

# **Proposed Mixed-Use Development at 404 Berlin Turnpike**

**Change of Zone from Berlin Turnpike-1 Zone to Berlin Turnpike Development Zone  
together with Site Plan and Special Permit Applications (Section VIII.H.4.b)**

**Map Lot Block: 10-2-83-12-7333 & 7334**

**Map Lot Block: 10-2-83-13A**

**Map Lot Block: 10-2-83-13C-7509 & 7510**



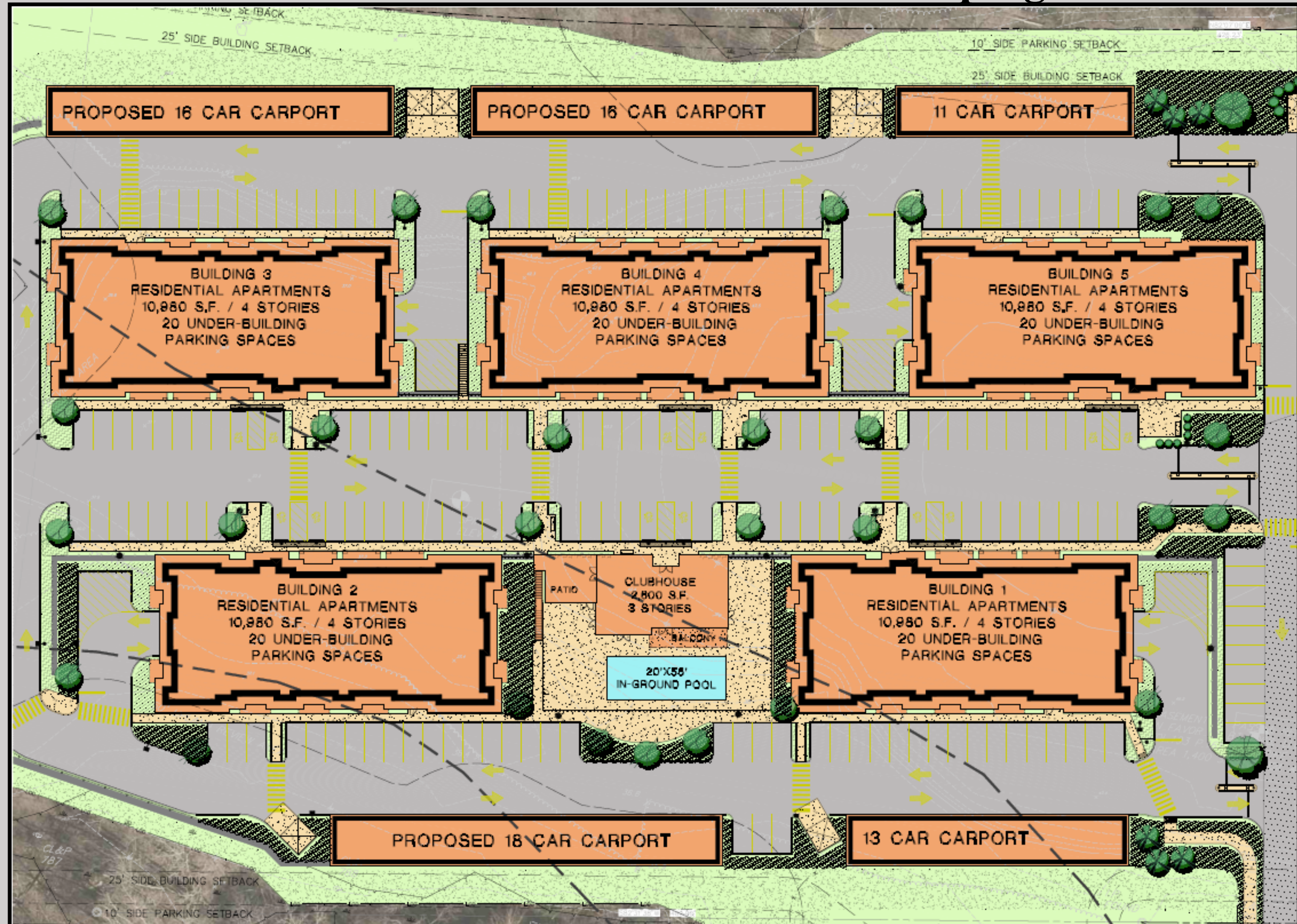


# Site Plan





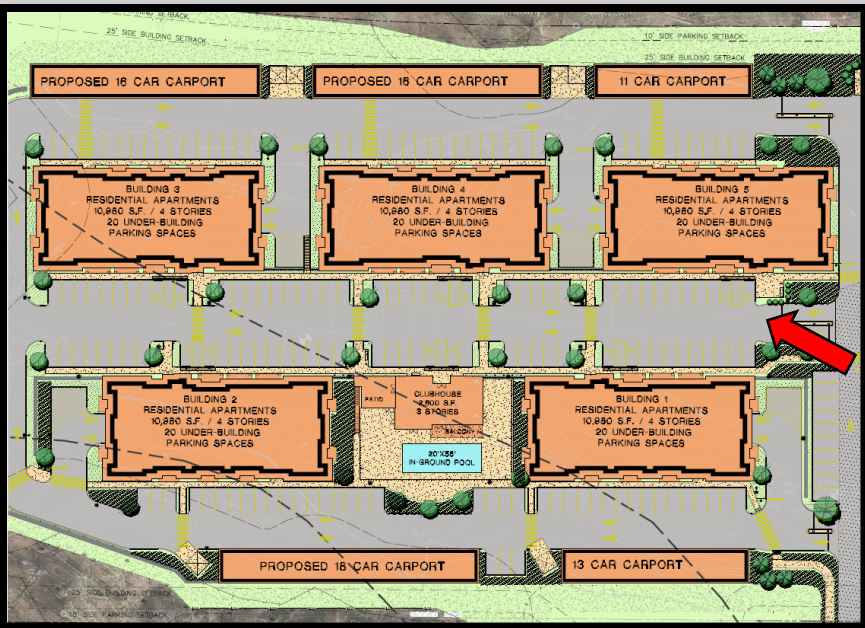
# Site and Landscaping Plans - Residential



# **Review Landscape Plans**

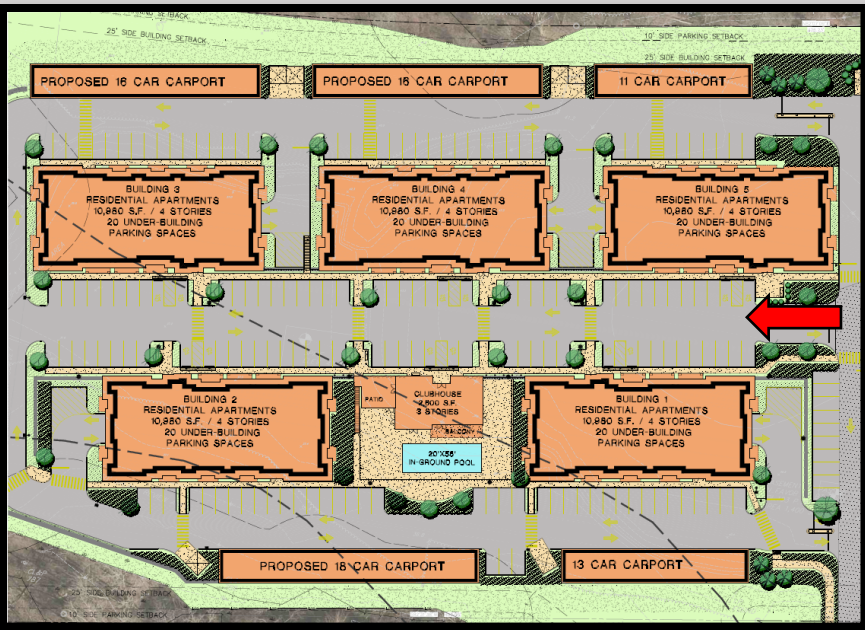


# Proposed Multifamily Building – Front Entrance at Main Street





# Proposed Multifamily Buildings – Main Street (Looking West)

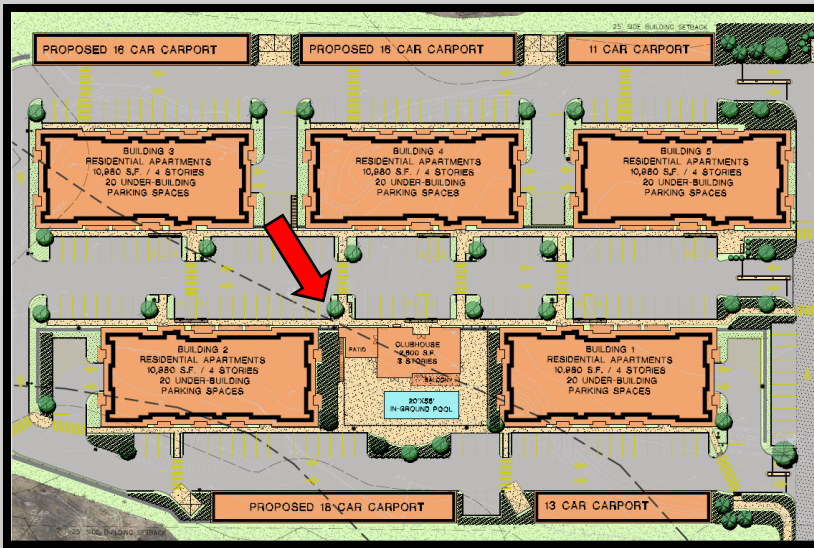




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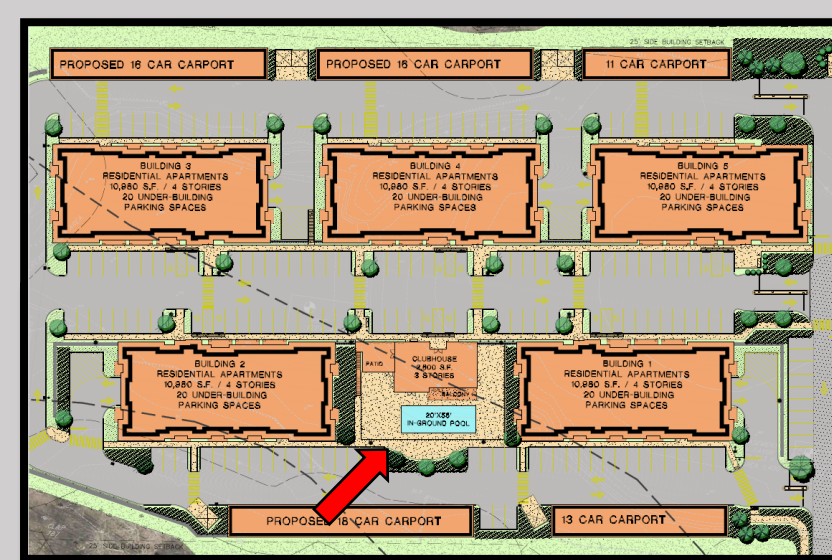


