



Town of Waterford

Department of Planning and Development

www.waterfordct.org

Office Use Only

Date Submitted: _____

Processed By: _____

App. No.: _____

Total Fee: \$ _____

Electronic Submission

Waived: _____ Yes _____ No

PZC Form 1

Planning and Zoning Application

1. Type of Application(s), Use and Property Information (check all that apply)

- | | | |
|--|---|---|
| ☐ Informal Staff Review | ☒ Site Plan/Design Review | ☐ Municipal Project (CGS§8-24) |
| ☐ Special Permit/Design Review ¹ | ☐ Subdivision /Resubdivision | ☐ Lot line Adjustment |
| ☐ Zoning Map Change | ☐ Regulation Amendment(s) | ☐ New District |
| ☐ Multifamily Development | ☐ Coastal Area Management ² | ☐ Earth Excavation |
| ☐ Flood Hazard Area | ☐ Other: _____ | ☐ Other: _____ |

Specify all uses and corresponding section for which this application applies³:

Use: Restaurants Section: Section 30.1 Planned Design District - PDD#1

Use: _____ Section: _____

Use: _____ Section: _____

Name of proposed development/subdivision: ALDI Plaza (Phase II) If subdivision how many lots?: _____

If applicable, are roadways proposed to be private, public or both: N/A

☒ Private ☐ Public ☐ Both⁴

Parcel 1

Map/Block/Lot: 133 / / 569 / /

Street No. & Name: 122 Boston Post Road

Size SF/AC: 129,500 / 2.98

Zoning District(s): Planned Design District #1

Parcel 2

Map/Block/Lot: 133 / / 570 / /

Street No. & Name: 124 Boston Post Road

Size SF/AC: 49,880 / 1.15

Zoning District(s): Planned Design District #1

¹ Include a completed list of property owners with Parcel ID, name, address and mailing address. It is the applicant's responsibility to distribute all notices certified return receipt. Evidence of mailing shall be submitted prior to the start of the hearing. Failure to do so will delay the opening of the hearing.

² Coastal Site Plan reviews under Coastal Area Management §25.4 must submit a completed PZC Form 2 in addition to this PZC Form 1.

³ The use listed must correspond to the exact use term noted within the zoning district as a permitted use allowed through site plan or special permit.

⁴ A plan must accompany the application clearly delineating the limits of public and private roads.

2. Applicant Information

Name: William H. McCabe, III **Applicant's Authority to File Application⁵**

Title: Manager ☒ Legal Owner of Record

Company: Kincora Waterford, LLC ☐ Power of Attorney

Address: 170 Worcester Street, Suite 204 ☐ Contract to Purchase

City/State: Wellesley MA ☐ Other _____

Zip Code: 02481

Telephone: 508-907-8554 Fax: _____ Email: billmccabe@kincoradevelopment.com

3. Agent Information; if applicable

Name: Richard J. O'Connell **Specify Nature of Agent**

Title: President ☐ Attorney

Company: R.J. O'Connell & Associates, Inc. ☒ Civil Engineer

Address: 80 Montvale Ave, Suite 201 ☐ Land Surveyor

City/State: Stoneham MA ☐ Design Professional; _____

Zip Code: 02180 ☐ Other: _____

Bar/License/Reg. No.: 18875

Telephone: 781-279-0180 Fax: 781-279-0073 Email: rich.oconnell@rjoconnell.com

4. Property Owner(s) and Parcel(s) Information

Is owner co-applicant? ☒ Yes ☐ No

Note: If landowner is an LLC, Corporation, Trust or other legal entity, attach the names, addresses and title of each member or officer, including agent(s). If same as applicant list 'Same'.

Name: <u>William H. McCabe, III</u>	Name: _____
Title: <u>Manager</u>	Title: _____
Company: <u>Kincora Waterford, LLC</u>	Company: _____
Address: <u>170 Worcester Road #204</u>	Address: _____
City/State: <u>Wellesley</u> <u>MA</u>	City/State: _____
Zip Code: <u>02481</u>	Zip Code: _____
Telephone: <u>508-907-8554</u>	Telephone: _____
Fax: _____	Fax: _____
Email: <u>billmccabe@kincoradevelopment.com</u>	Email: _____

⁵ Applicant must submit evidence attesting to the authority to file application (i.e. deed, option for purchase, etc.)

5. Statement of Use

Attached a typed statement of use in conformance with the Zoning Regulations as described in Section 22.4.2. In addition include all hours and days of operation, size of buildings and number of stories, utilities servicing the parcel, variances received, number of employee and structures to be demolished.

6. Statement of Design Compatibility (Site Plans and Special Permits only)

Attach a statement describing how the building and site design is compatible with the neighborhood, character of Waterford and Zoning Regulations.

7. Consistency with Adopted Plan of Preservation, Conservation and Development (all applications)

Attach a statement attesting to how the proposed use, zone change, amendment or design is consistent with the most recent adopted Plan of Preservation, Conservation and Development (the Plan). Note relevant Plan section numbers and pages.

8. Natural and Cultural Resources

Yes	No		% of Property
☐	☒	a. Are inland wetlands present on site? Total SF/AC _____ / _____	_____
☐	☒	b. Are tidal wetlands present on site? Total SF/AC _____ / _____	_____
☐	☒	c. Are their known or suspected vernal pools on the property?	
☐	☒	d. CT DEEP NDDDB: Are endangered, threatened or species of special concern suspected to be located on the property? <i>Applicant must attach an 8 ½ x 11 map of the most current CT DEEP Natural Diversity Database with site clearly identified regardless of response provided. If you answered yes to item d., attach a letter from CT DEEP stating the name of the specie(s) that are suspected to be on the property. See Section 22 of the Zoning Regulations for additional information.</i>	
☐	☒	e. Are floodplains or flood hazard areas on the property?	
		Identify: _____	
☐	☒	f. Is the property located within a local, state or national historic district?	
		If yes identify district name: _____	
☐	☒	g. Does the site possess any structures or sites listed on the local, state or national register of historic landmarks?	
		If yes, identify: _____	

9. Additional Information

Yes No

☐	☒	a. Is any part of the site within 500' of the Town line? Which town: _____
☐	☒	b. Will any egress or ingress for the property use streets within an adjoining municipality?
☐	☒	c. Is any work proposed in wetlands or watercourses? Explain in Statement of Use
☐	☒	d. Is any work proposed within 100 feet of a wetlands or watercourse? Explain in Statement of Use
☐	☒	e. Is any work proposed within a floodplain or flood hazard area? Explain in Statement of Use
☒	☐	f. Is public water available or proposed to the site? Identify: <u>Public water is located on the Site</u>
☒	☐	g. Are public sanitary sewers available or proposed to the site? Identify: <u>Public sewer is in Miner Lane</u>
☒	☐	h. Is there a utility, drainage or other easement(s) on the site? Specify: <u>Water, gas and electric easements</u>
☐	☒	i. Is open space proposed on the property?

