocer sites in Hingham, MA & Manchester, CT
  - Counts were higher than ITE Rates, thus used store specific rates
    - 151 entering and exiting trips PM Peak Hour
    - 206 entering and exiting trips Saturday midday peak hour
  - ITE Rates used for vacant 4600 SF retail space
  - Significant Trip Reductions Expected from:
    - Pass-by Traffic (20%)
    - Internal Capture, Transit, Bike and Ped Use (10%)

#### **TRAFFIC**

- Capacity Analysis Results:
  - Hebron Ave at Sycamore Street:
    - Acceptable LOS C Operation
    - No reduction in LOS
  - New London Tpke at Sycamore Street:
    - Efficient LOS A operations New London Tpke
    - Peak Hour Delays Sycamore St (existing condition)
- Recommended Improvements:
  - Widen Sycamore Street NB at Hebron Ave for Second Turn Lane
  - CTDOT District I Closed Loop Signal System Retiming Project
    - Evaluating and optimizing all signal timings along Hebron Ave
  - CTDOT Traffic evaluating WB left turn lane on Hebron Ave

#### TRAFFIC CONCLUSIONS

- Development will not adversely impact traffic operations on adjacent road network
- Preliminary CTDOT Findings "The projected traffic from the expansion would not significantly impact the State highway system. Therefore, no further action is necessary"