# Proposed Clubhouse – Front Rendering



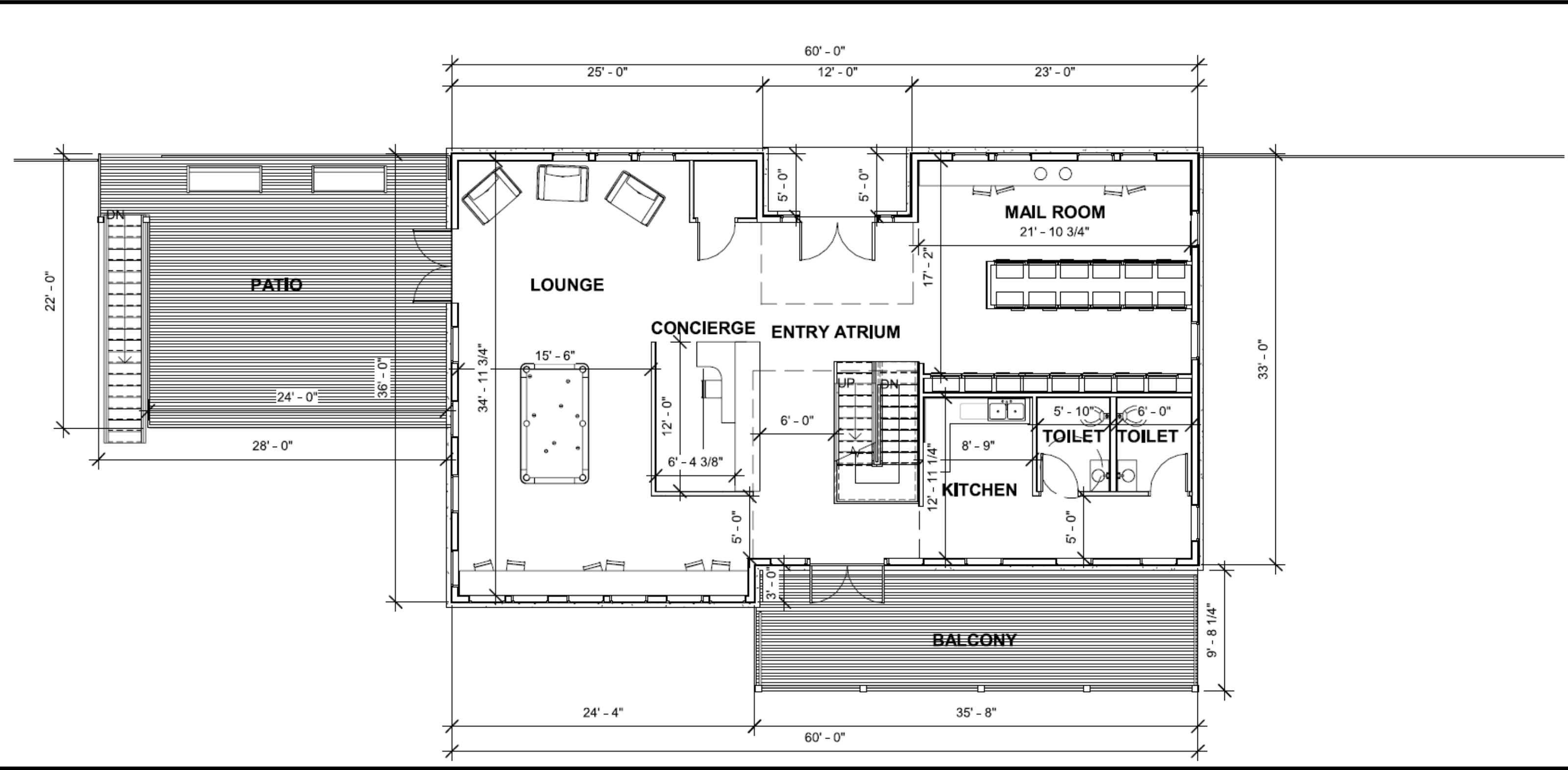


# Proposed Clubhouse – Rear Rendering



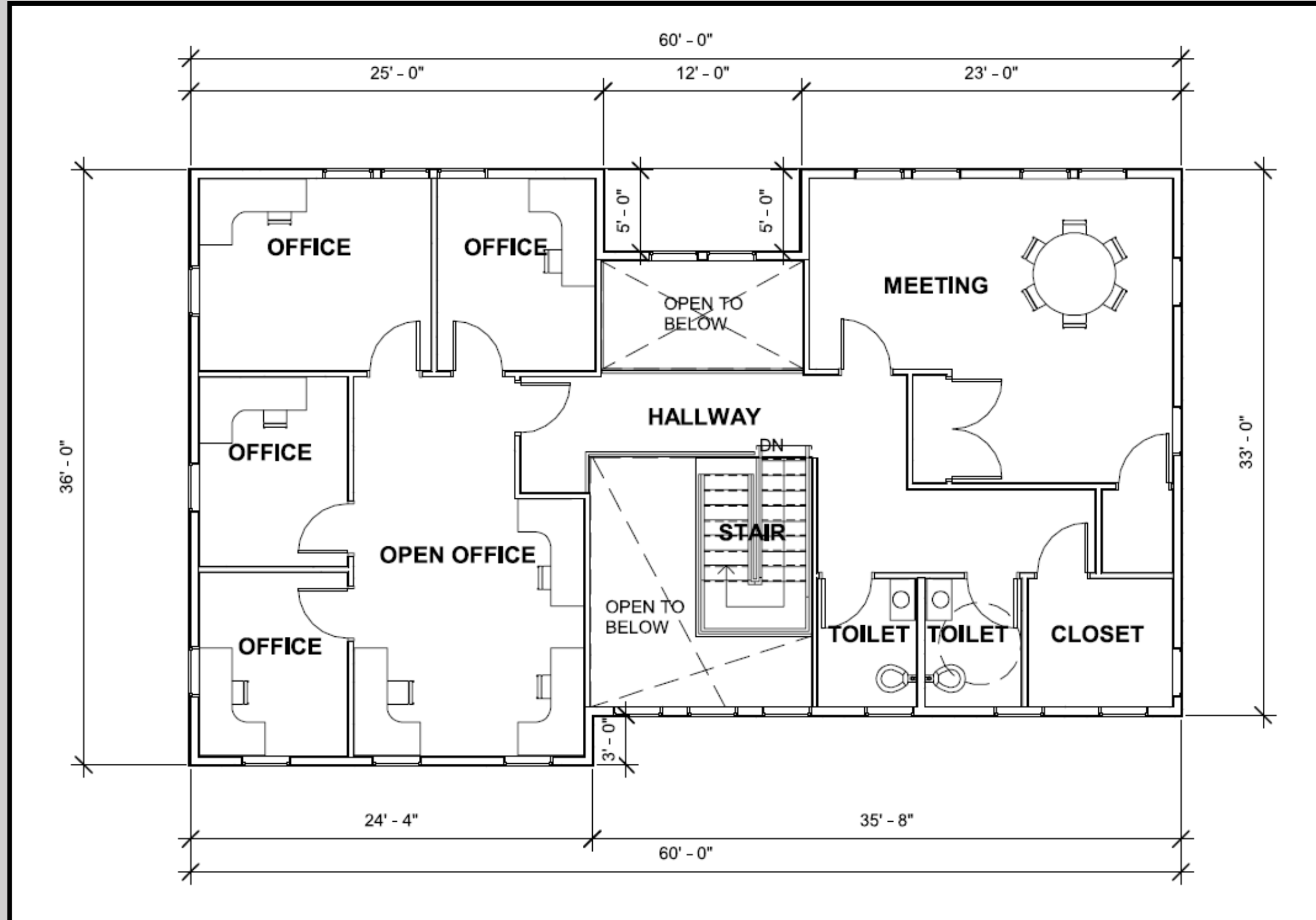


Clubhouse Floor Plan– Level 1 (Main Street)





# Clubhouse Floor Plan– Level 2





Architectural floor plan of a building with a swimming pool. The plan includes the following areas and dimensions:

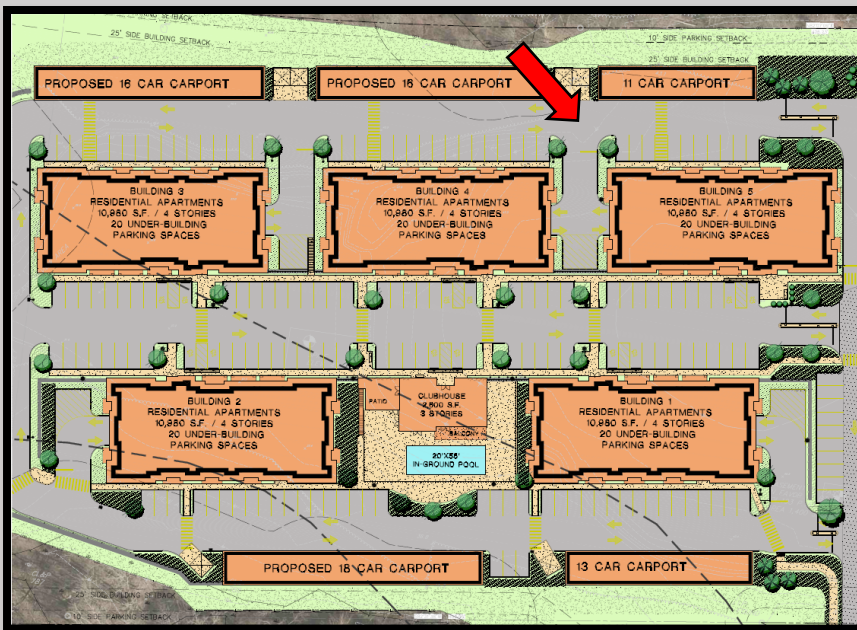
- EXTERIOR UNDER DECK STORAGE:** 21' - 0" wide, 20' - 5 7/8" deep.
- FITNESS STORAGE:** 23' - 5" wide, 9' - 1" deep.
- FITNESS (Left):** 29' - 10 3/8" wide, 24' - 8" deep.
- FITNESS (Right):** 21' - 4 1/4" wide, 17' - 7" deep.
- STAIR:** 13' - 5" wide, 4' - 7 7/8" deep.
- ENTRANCE HALL:** 24' - 4" wide, 60' - 0" deep.
- M TOILETS:** 9' - 10" wide, 9' - 10" deep.
- W TOILETS:** 9' - 10" wide, 13' - 2" deep.
- SWIMMING POOL:** 55' - 0" wide, 15' - 0" deep.

Overall dimensions: 60' - 0" wide, 33' - 0" deep.

Scale: 0 to 32 feet. North arrow pointing up.