How much open space is proposed (SF/AC)? _____/_____ Percent of property(s)_____

Use and purpose of open space: _____

10. Previous Land Use Permits Associated with the Property(s)

Have previous permits been issued for the Property: ☒ Yes ☐ No (List singularly; attached additional pages if necessary)

Date IssuedIssuing Agency

Approved Use/Activity

2005

Planning & Zoning Commission

Webster Bank - Permit No. PZ2005-041

5/23/2016

Planning & Zoning Commission

Zone Change to PDD-1-Permit No. PL-16-3

8/8/2016

Planning & Zoning Commission

Site Plan Approved - Permit No. PL-16-11

11. Change of Zone, Regulation Amendment or New Zoning District, if applicable

Yes No

- ☐ ☐ a. Is this application for a new zoning district and/or regulation not presently established within the Zoning Regulations? If a new zoning district, distinguish type of zone proposed:

☐ Fixed Zone

☐ Floating Zone

☐ Overlay Zone

Identify proposed zone name: _____

For new regulations, list proposed section number(s) and titles(s):

i. _____

ii. _____

iii. _____

- ☐ ☐ b. Is this application an amendment to an existing regulation? Attach proposed amendments, clearly noting any deletions, modifications or additions. List sections proposed to be modified:

i. _____

ii. _____

iii. _____

- ☐ ☐ c. Is this application for a change to a district already established within the regulations? Identify:

Supporting materials:

For new zoning districts or a change in zone provide a legal description of the land involved in the zone district change including the following:

- Location map at 1"=1000'
- Accurate description and acreage of tract(s) to be changed with existing buildings and uses
- Show existing features including but not limited to contours at two-foot intervals, wetlands and watercourses, flood plains, all improvements and structures,
- All lots or parts of lots contained in an area within 500 feet in all directions of the zone change tract
- All lots shown in this area and within the zone change tract shall contain the name and address of owners as recorded in the Assessor's records and shall show the nature of use
- North point, and distance along road from nearest road intersection.
- Scale of map(s)

12. Bulk Zoning Requirements Table

Complete the following table, which must also be included on applicable drawings:

Zoning District(s): <u>PDD#1</u>		
Item	Required	Proposed
Minimum Lot Size	30,000 sf	176,191 sf
Frontage	125 feet	256 feet (Route 1) 327 feet (Miner Lane)
Front Yard	40 feet	50.6 feet
Side Yard	10 feet	30.3 feet
Rear Yard	10 feet	N/A
Building Line	N/A	N/A
Building Coverage	25% Max	14%
Parking ⁶	Based on available and accredited parking standards noting uses and peaks	6.8 spaces per 1000 sf of gross floor area. See note 1 below
Landscaping in Parking Area	10 % of total parking lot	18%
Impermeable Coverage	N/A	N/A
Landscaped Buffer	10' along street used for access. 5' along remaining property line	10' along Route 1 and Miner Lane. 5' along remaining property line

Note 1: 6.8 spaces/1000 sf provided which complies with 4.7/1000 sf outlined in the parking demand study prepared by McMahon Associates dated March 30, 2016. Parking Demand Study is attached.

⁶ Attach method used to determine the number of parking spaces required.

13. Planning, Design and Engineering Team

Provide a list of all professionals responsible for the project. Additional pages attached, if necessary: ☐ Yes ☐ No

Discipline:	Civil Engineering	Telephone:	781-279-0180
Name:	Richard J. O'Connell	Fax:	781-279-0073
Company:	R.J. O'Connell & Associates, Inc.	Email:	rich.oconnell@rjoconnell.com
License(s)/ Accreditations:		License(s)/ Accreditation No(s):	License No. 18875

Discipline:	Landscape Architect	Telephone:	203-592-4788
Name:	Michael D'Angelo	Fax:	
Company:	Michael D'Angelo Landscape Arch.	Email:	michael@m-d-l-a.com
Licenses and/or Accreditations:		License/ Accreditation No(s):	LAR.0001229

Discipline:	Land Survey	Telephone:	860-448-0400
Name:	Arthur Hayward, Jr	Fax:	860-448-0899
Company:	Loureiro Engineering Associates, Inc.	Email:	
Licenses and/or Accreditations:		License/ Accreditation No(s):	License No. 12,052

Discipline:	Architect	Telephone:	781-452-7121
Name:	Robyn Kiernan	Fax:	
Company:	Phase Zero Design	Email:	rkiernan@phasezerodesign.com
Licenses and/or Accreditations:		License/ Accreditation No(s):	License No. 10309

Discipline:	Attorney	Telephone:	860-447-0335
Name:	William R. Sweeney, Esq.	Fax:	860-443-5160
Company:	TCORS, P.C.	Email:	wrsweeney@tcors.com
Licenses and/or Accreditations:	CT	License/ Accreditation No(s):	430890

14. Supporting Documentation

Itemize, including additional attachments, all information provided in support of the application. Titles, dates and sheet/map numbers shall correspond exactly with the corresponding information provided.