# Proposed Multifamily Building – Rear Rendering



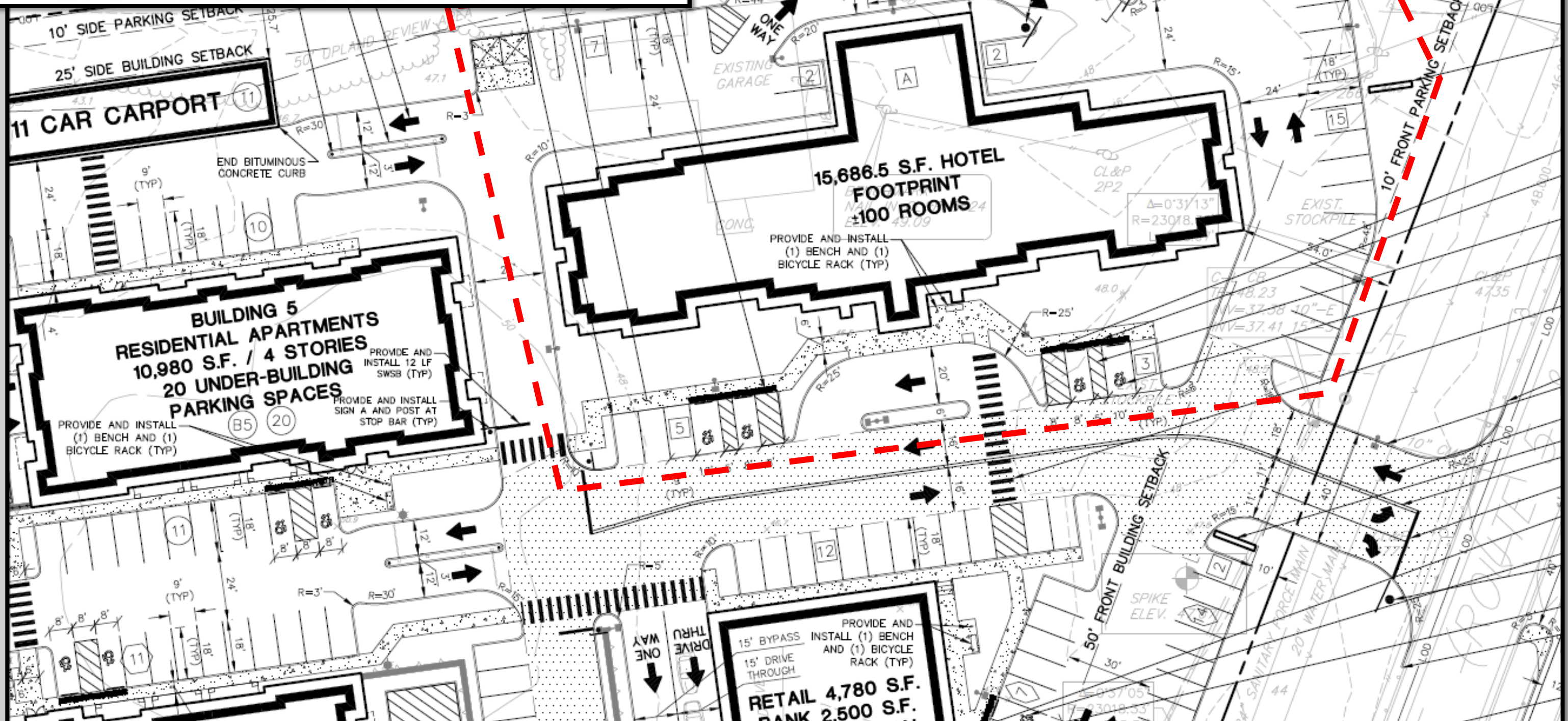


## Alternate Uses for Hotel

## PARKING REQUIREMENTS INFORMATION

ITEM #	USE	S.F. OF USE / NUMBER OF UNITS	SECTION	REQUIREMENTS	REQUIRED PARKING	PROPOSED PARKING
1	CONVENIENCE STORE	3,320 S.F.	IX.B.5.b.ii	1 PER 250 S.F. GFA	13	13
2	COFFEE DRIVE-THRU	1,000 S.F.	IX.B.5.b.viii	1 PER 75 S.F. OR 1 PER 3 SEATS, WHICHEVER IS GREATER	13	13
3	STUDIO	40 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	80	80
4	1-BEDROOM	120 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	240	240
5	2-BEDROOM	40 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	80	80
6	RETAIL	4,780 S.F.	IX.B.5.b.ii	1 PER 250 S.F. GFA	19	19
7	BANK	2,500 S.F.	IX.B.5.b.iv	1 PER 300 S.F. GFA	8	8
8	HOTEL	100 ROOMS	N/A	DETERMINED BY COMMISSION	TBD*	18
TOTAL					453	471

\* - SEE SHARED PARKING DEMAND LETTER PREPARED BY S. HESKETH FOR ADDITIONAL INFORMATION



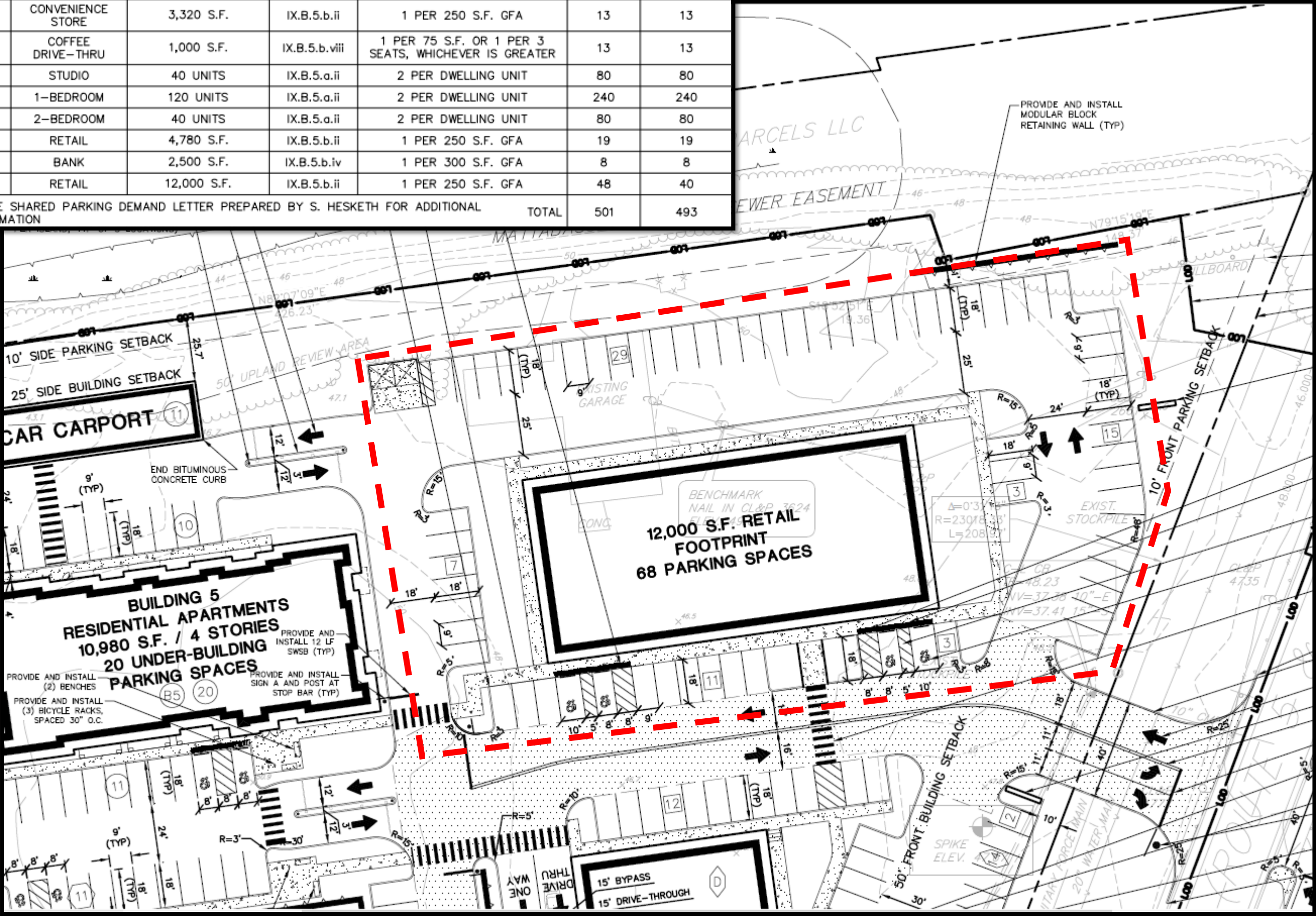






PARKING REQUIREMENTS INFORMATION

ITEM #	USE	S.F. OF USE / NUMBER OF UNITS	SECTION	REQUIREMENTS	REQUIRED PARKING	PROPOSED PARKING
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2	COFFEE DRIVE-THRU	1,000 S.F.	IX.B.5.b.viii	1 PER 75 S.F. OR 1 PER 3 SEATS, WHICHEVER IS GREATER	13	13
3	STUDIO	40 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	80	80
4	1-BEDROOM	120 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	240	240
5	2-BEDROOM	40 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	80	80
6	RETAIL	4,780 S.F.	IX.B.5.b.ii	1 PER 250 S.F. GFA	19	19
7	BANK	2,500 S.F.	IX.B.5.b.iv	1 PER 300 S.F. GFA	8	8
8	RETAIL	12,000 S.F.	IX.B.5.b.ii	1 PER 250 S.F. GFA	48	40
- SEE SHARED PARKING DEMAND LETTER PREPARED BY S. HESKETH FOR ADDITIONAL INFORMATION				TOTAL	501	493





## Hesketh

Civil & Traffic Engineers • Surveyors • Planners • Landscape Architects



F. A. Hesketh  
& Associates, Inc.

April 13, 2021

Mr. Peter D'Addeo, CCIM  
Commercial Services Realty  
156 New Britain Avenue  
Rocky Hill, CT 06067

**RE: Alternate Development Scenarios**  
**Beach Hill – Berlin, CT**  
**Our File: 19189**

Dear Mr. D'Addeo:

Pursuant to your request our office has completed a review of trip generation and parking demand for the two alternate uses for the hotel pad site at the proposed multi use development. In response to questions from the planning commission, you have prepared two alternate uses for the hotel site. One being a 12,000 s.f. retail building with a total of 68 parking spaces and the second being a 7,500 s.f. medical office building with a total of 100 parking spaces.

### Trip Generation

Our office has run *Trip Generation* for the two proposed uses and we compare those numbers to the proposed 100 room hotel use. The 100 room hotel has a peak hour generation of 53, 61 and 72 trips during the morning, afternoon, and Saturday peak hours, respectively. The Medical office use has a trip generation of 28, 31, and 23 trips during the morning, afternoon and Saturday peak hours, respectively. The retail use has a trip generation of 110, 123, and 116 trips during the morning, afternoon and Saturday peak hours, respectively. Use of the Medical Office would result in a reduction in peak hour traffic as compared to the hotel use. If retail is proposed, an increase of 57, 62 and 44 trips can be expected for the morning, afternoon and Saturday peak hours, respectively.

Based on the anticipated levels of service at the proposed signalized site driveway, it is my professional opinion, that the minor increase in peak hour volumes can be accommodated on the roadway network without a significant impact to existing operations.

### Shared Use Parking

Specifically, we have reviewed the parking demand for the non residential portion of the development. Our review included a review of the Urban Land Institutes (ULI) Shared Parking report.

Mr. Peter D'Addeo  
April 13, 2021  
Page 2

Shared Parking, 3<sup>rd</sup> Edition, is a report published by the Urban Land Institute (ULI). The report allows planners to determine the number of parking spaces needed to accommodate a development with a mix of land uses based on the "variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses" The report presents base parking ratios as well as monthly and time of day adjustment factors. The ULI provides an Excel Spreadsheet that allows a user to input the size of each development and to calculate the number of parking spaces required during the peak hour of the development. Copies of the base rates, monthly and hourly adjustment factors are included in the appendix.

Based on the ULI data and methodologies, the proposed development including the hotel use has a parking demand total of 79 and 88 parking spaces during the weekday and Saturday peak hours. If the hotel is replaced with 12,000 s.f. of retail, the peak hour demands would be 94 and 102 spaces. The alternate plan shows a total of 150 spaces are provided outside the residential portion of the site. With the medical office use the peak parking demand would be a total of 87 and 57 spaces. The alternate plan shows a total of 182 parking spaces outside the residential portion. The number of available spaces exceeds the peak parking demand in either scenario. Based on this analysis the site two alternate site plans provide sufficient parking to accommodate the peak demand of the proposed mix of uses.

I'm sure the commission is aware that individual site plan approvals would be required for any future use on the hotel site. The commission should be aware that if a use other than a hotel is proposed for that site, that an application must be made to the Office of the State Traffic Administration (OSTA) for any change in use on the site.

We appreciate the opportunity to provide this information to you. If you require additional information regarding this application, please do not hesitate to contact our office.

Very truly yours,  
**F. A. Hesketh & Associates, Inc.**

Scott F. Hesketh, P.E.  
Manager of Traffic Engineering

cc: Atty. Peter Alter



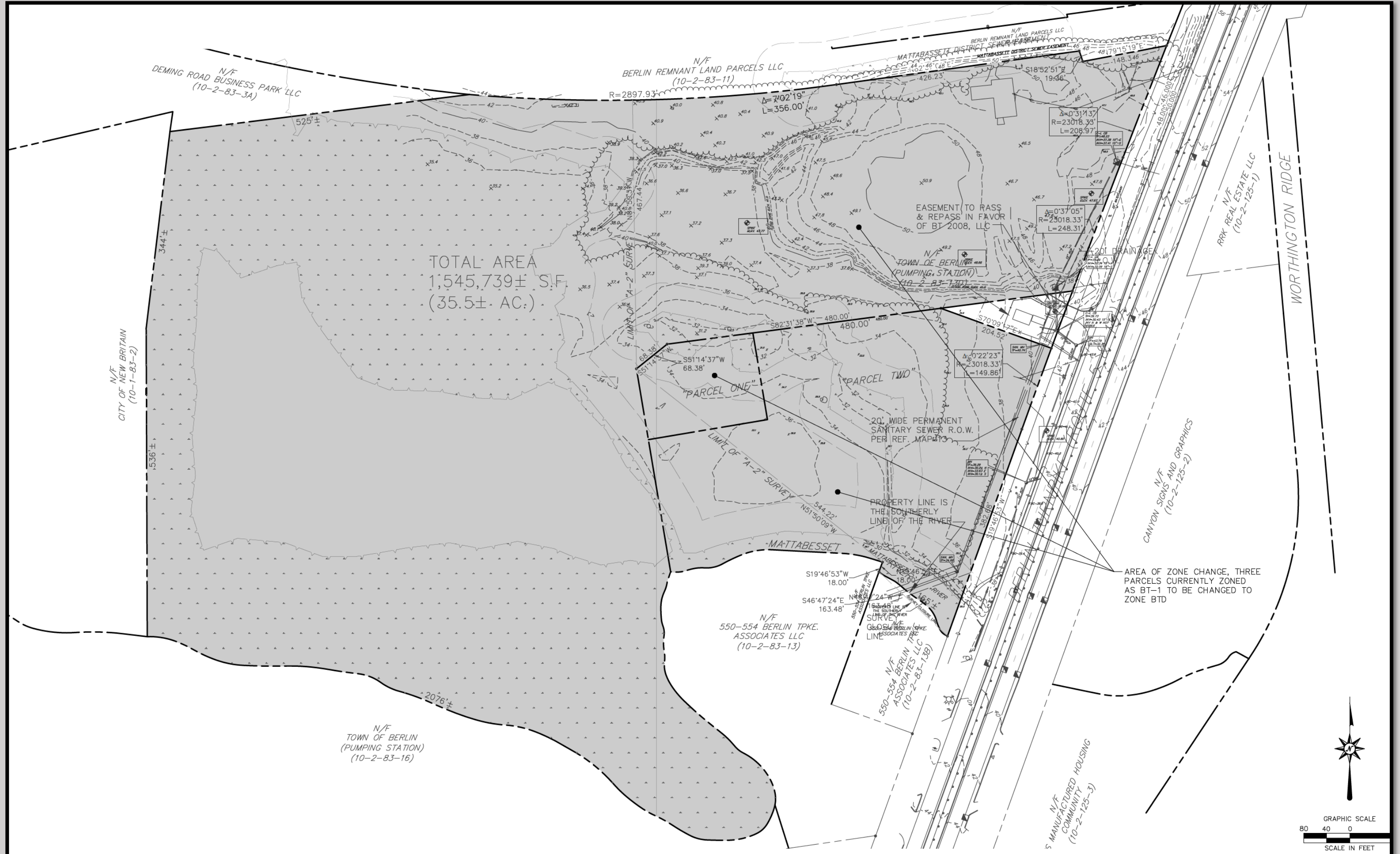
- **Zone Change from BT-1 to BTD**
- **Site Plan and Special Permit Applications (Master Plan)**
- **10 pump gasoline filling station**
- **3,320 s.f. convenience store**
- **1,000 s.f. drive through**
- **200 units with large clubhouse and pool**
  - **160 market rate units and 40 affordable units**
  - **key pass access**
- **Retail building**
  - **4,780 s.f. retail**
  - **2,500 bank**
- **100 +/- room hotel**
- **Proposed signalized intersection and median break at Berlin Turnpike**
- **Walking trails on 3.98 acres, including private access for residents and public access by gas station**
- **19 acres of wetlands and flood zone will not be disturbed**



**Previously Shown Slides for Reference**



# Zone Change Map: BT-1 to BT-D









ZONING INFORMATION

LOCATION: BERLIN, CONNECTICUT

OVERLAY ZONE:  BTD (BERLIN TURNPIKE DEVELOPMENT ZONE) & UNDERLYING ZONE:  BT-1 (BERLIN TURNPIKE 1 ZONE)

USE:  MIXED-USE (PERMITTED USE)

ITEM #	ITEM	OVERLAY ZONE BTD REQUIREMENTS	UNDERLYING ZONE BT-1 REQUIREMENTS	LOT 1	LOT 2	LOT 3	VARIANCE
1	MINIMUM LOT SIZE	10 AC.	2 AC.***	24.75 AC.	10.00 AC.	0.73 AC.^	NO
2	MINIMUM LOT WIDTH	300 FEET	175 FEET	415.5 FEET	307.1 FEET	125 FEET^	NO
3	MINIMUM LOT FRONTAGE	300 FEET	–	607.1 FEET	392 FEET	152.9 FEET^	NO
4	MINIMUM LOT DEPTH	600 FEET	–	1,367.7 FEET	774.8 FEET	150.4 FEET^	NO
5	MAXIMUM F.A.R.	0.75	0.50	0.10	0.01	N/A	NO
6	MAXIMUM STORIES*	4 STORIES	2.5 STORIES	4 STORIES	1 STORY	N/A	NO
7	MAXIMUM BUILDING HEIGHT*	65 FEET	35 FEET	<65 FEET	30.5 FEET	N/A	NO
8	MINIMUM SIDE YARD	50 FEET**	25 FEET/50 FEET**	25.7 FEET	25.7 FEET	N/A	NO
9	MINIMUM FRONT YARD	–	50 FEET	54 FEET	54 FEET	N/A	NO
10	MINIMUM REAR YARD	–	50 FEET/50 FEET**	788.6 FEET	659.3 FEET	N/A	NO
11	MINIMUM PARKING & LOADING SETBACKS SIDE YARD	–	10 FEET/50 FEET**	11.2 FEET	31.5 FEET	N/A	NO
12	MINIMUM PARKING & LOADING SETBACKS REAR YARD	–	10 FEET/50 FEET**	770.4 FEET	635.1 FEET	N/A	NO
13	MINIMUM PARKING & LOADING SETBACKS FRONT YARD	–	10 FEET	10 FEET	10 FEET	N/A	NO
14	MAXIMUM BUILDING COVERAGE	–	25 PERCENT	10 PERCENT	1 PERCENT	0 PERCENT	NO
15	MAXIMUM BUILDING IMPERVIOUS COVERAGE	–	80 PERCENT	26 PERCENT	8 PERCENT	0 PERCENT	NO
16	MINIMUM DISTANCE DETACHED ACCESSORY BUILDING FROM PRINCIPAL BUILDING	–	12 FEET	46 FEET	N/A	N/A	NO

- \*

– IF BUILDING IS A MINIMUM OF 100 FEET FROM A RESIDENTIAL ZONE
- \*\*

– WHEN ADJACENT OR ABUTTING A RESIDENTIAL DISTRICT
- \*\*\*

– PZC MAY BY SPECIAL PERMIT REDUCE TO LESS THAN 2 AC. SEE SECTION VI.J. FOOTNOTE (9)
- ^

– THE AREA, WIDTH, DEPTH, AND FRONTAGE OF LOT 3 ARE EXISTING NON-CONFORMING

PARKING REQUIREMENTS INFORMATION

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3	STUDIO	40 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	80	80	NO
4	1-BEDROOM	120 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	240	240	NO
5	2-BEDROOM	40 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	80	80	NO
6	RETAIL	4,780 S.F.	IX.B.5.b.ii	1 PER 250 S.F. GFA	19	19	NO
7	BANK	2,500 S.F.	IX.B.5.b.iv	1 PER 300 S.F. GFA	8	8	NO
8	HOTEL	100 ROOMS	N/A	DETERMINED BY COMMISSION	TBD*	18	NO
TOTAL					453	471	NO

\* – SEE SHARED PARKING DEMAND LETTER PREPARED BY S. HESKETH FOR ADDITIONAL INFORMATION

Zoning & Parking Tables



Letter from Berlin Police Commission (Legal Traffic Authority)  
dated 2/21/20

Our recommendations are based on concerns regarding adding additional traffic making left or U-turns at this intersection and the one to the south at Woodlawn Road, will further acerbate this problem.

Based on the three plans submitted by the developer for review, we would recommend the proposals in the following order:

- 1. Fully signalized intersection with a median cut with added left turn lane for northbound traffic. This would allow traffic to exit the development in both north and southbound directions. It would provide a left turn lane on the northbound side which would eliminate the need for cars to go to Deming Road to turn around in order to access the development. This proposal would lessen the impact to the already overstressed intersection to the north at Deming Road (Rt. 160).

School Impact Study

Based off the survey provided by Peter Marinelli Director of community Operations for continental properties, we have concluded given the current ratio of 2-bedroom units to children of school age our project will yield 6.8 school children.

Community Breakdown:

- Alterra Rocky Hill – 144 units (50 1BR, 94 2BR) = 15 school children
- Montage Rocky Hill – 144 units (50 1BR, 94 2BR) = 9 school children
- One Glastonbury – 144 units (42 1BR, 80 2BR, 22 3BR) = 16 school children
- Tempo South Windsor – 198 units (68 1BR, 130 2BR) = 29 school children

Affordable Units

See Schedule D of Affordability Plan for Unit Designation

Number of Market Rate and Mixed Income Units by Number of Bedrooms:

	Studio	One Bedroom	Two Bedrooms
Market-Rate Units	32	96	32
Mixed Income Units	8	24	8
Total	40	120	40

The Mixed Income Units will be dispersed throughout the community.