Additional pages attached, if necessary: ☐ Yes ☐ No

-Consistency with Adopted Plan of Preservation dated June 22, 2023

-Phase 2 Site Plans for 122 - 124 Boston

-Parking Demand Study dated March 30, 2016

Post Road (10 sheets) dated June 22, 2023

-Trip Generation Review Memo, dated June 20, 2023

-Phase 2 Drainage Design dated June 22, 2023

-Statement of Use and Design Compatibility dated June 22, 2023

15. For Informal Staff Review Use Only

Sec. 7-159b – Pre-application review of use of property. Notwithstanding any other provision of the general statutes, prior to the submission of an application for use of property under chapters 124, 126, 440 and 541 or any other provision of the general statutes authorizing an authority, commission, department or agency of a municipality to issue a permit or approval for use of such property, such authority, commission, department or agency or authorized agent thereof may separately, jointly, or in any combination, conduct a pre-application review of a proposed project with the applicant at the applicant's request. Such pre-application review and any results or information obtained from it may not be appealed under any provision of the general statutes, and shall not be binding on the applicant or any authority, commission, department, agency or other official having jurisdiction to review the proposed project.

I have read and understand the above provision of the Connecticut General Statutes and understand and agree that whatever discussion, comments and/or recommendations are made through this review are non-binding upon the parties.

Further, I acknowledge and agree that this pre-application review meeting is being conducted prior to and in anticipation of a formal application to the Waterford Planning and Zoning Commission or Conservation Commission to obtain feedback and response to the proposal or design, as it exists on this date, in the interest of preparing an application consistent with the Subdivision, Zoning or Wetlands regulations of the Town of Waterford as the case may be.

Signature

Printed Name

Date



William H. McCabe III

6/22/2023

Applicant



Richard J. O'Connell

6/22/2023

Agent

Land Owner

Land Owner

16. Technical Assistance Review Fee

In accordance with the Waterford Code of Ordinance Chapter 16.08, the Commission may require third party technical assistance review for the evaluation of applications associated with but not limited to site plans, special permits, zone change and regulation amendments and may collect payment for costs associated with the review. This includes but is not limited to civil engineering, architecture, legal assistance, traffic engineering and environmental protection.

17. Acknowledgements; All applications

Application Content

The undersigned hereby acknowledges that this application and statements submitted herewith are true to the best of my knowledge and approval of the application is contingent upon compliance with all requirements of said regulations.

Right of Entry and Inspection

The undersigned hereby authorizes the Waterford Planning and Zoning Commission or its agents, to enter the subject property for the purposes of inspection and enforcement for the said Zoning Regulations until receipt of final Certificate of Occupancy and Certificate of Zoning Compliance.

Electronic Data Accuracy and Transmission

If applicable, the undersigned hereby acknowledges that all electronic data submitted as part of this application is an accurate and true representation of all paper transmissions provided as part of this application and may be transmitted publicly when requested and all applicable fees are paid in full by the requesting party.

Signature

Printed Name

Date


Applicant

William H. McCabe III

6/22/2023


Agent

Richard J. O'Connell

6/22/2023

Land Owner

Land Owner

After recording, please return to:

Jeffrey Huebschmann, Esq.
Brown Rudnick, LLP
One Financial Center
Boston, MA 02111

WARRANTY DEED

To all People to whom these Presents shall come, Greeting:

KNOW YE, THAT **PICARDI REALTY, LLC**, a Limited Liability Company organized and existing under the laws of the State of Connecticut, (AKA PICARDI REALTY LLC) for the consideration of Two Million Two Hundred Twenty Thousand and 00/100ths (\$2,220,000.00) DOLLARS, received to its full satisfaction of **KINCORA WATERFORD, LLC**, a Limited Liability Company organized and existing under the laws of the State of Connecticut, does give, grant, bargain, sell and confirm unto said Kincora Waterford, LLC, that certain piece or parcel of land, with the buildings and improvements thereon, situated in the Town of Waterford, County of New London and State of Connecticut and known more commonly as 122 and 124 Boston Post Road, Waterford, Connecticut, being more particularly bounded and described as follows:

TRACT ONE: A certain tract or parcel of land, with the buildings thereon, located on the Boston Post Road in the Town of Waterford, County of New London and State of Connecticut, said tract or parcel of land being more particularly bounded and described as follows:

Beginning at a point on the southerly line of Boston Post Road, said point being the northwesterly corner of the tract being conveyed and the northeasterly corner of land now or formerly of Margaret W. Rose; thence running in a southerly direction for a distance of 379.8 feet along land now or formerly of said Margaret W. Rose to an iron pipe at a point 2 feet east of the center of a stone wall; thence easterly along other land now or formerly of Margaret W. Rose 74.6 feet; thence northerly along remaining land now or formerly of Benjamin Goldberg for a distance of 200 feet; thence easterly for a distance of 30 feet to land now of formerly of said Joshua Goldberg, et al; thence northerly for a distance of 165 feet to the southerly line of Boston Post Road; thence westerly along the southerly line of Boston Post Road for a distance of 200 feet to a drill mark and the point of beginning.

TRACT TWO: Commencing at its northeast corner on the west side of Ebenezar Miner Lane at its junction with the northeast corner of the First Tract described in a Warranty Deed dated September 13, 1957 from Frank Lewyant and Armando Baldelli to Benjamin Goldberg, thence southerly along the westerly line of Ebenezar Miner Lane 165 feet to land now or formerly of Margaret W. Rose; thence westerly along said Rose land in a straight line 350 feet, more or less, to a drill mark on a stone in a wall which is the southwest corner of the First Tract of the above mentioned warranty deed; thence easterly along said wall in a straight line 346 feet, more or less, to Ebenezar Miner Lane and place of beginning.

State Conveyance 27,750. —

Town Conveyance 5,550. —

Janet Hanney
Town Clerk, Waterford
etc

TRACT THREE: A certain tract or parcel of land located in the Town of Waterford, County of New London and State of Connecticut, bounded and described as follows:

Beginning at the southeasterly corner of land of this Grantor, thence running in an easterly direction along land now or formerly of Margret W. Rose for a distance of 30 feet to land now or formerly of Joshua Goldberg, et al; thence northerly for a distance of 200 feet along said land now or formerly of Joshua Goldberg, et al to other land of this Grantor; thence westerly along other land of this Grantor for a distance of 30 feet; thence running southerly for a distance of 200 feet to land now or formerly of Margaret W. Rose and the point of beginning.