Environmental Impact Report

Market Survey

prepared by John LoMonte Real Estate Appraisers & Consultants  
dated 10/28/2020

Based on our research, based on our knowledge of the market, based on the competitive location of the proposed subject, property along very busy Route 5/15 corridor, based on the assumption that the proposed apartment building complex is competitive as to amenities avaialble, and/or provided with the competition, and based on the appeal of Berlin as a place where to live and work, it’s our opinion that the following rental rates will be competitive for the subject proposed property, or luxury style apartments.

404 Berlin Turnpike, Berlin, Hartford County, CT		
Unit Type	GLA	Market Supported Rental Rate(s)
Studio’s	600 to 660 SF	\$1,150 to \$1,250
3-room (1-br)	750 to 850 SF	\$1,400 to \$1,575
4-room (2-br)	1,200-1,300 SF	\$2,100 to \$2,250

Total Number of Units:

Market-Rate Units	160
Mixed Income Units	<u>40</u>
Total	200



# Letter from Berlin Housing Authority

**Berlin Housing Authority  
250 Kensington Road  
Kensington, CT 06037**

Peter D'Addeo, CCIM  
Commercial Services Realty  
156 New Britain Ave  
Rocky Hill, CT 06067

February 11, 2021

Dear Peter:

This letter serves as official confirmation that the Berlin Housing Authority has reviewed the Housing Affordability Plan for your housing project at 404 Berlin Turnpike, Berlin CT. At this point our review has not led to any recommendations for changes or additions to what is proposed.

As a commission, tasked with the development of affordable housing options in the Town of Berlin, we are excited to see this project finally come to fruition. It is apparent that your organization has put an incredible amount of thought into this project and we find it to be well thought out. The addition of these 40 units of housing will add quality options for affordable living for the citizens of Berlin.

Based on our review the commission, at the February 10, 2021 meeting of the BHA Commissioners, voted to accept your affordability plan. The vote was unanimous.

Please do not hesitate to contact us for any further assistance with this project. We are excited to see it built and leased out.

On behalf of the Commissioners of the Berlin Housing Authority,

Sincerely,

Joseph A. Bajorski  
Chairman



# Proposed Public Recreation Area and Conservation Land

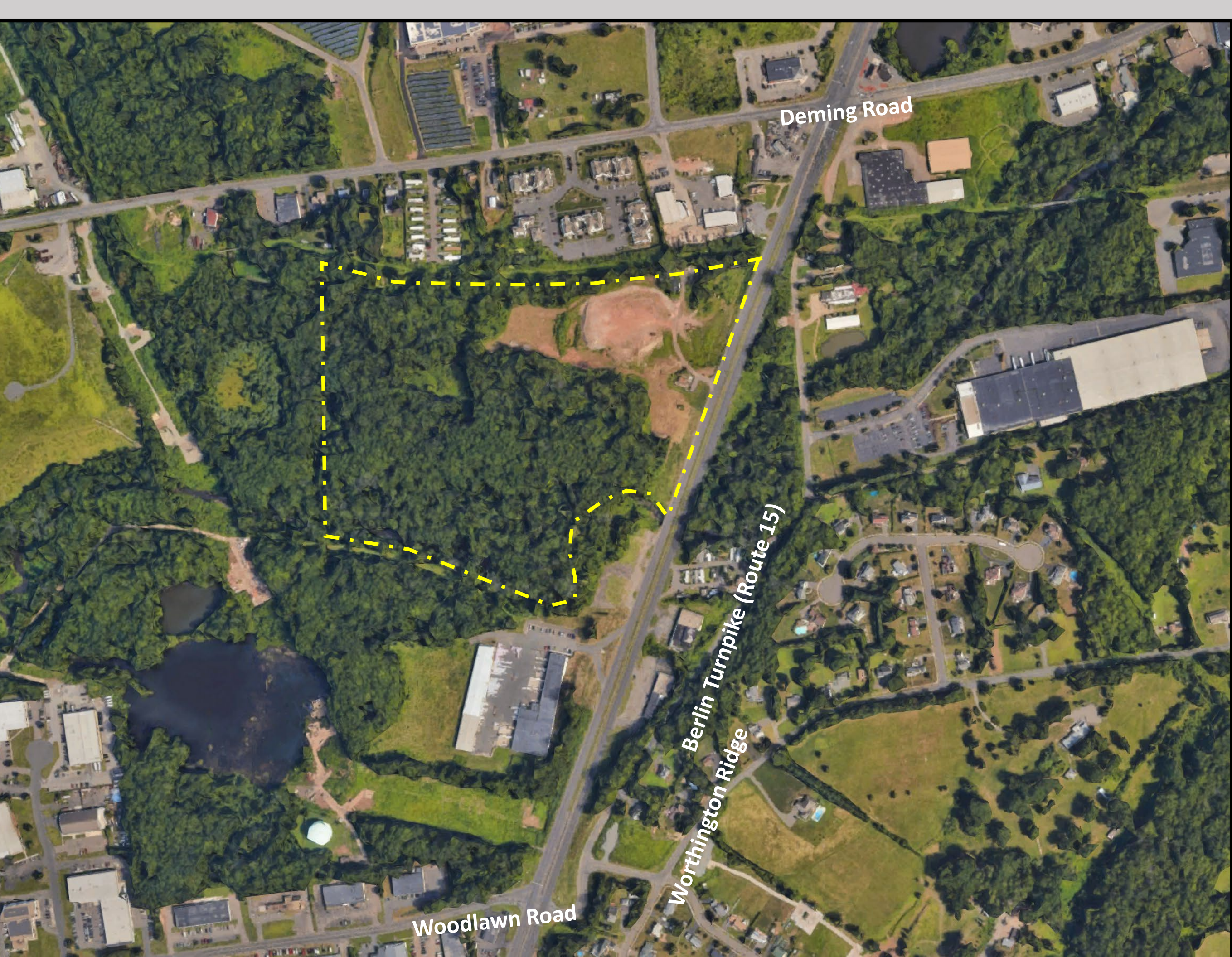




# Adjacent Open Space









# Shared Parking



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3	STUDIO	40 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	80	80	NO
4	1-BEDROOM	120 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	240	240	NO
5	2-BEDROOM	40 UNITS	IX.B.5.a.ii	2 PER DWELLING UNIT	80	80	NO
6	RETAIL	4,780 S.F.	IX.B.5.b.ii	1 PER 250 S.F. GFA	19	19	NO
7	BANK	2,500 S.F.	IX.B.5.b.iv	1 PER 300 S.F. GFA	8	8	NO
8	HOTEL	100 ROOMS	N/A	DETERMINED BY COMMISSION	TBD*	25	NO
TOTAL					453	478	NO

\* - SEE SHARED PARKING DEMAND LETTER PREPARED BY S. HESKETH FOR ADDITIONAL INFORMATION

OFF-STREET WAITING SPACES INFORMATION				
ITEM #	ITEM	REQUIREMENTS	PROPOSED	VARIANCE
1	DRIVE THRU BANK (1 WINDOW)	8 WAITING SPACES FOR APPROACHING CARS PLUS 1 WAITING SPACES FOR CARS LEAVING, PER WINDOW	8 WAITING SPACES FOR APPROACHING CARS AND 1 WAITING SPACE FOR CARS LEAVING	NO
2	COFFEE DRIVE-THRU	NONE REQUIRED	13 WAITING SPACES	NO
3	FUEL CANOPY	NONE REQUIRED	10 FUELING STATION SPACES	NO