TRACT FOUR: Beginning at a merestone at the southwest corner of land now or formerly of Leon B. Mosier; thence southerly along land now or formerly of Frank Lewyant and Armando Baldelli and land now or formerly of Margaret W. Rose to a drill mark in a stone in a wall; thence easterly with the wall and continuing in the same straight line three hundred forty-six (346) feet, more or less, along land now or formerly of Margaret W. Rose to a drill mark on stone in wall on Ebenezar Miner Lane; thence northerly with the wall along Ebenezar Miner Lane one hundred fifty (150) feet, more or less, to point of angle in the wall; thence continuing northerly along Ebenezer Miner Lane with the wall and in the same line extended one hundred thirty (130) feet, more or less; thence westerly along land now or formerly of Floyd and Mazie Conklin one hundred twenty-five and three tenths (125.3) feet, more or less; thence northerly along said Conklin land one hundred fifty (150) feet, more or less, to the line of the Boston Post Road; thence westerly along the line of Boston Post Road eighteen (18) feet, more or less; thence southerly along land conveyed by said Margaret W. Rose to the Town of Waterford three and three tenths (3.3) feet, more or less, to a point on the easterly side of a concrete retaining wall; thence westerly along said land conveyed to the Town of Waterford ninety-four and eight tenths (94.8) feet, more or less; thence southerly along land now or formerly of said Mosier ninety-six and thirty-three one hundredths (96.33) feet, more or less, to a merestone; thence westerly along said Mosier land one hundred (100) feet, more or less, to the point of beginning.

TRACT FIVE: Beginning at a point in the southerly line of the Lyme Turnpike, now known as the Boston Post Road, which point is ninety-five (95) feet westerly of land now or formerly of Richard B. Smith; thence running southerly on a line at right angles to the Boston Post Road one hundred (100) feet by and along land now or formerly of Margaret Wicks to a point; thence in a westerly direction one hundred (100) feet by and along other land now or formerly of Margaret Wicks in a line parallel to the Boston Post Road to another point; thence in a northerly direction one hundred (100) feet by and along still other land now or formerly of Margaret Wicks to the Boston Post Road; thence in an easterly direction one hundred (100) feet by and along said Boston Post Road to the point of beginning.

Except that the following described tract that is specifically excluded from the conveyance of the above described tracts four and five, and retained by Joshua

Goldberg, et al, which tract is presently leased to Hess Oil and Chemical Corporation as appears on record in Vol. 160, Page 531, of the Waterford Land Records, said tract being more particularly described as follows:

Beginning at a P.K. located three and 7/10 (3.7) feet southerly from an iron pin located in the southerly highway line of Boston Post Road; thence S 27°32'25" W a distance of one hundred ten and 40/100 (110.40) feet to an iron pin; thence N 70°19'14" W a distance of one hundred thirty-four and 78/100 (134.78) feet to an iron pin; thence N 19° 40' 46" E a distance of one hundred fifteen (115) feet to an iron pin located in the southerly highway line of Boston Post Road; thence S 70°19'14" E a distance of forty-two and 69/100 (42.69) feet to a P.K. thence S 19° 40' 46" W a distance of three and 66/100 (3.66) feet to a P.K.; thence S 70°19'14" E a distance of ninety-two and 83/100 (92.83) feet to a P.K.; thence S 62° 29' 14" E a distance of fourteen and 48/100 (14.48) feet to the P.K. marking the point of beginning.

Less and except that portion set forth in Volume 303, at page 798 of the Waterford Land Records.

Said premises are conveyed subject to any and all provisions of municipal ordinances or regulations, including planning, zoning, conservation and inland wetland regulations governing the subject premises, federal state or local public and/or private laws, any and all easements, covenants or restrictions and agreements which may appear as of record.

Said premises are further conveyed subject to all easements, covenants, rights of way and agreements of record as set forth on that certain map, survey or plan recorded or to be recorded on the Waterford Land Records and entitled "ATLA/ACSM LAND TITLE SURVEY PROPERTY OF PICARDI REALTY, LLC 122 AND 124 BOSTON POST ROAD (U.S. ROUTE 1) WATERFORD, CONNECTICUT DATE: APRIL 14, 2015 PREPARED BY DiCESARE-BENTLEY ENGINEERS, INC. 100 FORT HILL ROAD, GROTON, CONNECTICUT 06340 (860)448-0400, SHEET 1 OF 2 and SHEET 2 of 2".

Said premises are further conveyed subject to:

1. That certain easement to the Hartford Electric Light Company dated August 16, 1973 and recorded on September 6, 1973 in Volume 206 at Page 53 of the Waterford Land Records;

2. That certain easement to the Hartford Electric Light Company dated December 20, 1973 and recorded January 9, 1974 in Volume 207 at Page 604 of the Waterford Land Records;

3. That certain Lease to Webster Bank as referenced in the Notice of Lease dated September 21, 2006 and recorded in Volume 935 at Page 345 of the Waterford Land Records

Grantee hereby assumes and agrees to pay any and all taxes, assessments and/or public utilities hereinafter coming due to the Town of Waterford.

TO HAVE AND TO HOLD the above granted and bargained premises, with the appurtenances thereof, unto it the said Grantee, its heirs, successors and assigns forever, to it and for its own proper use and behoof.

Signed this 22nd day of September, 2016:

WITNESS:

GRANTOR:

PICARDI REALTY, LLC

Eileen M. Lennon
Eileen M. Lennon

Anthony P. Rand
By: Its Member, duly authorized

Marcy Mills
Marcy Mills

STATE OF CONNECTICUT)
) ss. New London, September 22, 2016
COUNTY OF NEW LONDON)

Personally appeared ANTHONY PICARDI, duly authorized member of Picardi Realty, LLC, as aforesaid, signer of the foregoing instrument, and acknowledged the same to be his free act and deed as such member and the free act and deed of said Limited Liability Company, before me.



T. L. R.
Commissioner of the Superior Court/
Notary Public
My Commission expires:

Grantee's address:

RECEIVED FOR RECORD
Sep 28, 2016 08:03A
DAVID L. CAMPO
TOWN CLERK
WATERFORD, CT

Drawing name: G:\CT\Waterford\Kincora Development\122-124 Boston Post Road\Reports\Stormwater Report\Figures\23001_CT Deep Natural Diversity Data Base Areas.dwg
Jun 22, 2023 - 9:29am



Natural Diversity Database

 **ctdeepgis maps**
Department of Energy & Environmental Protection

Summary

Natural Diversity Database Areas represent known locations, both historic and extant, of state and federal listed species. State listed species are those listed as Endangered, Threatened or Special Concern under the Connecticut Endangered Species Act (Connecticut General Statutes, Section 26-303 and Regulations of Connecticut State Agencies 26-303). This dataset represents over 100 years worth of field observations, scientific collections, and publications. The data have been compiled from a variety of sources and in most cases do not represent a comprehensive or state-wide survey. Sources include state biologists, university students and professors, conservation organizations and private landowners. Low accuracy reports of species at the town or county level have been excluded. Much of the state is in private ownership and has not been surveyed. Unmapped areas may represent potential habitat that has not been adequately surveyed for all taxa.

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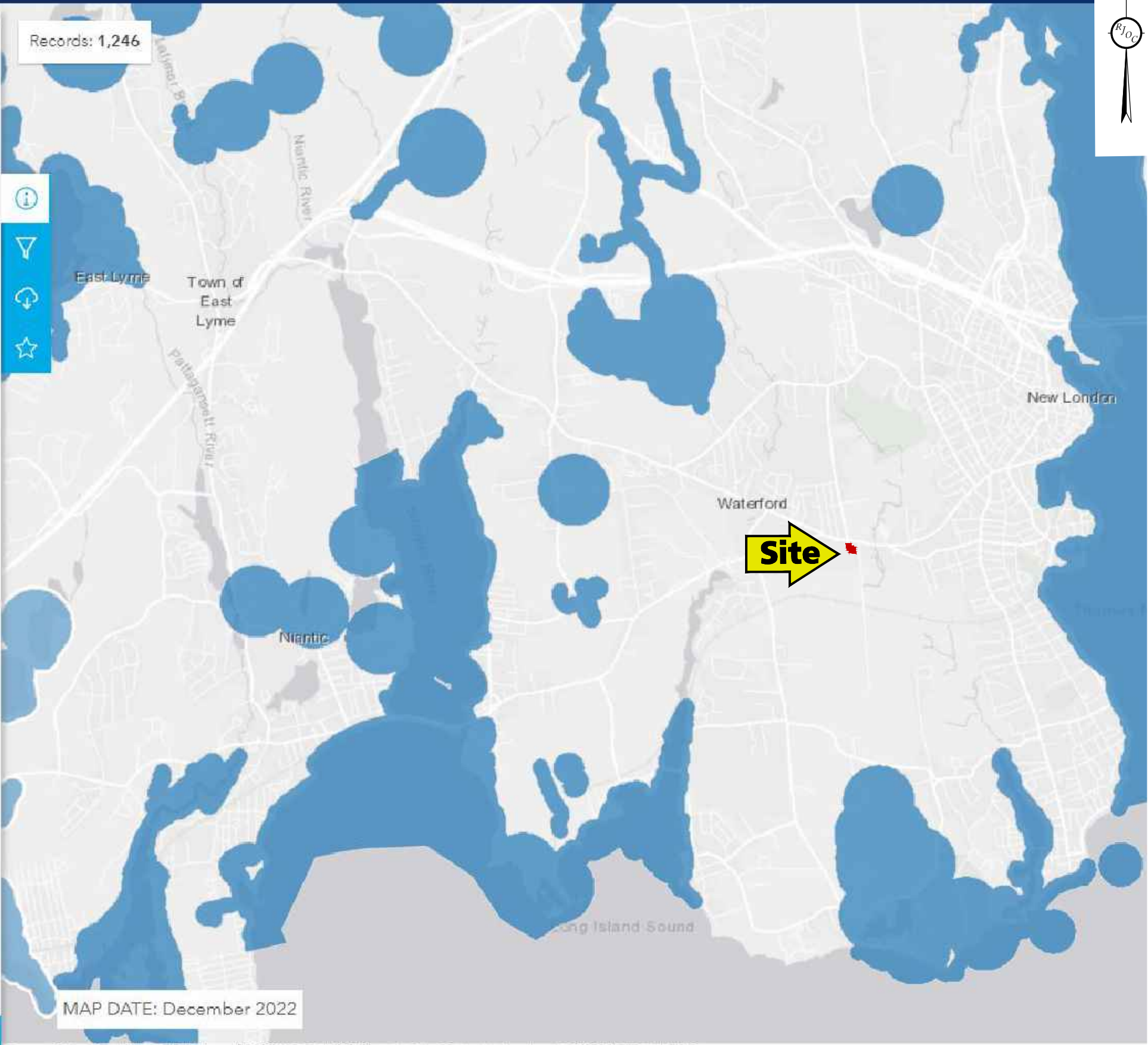
Records: 1,246











MAP DATE: December 2022

Town of Waterford, MassGIS, UConn/CTDEEP, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA | Esri, HERE



		Date
		Revision
		No.

Designed by:	DRG
Drawn by:	DRG
Checked by:	BJM
Scale:	1"=7,000'
Date:	06/22/2023

Prepared For:

KINCORA DEVELOPMENT
800 SOUTH STREET
SUITE 355
WALTHAM, MA 02453

Prepared By:

RJO'CONNELL & ASSOCIATES, INC.
CIVIL ENGINEERS, SURVEYORS
& LAND PLANNERS
80 MONTVALE AVE
STONEHAM, MA 02180
PHONE: 781-279-0180
FAX: 781-279-0173

Project Name:

**122-124 BOSTON POST ROAD
WATERFORD, CT**

Drawing Name:

CT DEEP NATURAL DIVERSITY DATA BASE AREAS

Drawing No.:

Project No.: 23001

[illegible]

PARKING LOT LANDSCAPING = 18%

Drawing No.:
EXH-1
Project No.: 14051

ALDI Plaza

122-124 Boston Post Road

Statement of Use

The existing development consists of Phase I of the Site Plan approved on August 8, 2016, and includes an M&T Bank (approximately 3,000 sq. ft.) along Boston Post Road and an ALDI grocery store (approximately 20,000 sq. ft.) farther back on the site. The parcel slopes steeply from Boston Post Road to its far southeastern corner on Miner Lane. The primary access to the site is from a signalized intersection on Boston Post Road, directly across from Clark Lane. There is an exit-only driveway to Miner Lane. The property is served by both public water and sewer, electric and gas service by Eversource, and internet, telephone and cable are provided by Atlantic Broadband. The site is currently zoned Planned Design District #1 (PDD#1).