# Proposed Signalized Intersection Rendering Berlin Turnpike and Northern Site Entrance



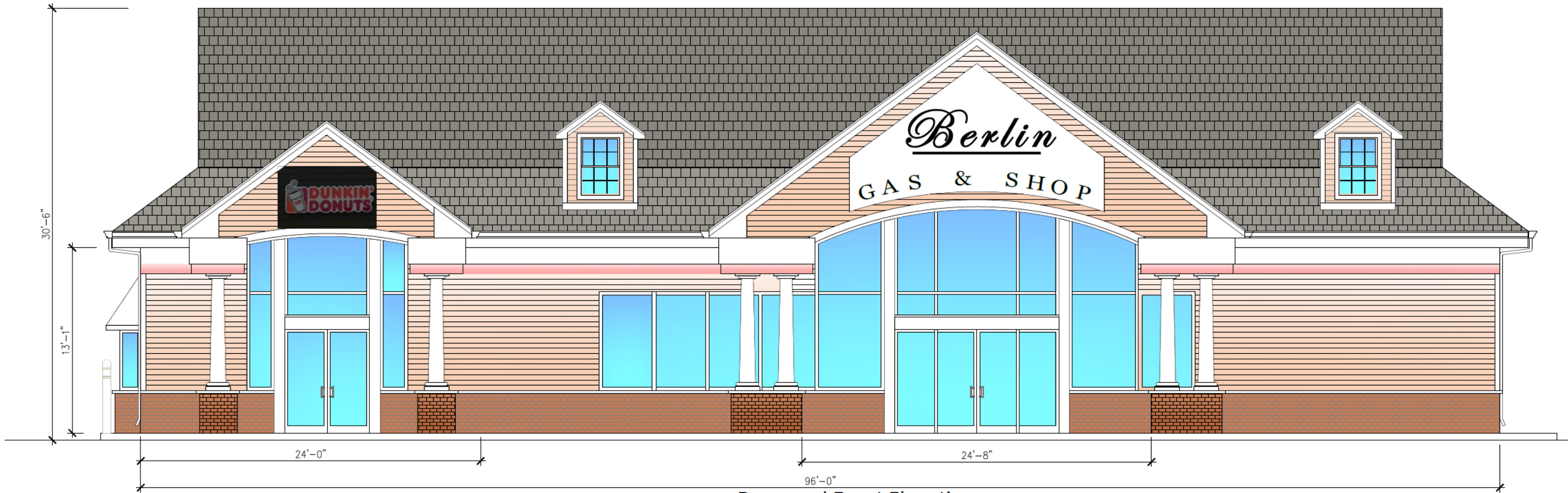


# Proposed Convenience Store with Drive Through Rendering

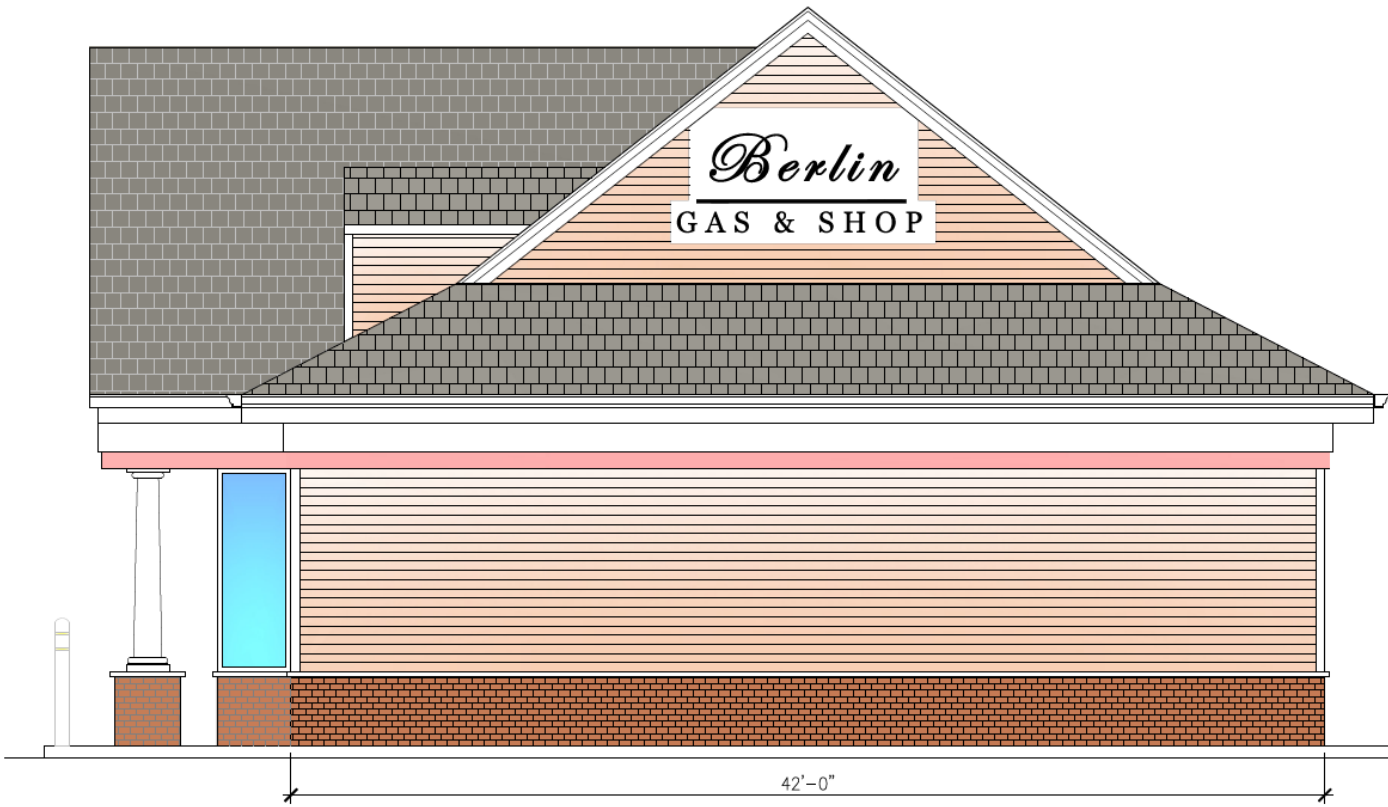
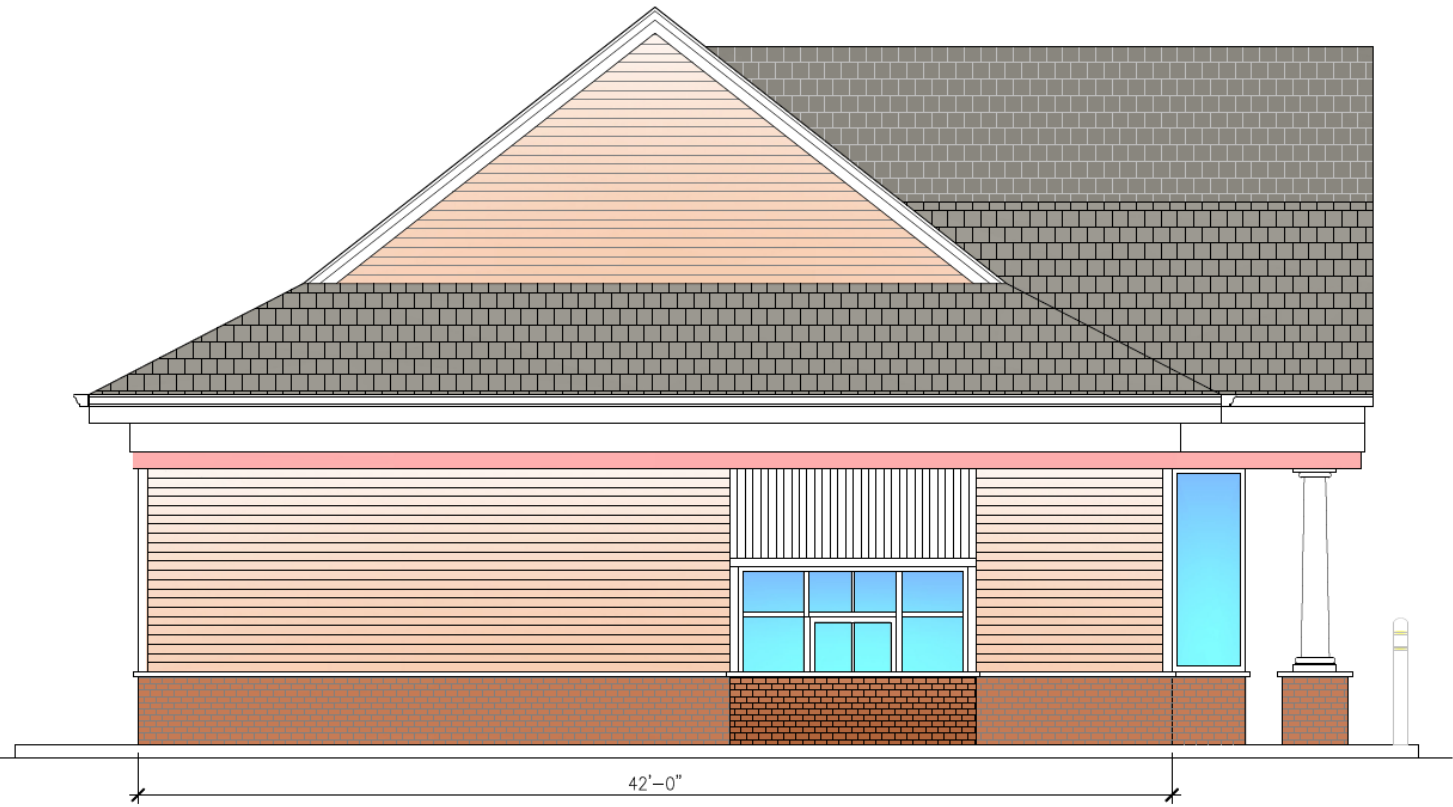




# Proposed Convenience Store with Drive Through Elevations

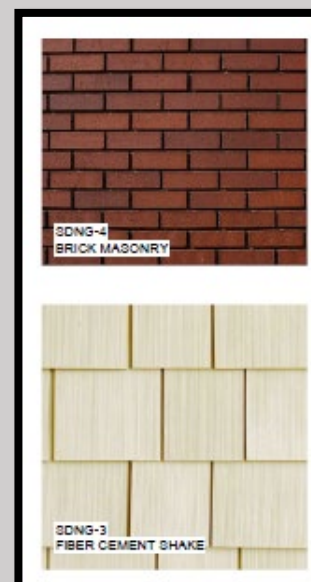
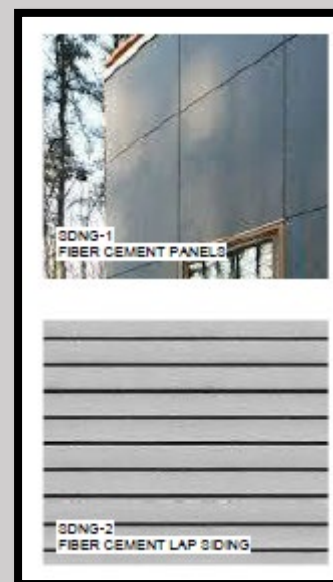


Proposed Front Elevation  
Scale:  $\frac{1}{4}"=1'-0"$



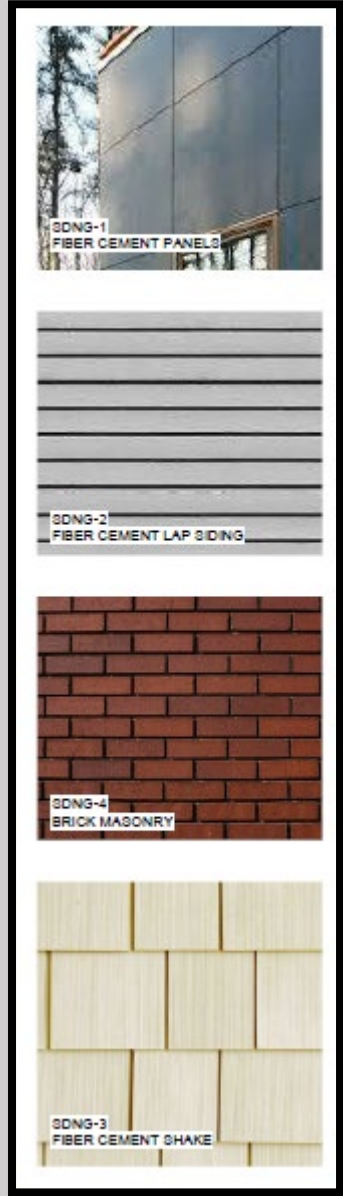


# Proposed Multifamily Building – Front Elevation



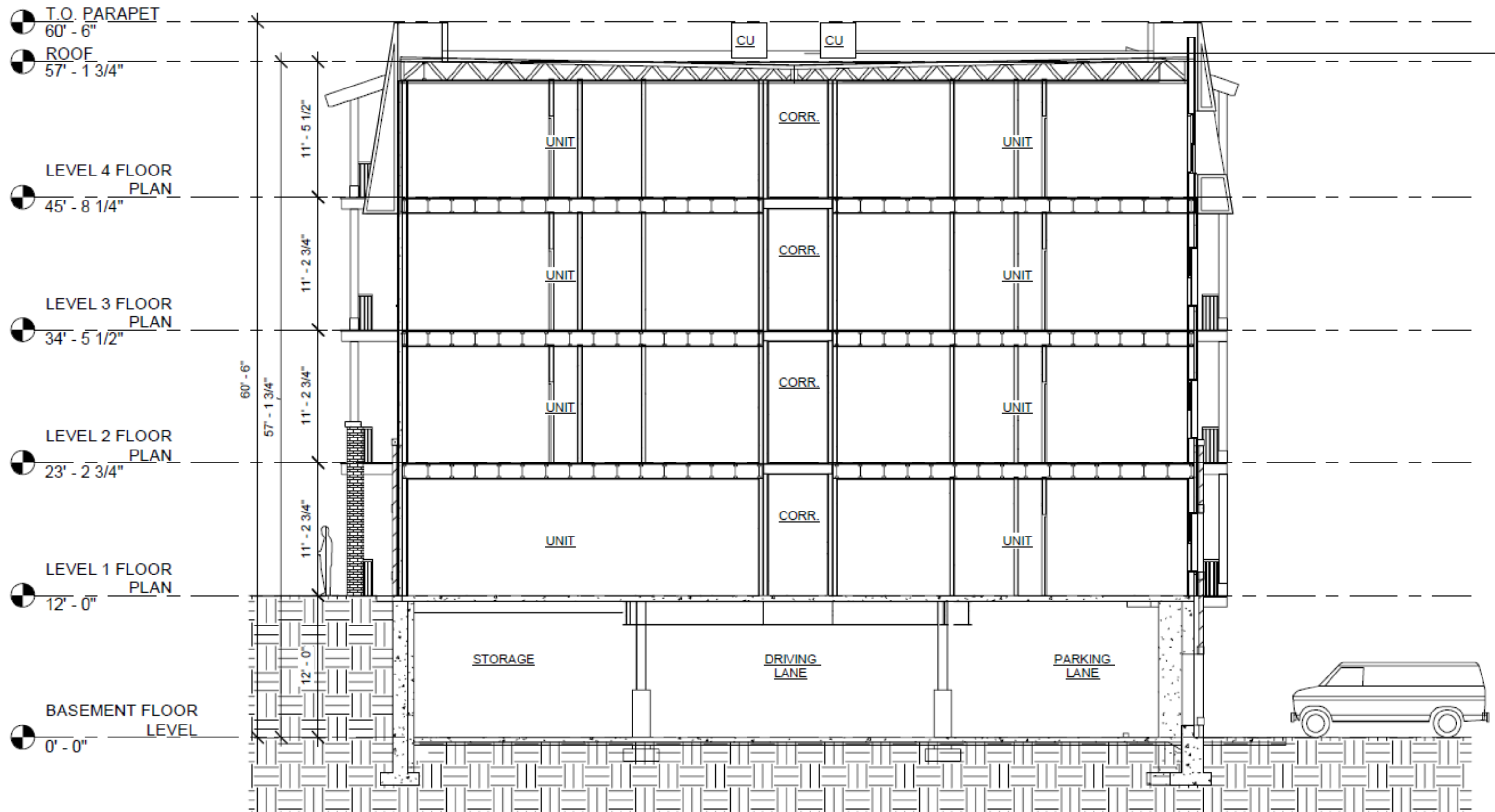


# Proposed Multifamily Building – Side Elevation



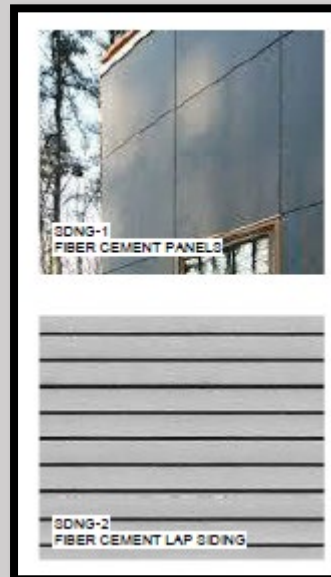
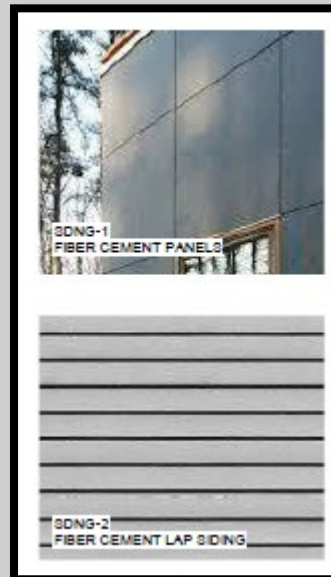


# Multifamily Building – Cross Section



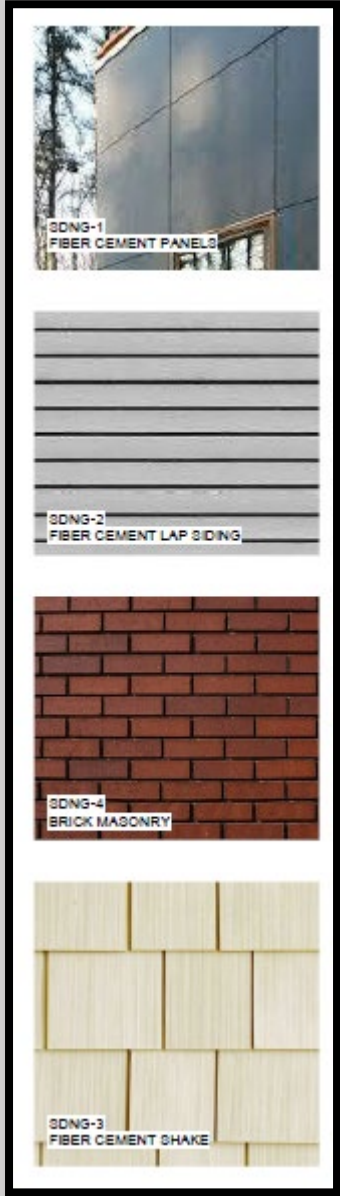


# Proposed Multifamily Building – Rear Elevation



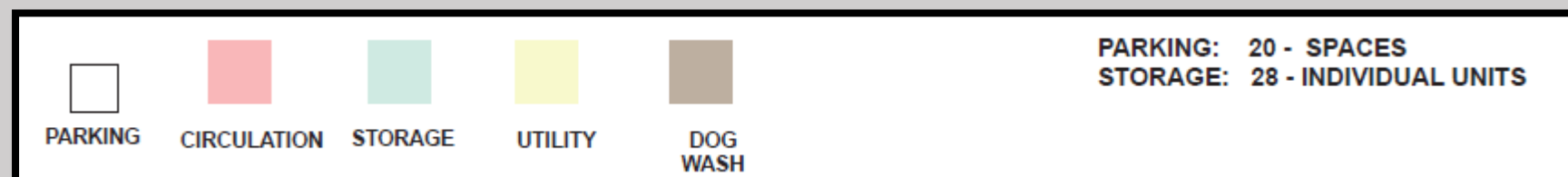
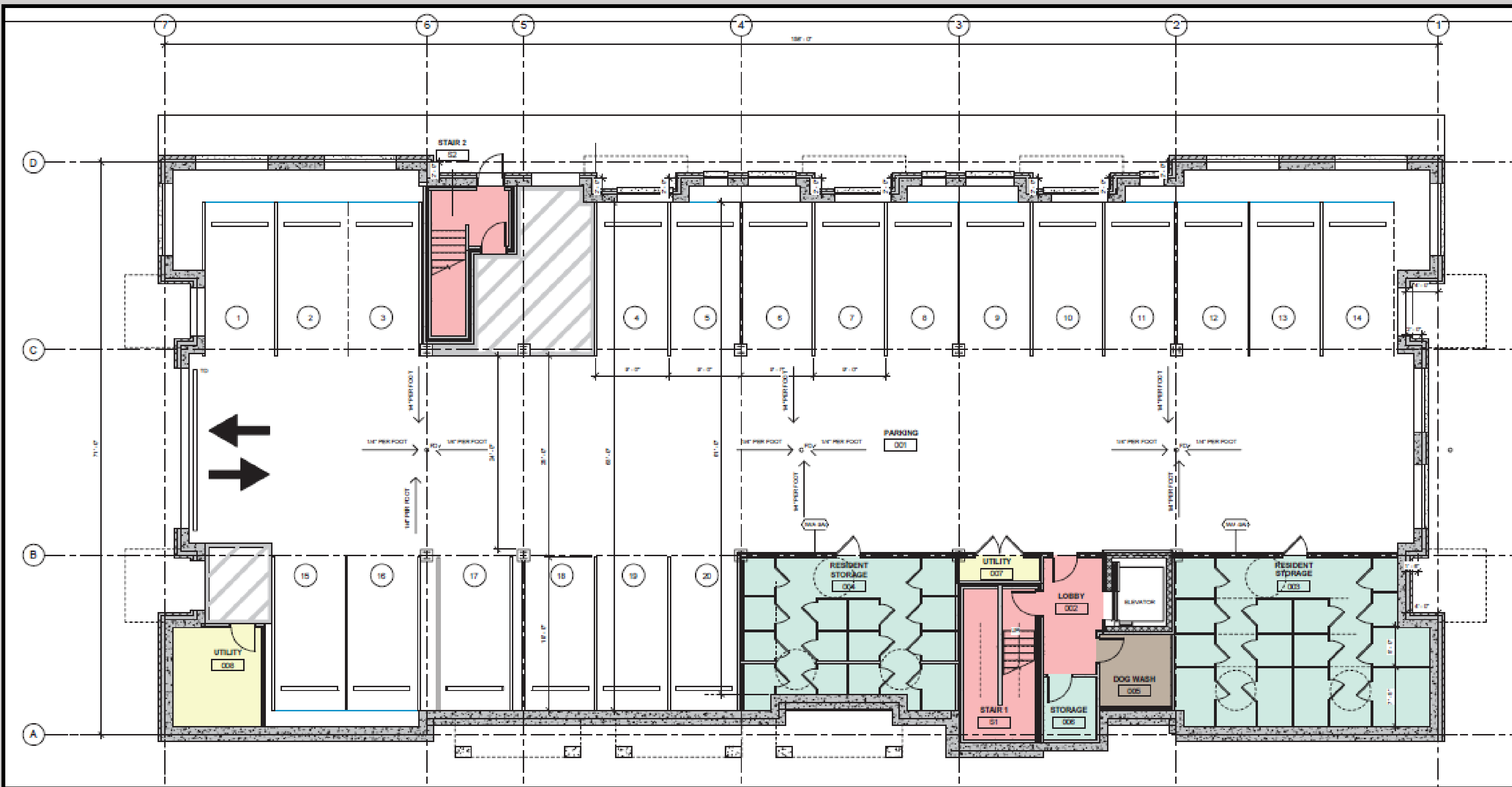