The project involves the redevelopment of the subject site and was approved in 2016 with two phases. The first phase, which has already been completed, included the demolition of the bowling alley, retention of the existing single story 2,946 sf bank, and the construction of a new single story 19,583 sf ALDI grocery store. Phase II of the development program has been modified to include a new single-story building of approximately 2,325 sf for Chipotle restaurant use. This is a reduction from the originally proposed Phase II which included two buildings of 8,100 sf and 4,320 sf for retail and restaurant uses. Substantial new landscaping along the perimeter and within the development is proposed, along with an improved storm water management system providing water quality treatment. The proposed parking area, landscaped islands, and walkways will provide safe vehicular traffic control with clearly defined access ways. The property will be regraded to create a more level grade, improve overall accessibility, and create a more pedestrian-friendly environment. Primary access will remain from Boston Post Road and an egress-only driveway will remain to Miner Lane. The Chipotle building includes high quality architectural design standards and architectural features similar to the ALDI store for design compatibility.

Stormwater runoff from the site will be treated to improve water quality and peak discharge rates reduced through a combination of Best Management Practices (BMPs) and detention/infiltration devices.

Customer daily visits to the site will vary depending on the day of the week and the time of year. Peak period customer activity will normally occur on Fridays and Saturdays with increased activity during the holidays in November and December. There are currently 134 parking spaces for use by ALDI and M&T Bank. With the original Phase II design, the total parking provided on the site was 160 spaces. The Phase II revised layout will add parking and the total parking provided on the site will be 166 spaces. This provides sufficient parking for all uses during peak periods.

A traffic Trip Generation memo has been submitted with this application to address traffic impacts. This memo compares the original build program to the new build program and also takes into account recent traffic studies in the area for developments proposed in the vicinity of the site. The traffic memo finds that the traffic signal improvements that were constructed as part of the ALDI project were based on a more intense build program and higher traffic volumes along Boston Post Road, and therefore the Chipotle development is not considered to need any additional review or mitigation.

The Chipotle includes a pick-up window and pick-up lane. There is no ordering or paying at the pick-up lane. Customers order on a mobile app and pick up their food at a designated time. The average car queue in the pick-up lane is one to two vehicles with four cars less than 98% of the time. Most all deliveries are done at night when the restaurant is closed. The deliveries are typically in a box truck but sometimes a larger truck might make a delivery.

Chipotle will employ approximately 25 employees with an average of 6-8 employees per shift. ALDI has approximately 8 employees per shift. Webster Bank has approximately 6 employees per shift. Chipotle hours of operation are 10:45 am to 10:00 pm. ALDI hours of operation are Monday to Saturday from 9:00 am to 8:00 pm, and Sunday 10:00 am to 7:00 pm. Webster Bank hours of operation are Monday to Wednesday 9:00 am to 5:00 pm, Thursday and Friday 9:00 am to 6:00 pm, and Saturday 9:00 am to 2:00 pm.

Statement of Design Compatibility

The proposed project is consistent with the orderly development of the town and integrity of surrounding land uses. The project site, located adjacent to the corner of Boston Post Road and Miner Lane, and across from Clark Lane, is at the heart of the Town's Route 1 business district. The site is surrounded on all sides by retail shopping and restaurant opportunities at a variety of different sizes and scales, all serviced by the existing road network and public utility infrastructure. The proposed project will complete the vision for this site as a prominent gateway development at the terminus of Clark Lane and showcase a reinvestment in a corridor that suffers from wide disparity in the appearance of commercial properties. New landscaping along the perimeter and within the development is proposed as well as the construction of an aesthetically pleasing restaurant structure that will continue the high-quality architectural design standards within the plaza. This project will make a meaningful improvement to the overall aesthetics of the neighborhood and will not only enhance surrounding land uses but may encourage other reinvestment in adjoining properties and those located along the Route 1 corridor.

The design of the site and building is consistent with the Planned Design District 1 and the associated Master Development Plan.

Consistency with Adopted Plan of Preservation, Conservation and Development

The proposed redevelopment is also fully consistent with the policies, goals and objectives of the Town of Waterford Plan of Preservation, Conservation and Development. This site is located in the "Route 1 at Clark Lane Major Business Area." The existing land use, existing zoning, and future land use of the property is commercial. Most importantly though, this redevelopment effort concentrates new investment and construction around existing traffic nodes and along existing arterial corridors where the necessary infrastructure is already in place to serve business needs. This is smart growth. Rather than new strip development extending outwards from established commercial areas, this plan and design encourages infill redevelopment in an existing business area, which is a key policy and goal of the Plan. The Business/Economic Development sections of the Plan also specifically discuss the need to redevelop commercial areas along Boston Post

Road and explicitly note the consideration of flexible design standards or even rezoning for some sites. The design of the site for accessibility, addition of landscaping and pedestrian walkways and high-quality architectural design features also complements ongoing efforts to develop a mixed use “village” in the nearby Town Center/Civic Triangle area. While this particular site is located on the eastern edge of that study area, the proposal for an accessible retail shopping plaza with restaurants dovetails nicely with the variety of uses to be promoted in that key development area. In fact, as noted in the Waterford Town Center Vision and Strategic Plan, the subject property is sited within the Post Road Gateway Area where redevelopment and revitalization of older and obsolete commercial venues is strongly encouraged. The Vision and Strategic Plan also notes the disinvestment and deferred maintenance of many properties along this corridor and the pressing need to work with developers and property owners to keep these businesses competitive and viable while improving accessibility and overall appearance.