# Proposed Multifamily Building – Side Elevation



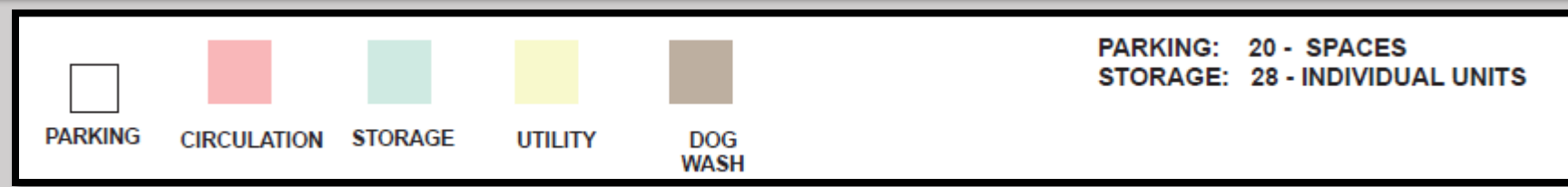
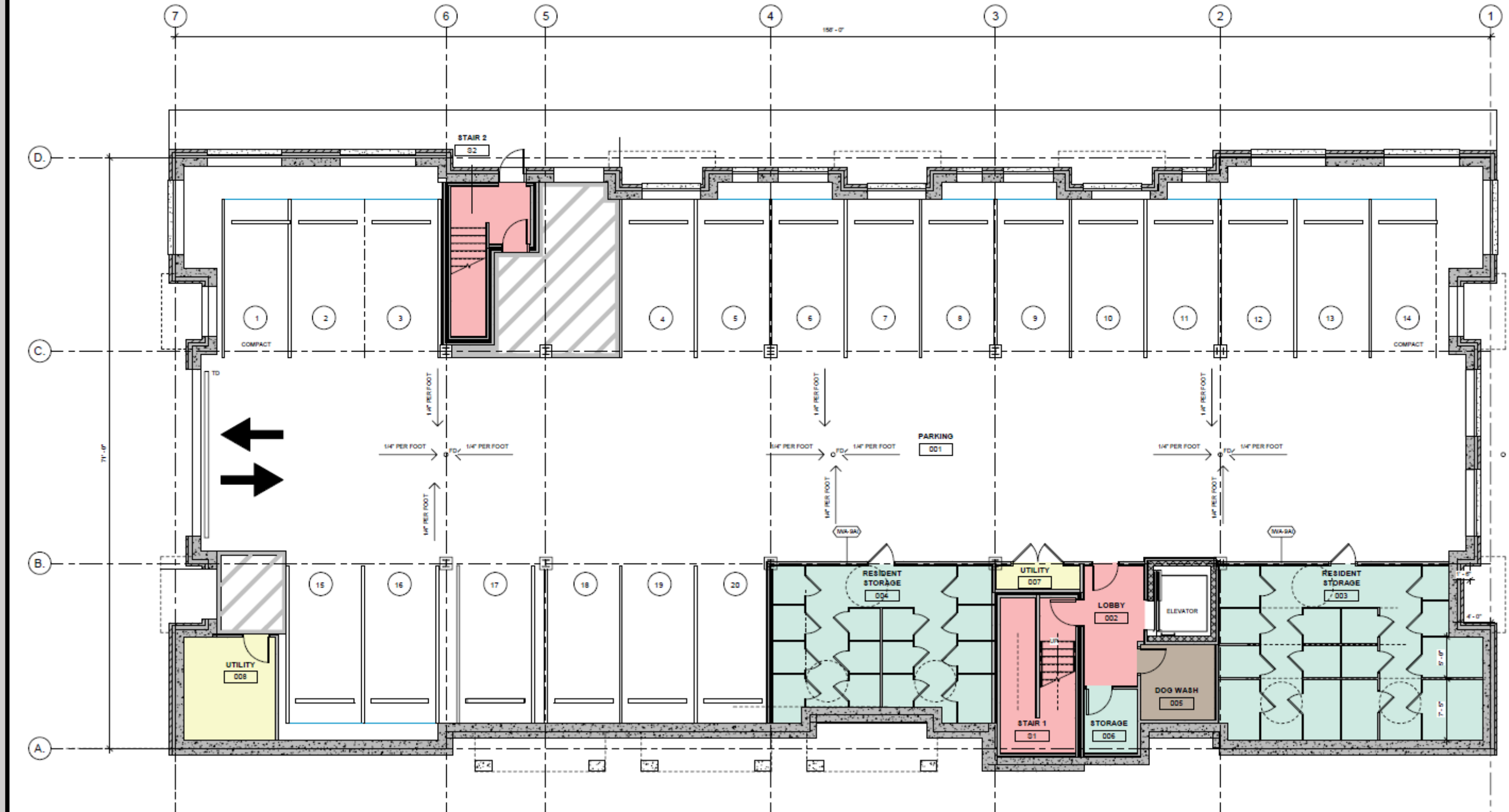


# Prior Multifamily Building – Floor Plan (Ground Floor)



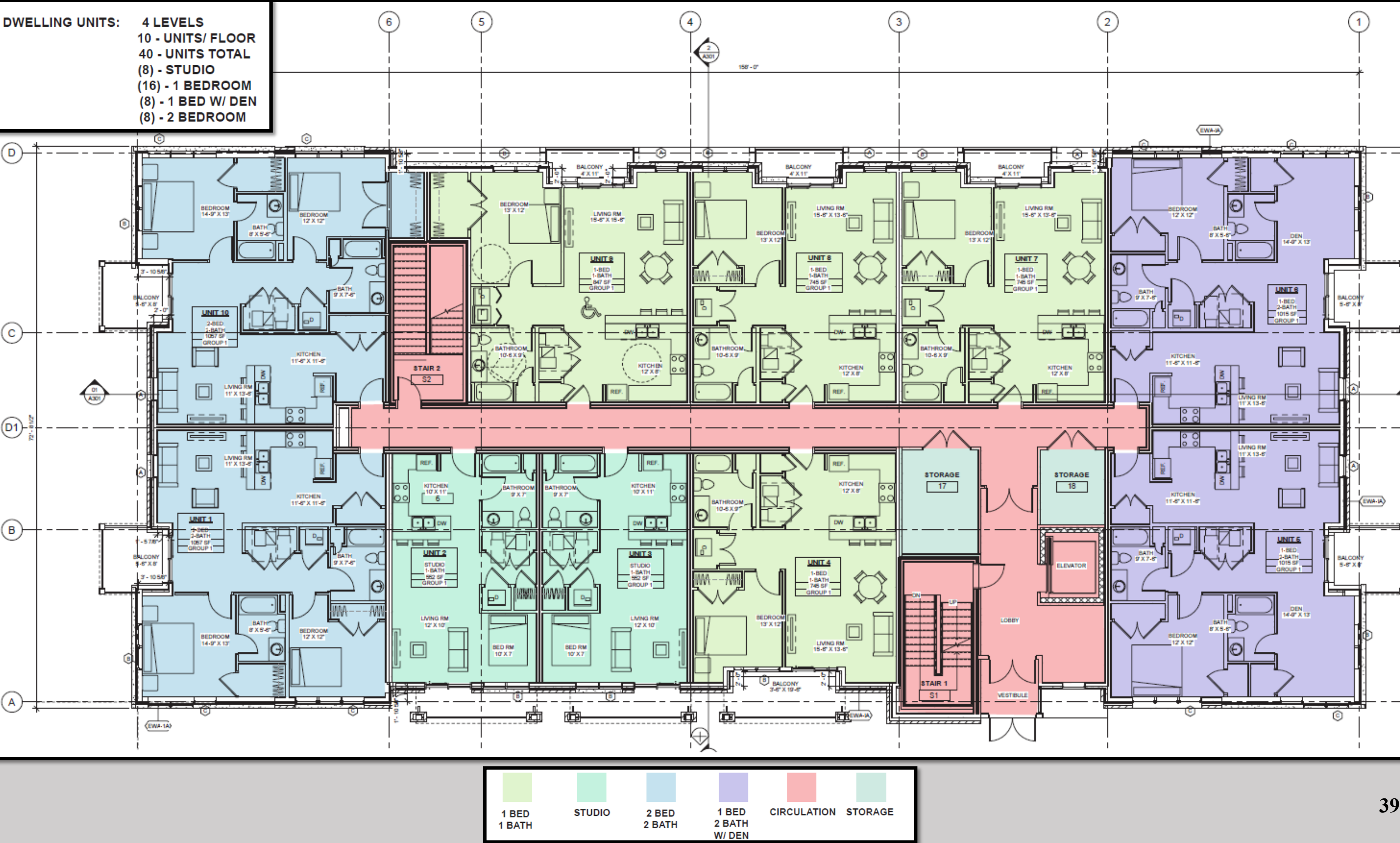


# Proposed Multifamily Building – Floor Plan (Ground Floor)





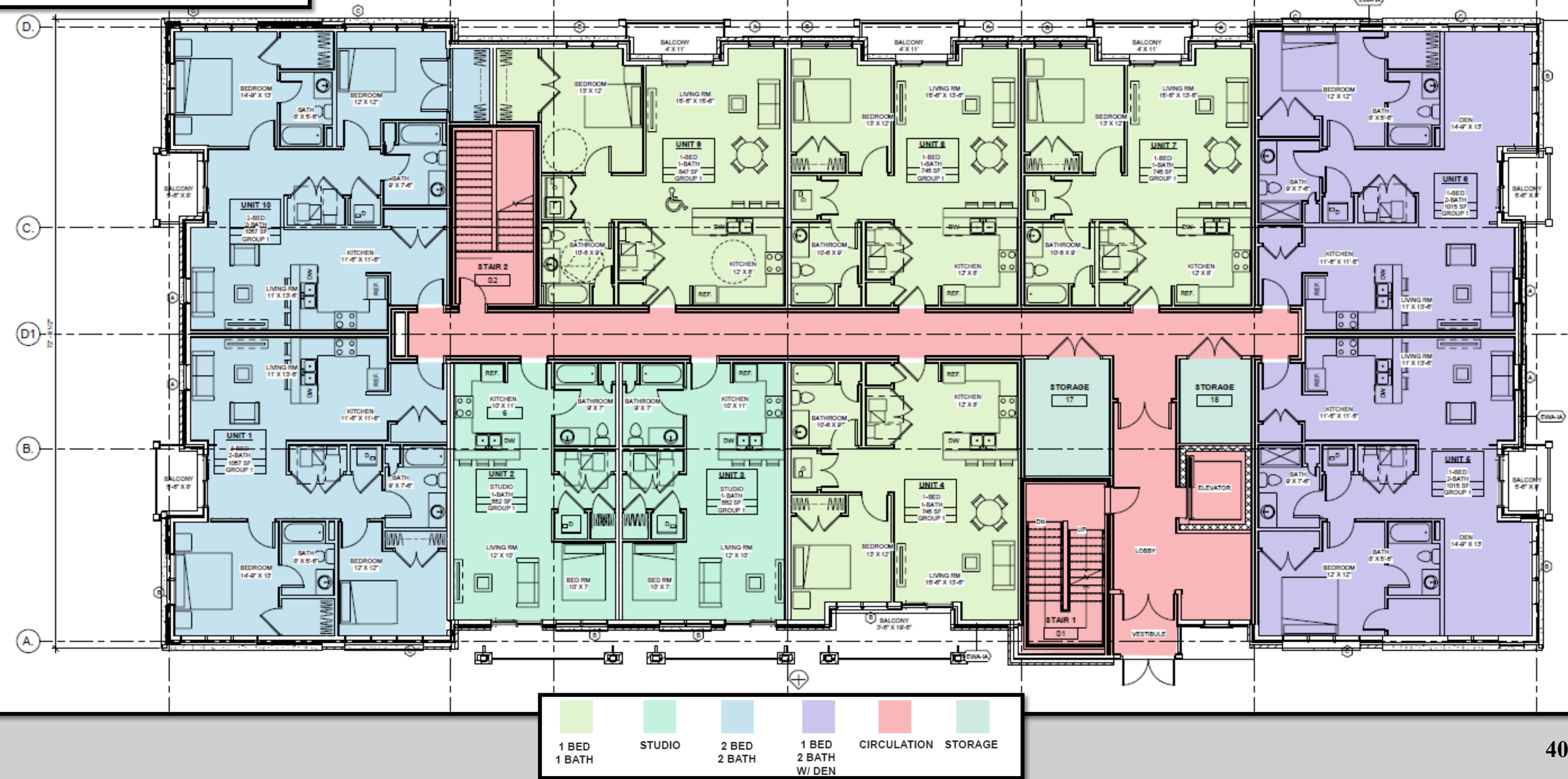
# Prior Multifamily Building – Floor Plan (Typical)





# Proposed Multifamily Building – Floor Plan (Typical)

DWELLING UNITS: 4 LEVELS  
10 - UNITS/ FLOOR  
40 - UNITS TOTAL  
(8) - STUDIO  
(16) - 1 BEDROOM  
(8) - 1 BED W/ DEN  
(8) - 2 BEDROOM





# Aerial View of Site





# Aerial View at Signal





# Aerial View at Convenience Store