MEMORANDUM

TO: William H. McCabe, III
Kincora Development LLC
FROM: Jason Adams, P.E., PTOE
DATE: March 30, 2016
RE: Parking Demand Study
Family Bowl Redevelopment
Waterford, CT

PRINCIPALS
Joseph W. McMahon, P.E.
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McMahon Associates has completed a parking demand study for the Family Bowl Redevelopment project to be located at 122-124 Boston Post Road in Waterford, Connecticut. This project calls for the construction of approximately 34,216 total square feet of retail and restaurant land uses, and proposes a total of 160 parking spaces. Expected parking generation for the site was estimated based on data provided in the Institute of Transportation Engineers (ITE) publication *Parking Generation Manual, 4th Edition*.

This memorandum includes a summary of the average peak period parking demand that is expected for the proposed project based on the calculated average peak parking demand rates provided by ITE for similar land uses.

Parking Demand Analysis

Average parking demand rates calculated in the ITE *Parking Generation Manual, 4th Edition* were applied to the proposed project build program to determine the expected peak hour parking demand for the site. ITE Land Use Code 820 (Shopping Center) was selected to best represent the expected parking demands of the site. The ITE parking demand database includes data from 197 shopping centers of varying sizes and locations and the parking demand rates were calculated based on the square footage of the gross leasable area of the studied shopping centers.

Table 1 presents the average peak period parking demand for Non-Friday, Friday, Saturday and Sunday time periods, during both typical (non-December) and December holiday conditions. The table also provides the expected parking demand for the proposed 34,216 square foot redevelopment and identifies the number of surplus parking spaces given the current design.

Table 1: Waterford Retail Development Average Peak Period Parking Demand

Shopping Center Parking Demand¹								
	Non-Friday		Friday		Saturday		Sunday	
	Non-December	December	Non-December	December	Non-December	December	Non-December	December
Spaces/1,000 s.f.	2.55	3.76	2.94	3.96	2.87	4.67	2.04	4.41
Parking Expected Demand ²	87	129	101	135	98	160	70	151
Parking Supply Surplus ³	73	31	59	25	62	0	90	9

1. ITE Land Use Code 820 (Shopping Center) based on 34,216 square feet.

2. In parking spaces

3. Project proposes 160 parking spaces; surplus is difference between proposed spaces and expected demand.

As shown in Table 1, the average Non-Friday peak period parking demand for a shopping center of 34,216 square feet is 87 spaces for Non-December months and 129 parking spaces during the month of December. The expected parking demand for the project on a Friday is 101 spaces during Non-December months and 135 parking spaces in December. The parking demand is expected to be 98 spaces on a Saturday and 70 spaces on a Sunday during Non-December months. The December parking demand for the project site is expected to be 160 spaces on a Saturday and 151 spaces on a Sunday.

Conclusion

Based on the available ITE data shown in Table 1, the proposed project site is expected to be able to accommodate the parking demand of the project. A parking ratio of 4.7 parking spaces per 1,000 square feet of development should provide adequate parking for a project such as the Family Bowl Redevelopment.

MEMORANDUM

TO: William McCabe – Kincora Waterford, LLC
FROM: Jason Adams, P.E., PTOE
DATE: June 20, 2023
RE: Trip Generation Review
Proposed Chipotle Restaurant
122-124 Boston Post Road
Waterford, CT

McMahon, a Bowman company has completed a review of the trip generating characteristics of a 2,325 square foot Chipotle restaurant proposed to be located within the shopping center located at 122-124 Boston Post Road (Route 1) in Waterford, Connecticut. The shopping center is shown in Figure 1, provided as an attachment. The shopping center was redeveloped in 2017 and the previously analyzed build program included the Aldi supermarket that exists on site today, a proposed 9,300 square foot auto parts store, and a proposed 1,800 square foot fast-food restaurant with a drive-through. To date the auto parts store and fast-food restaurant have not been constructed. The proposed Chipotle would take the place of those two outparcel developments that were included in the previous redevelopment project. The proposed build program is shown in the attached site plan prepared by RJ O'Connell & Associates and dated June 2, 2023.

A traffic impact study was completed for the previous build program by McMahon in October 2015, and was reviewed by the Town of Waterford's peer review consultant BL Companies. As part of the approval of the shopping center redevelopment, traffic signal improvements at the intersection of the shopping center driveway and Boston Post Road (Route 1) were permitted through the Connecticut Department of Transportation (CTDOT) and constructed.

The purpose of this review is to compare the trip generation characteristics for the previous outparcel build program to the updated build program consisting of the Chipotle restaurant. This memorandum also provides a review of existing roadway traffic volumes in the vicinity of the project site and a comparison to the traffic volumes used in the previously completed McMahon traffic impact study that was approved by the Town and CTDOT.

Project Description

A proposed Chipotle with order pick-up window would be constructed within the existing shopping center along the western boundary of the parcel. Access to the shopping center would continue to be provided by the existing traffic signal serving the project driveway on Boston Post Road (Route 1) opposite Clark Lane. Vehicles traveling to the Chipotle would enter the shopping center via the traffic signal, travel to the first internal stop sign within the site and turn right before parking or entering the order pick-up lane of the restaurant. The pick-up window would be for mobile and online order pick-ups and no ordering would be done on-site from the pick-up window lane.

As part of the Chipotle project, ten existing parking spaces along the current western border of the site parking lot would be removed and a new parking field would be constructed south of the Chipotle restaurant. The new parking field would provide 39 parking spaces, which represents an increase of 29 parking spaces to the overall shopping center.

Project Site Generated Trips

To establish the trip generation of the updated build program, the Institute of Transportation Engineers (ITE) publication, *Trip Generation Manual*, 11th Edition was used as a reference. Vehicle trip generation for the proposed Chipotle restaurant was calculated based on data published for ITE Land Use Code 930 (Fast Casual Restaurant). Vehicle trip rates were established in trips per square foot for the proposed restaurant. The trip estimates associated with the updated outparcel build program is summarized in Table 1 below.

Table 1: Updated Build Program Trip Generation Summary

Description	Size	Weekday PM			Saturday Midday		
		In	Out	Total	In	Out	Total
Proposed Chipotle Restaurant ¹	2,325 s.f.	16	13	29	42	34	76

¹ ITE Land Use Code 930 (Fast Casual Restaurant), based on 2,325 square feet.

As shown in Table 1, the updated outparcel build program is estimated to generate approximately 29 total vehicle trips (16 entering vehicles and 13 exiting vehicles) during the weekday afternoon peak hour and generate approximately 76 total vehicle trips (42 entering vehicles and 34 exiting vehicles) during the Saturday Midday peak hour.

The trip generation for the previously analyzed outparcel development within the shopping center was estimated based on the ITE publication *Trip Generation Manual*, 10th Edition, which was the most recent edition of the *Trip Generation Manual* at the time of the traffic impact study submission in 2015. Trip generation estimates were calculated using this reference based on Land Use Code 843 (Automobile Parts Sales) and Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window). Vehicle trip rates were established in trips per square foot. The trip estimates associated with the previous outparcel build program are summarized in Table 2 below.

Table 2: Previous Build Program Trip Generation Summary

Description	Size	Weekday PM			Saturday Midday		
		In	Out	Total	In	Out	Total
Auto Parts Store ¹	9,300 s.f.	27	29	56	53	50	103
Fast Food Restaurant ¹	1,800 s.f.	<u>31</u>	<u>28</u>	<u>59</u>	<u>54</u>	<u>52</u>	<u>106</u>
Total Project Trips		58	57	115	107	102	209

¹ Based on analysis in Family Bowl Redevelopment Traffic Impact Study - October 2015

As shown in Table 2 above, the previously analyzed outparcel build program including an auto parts store and a fast-food restaurant with a drive through were estimated to generate a total of approximately 115 trips (58 entering vehicles and 57 exiting vehicles) during the weekday afternoon peak hour and approximately 209 trips (107 entering vehicles and 102 exiting vehicles) during the Saturday Midday peak hour.

A comparison of the total trips projected to be generated by the previously analyzed build program and the currently proposed Chipotle build program is summarized in Table 3.

Table 3: Trip Generation Comparison

Description	Weekday PM			Saturday Midday		
	In	Out	Total	In	Out	Total
Previous Build Program ¹	58	57	115	107	102	209
Proposed Chipotle ²	16	13	29	42	34	76

¹ Based on analysis in Family Bowl Redevelopment Traffic Impact Study - October 2015

² ITE Land Use Code 930 (Fast Casual), based on 2,325 square feet.

As shown in Table 3, the Chipotle build program is projected to generate fewer trips than the previous build program during both the weekday afternoon and Saturday midday peak hours. The capacity analysis presented in the Traffic Impact Study from October 2015 indicates that the previously proposed development, including the supermarket, auto parts store, and fast-food restaurant would not be expected to have a significant impact on the operations at the study area intersections and site driveways. The 2017 shopping center redevelopment also implemented intersection improvements and signal timing adjustments at the Boston Post Road (Route 1) intersection with the shopping center driveway/Clark Lane. The traffic volumes and capacity analysis presented in the 2015 McMahon traffic impact study were reviewed and accepted by CTDOT as part of the traffic signal improvements to offset the impacts of the project.

The traffic projected to be generated by the updated build program is less than the estimated trip generation associated with the previous build program. The anticipated traffic impacts of the proposed Chipotle development should be adequately accommodated by the access and roadway improvements approved by CTDOT and already in place at the shopping center. The Chipotle development has been designed to provide safe and efficient access to and from the restaurant, and the project is considered to provide adequate parking to meet the needs of customers.

Traffic Volume Comparison

McMahon is in receipt of two recently completed traffic studies for developments proposed within the vicinity of the site. Both studies were completed by VHB, with one study dated December 2020 and completed for a proposed multifamily housing development to be located at 386 and 394 Willetts Avenue, and the other study dated March 2023 and completed for the proposed Waterford Central residential development to be located on Willetts Avenue. The signalized intersection of Boston Post Road (Route 1) at Willetts Avenue was included in both the VHB 2023 traffic study for Waterford Central and

the McMahon 2015 traffic impact study. Both studies included an evaluation of the weekday afternoon peak hour. The 2017 Combined volumes projected in the McMahon traffic impact study from 2015 were compared to the 2023 existing traffic volumes documented in the VHB study from March 2023 for the intersection of Boston Post Road (Route 1) at Willetts Avenue to determine if existing traffic volumes exceed those analyzed as part of the previous permitting effort. A comparison of the weekday afternoon peak hour volumes is shown below in Table 4.

Table 4: Traffic Volume Comparison

Roadway	Movement	2017 McMahon 2023 VHB	
		Projected Build Volumes	Existing Volumes
Boston Post Road (Route 1)	EB	L	11
		T	552
		R	490
Boston Post Road (Route 1)	WB	L	11
		T	676
		R	5
Willetts Avenue	NB	L	539
		T	7
		R	2
Driveway	SB	L	4
		T	4
		R	7

As shown in Table 4 above, for the primary movements along Boston Post Road (Route 1) and Willetts Avenue, the 2017 projected traffic volumes from the McMahon study are higher than the existing 2023 traffic volumes. The 2017 Combined volumes from the 2015 McMahon study included the trips projected to be associated with the Aldi Supermarket and the previous build program for the site outparcels and was approved by the Town and CTDOT. The 2023 existing volumes were counted in 2022 and grown by one percent to achieve 2023 existing volumes. As the Aldi was constructed in 2017, the 2023 existing volumes include traffic volumes produced by the Aldi.

Conclusions

Based on a review of the existing 2023 traffic volumes and the anticipated trip generation characteristics resulting from the proposed Chipotle, the previously approved 2017 Combined volumes from the 2015 McMahon traffic impact study are considered to be more conservative than the current traffic volumes in the area. As the traffic signal improvements that were approved and constructed as part of the Aldi portion of the redevelopment were based on a more intense build program and higher traffic volumes along Boston Post Road (Route 1), the Chipotle development is not considered to need any additional review or mitigation.

