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# TOWN OF NEWINGTON

200 Garfield Street Newington, Connecticut 06111

## Town Planner

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Town Planner

### Memorandum

**To:** TPZ Commission  
**From:** Erik S. Hinckley, Land Use Enforcement Officer/Asst. Town Planner  
**Date:** February 2, 2021  
**Re:** 2530 Berlin Turnpike – Proposed Car Wash – Special Permit Petition 03-21 and Site Plan Petition 04-21

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#### Staff Report:

The applicant is applying for site plan approval, under petition 04-21, for a “Proposed Car Wash”, as well as a special permit, under petition 03-21.

The proposed use is subject to approval of the special permit in B-BT (Business-Berlin Turnpike) zone. The parcel is 1.13 acres and is currently occupied by Carefree Buildings. This proposal would demolish all existing structures and construct a new single tunnel car wash facility, pay station, and parking area. The proposed one-story building is approx. 3,900 square feet which includes the office and tunnel facility. The maximum building height to the parapet is shown as 28 feet high. There is a separate canopy pay station on the site with a height shown under 15 feet (see sheet A2.1G). There are 18 total parking spaces proposed; 3 employee spaces, 14 spaces with vacuums and 1 accessible space (see sheet LA-1).

The site will be accessed by northbound traffic from the Berlin Turnpike as well as both north and southbound from Kitts Lane. This proposal also shifts the existing entrance/exit on Kitts further south to align with the Stop and Shop plaza entrance/exit to create an improved 4 way stop condition at that location. The traffic report was completed by Scott Hesketh, P.E. of F.A. Hesketh & Assocs. The report concludes that:

“The proposed development is projected to generate a total of 120 trips during peak hours. A capacity analysis indicates that the intersections of Kitts lane and the site driveway and the Berlin Turnpike will operate at acceptable\* levels of service during peak hours. The site driveways are properly located with respect to adjacent intersections and available site distances and are properly designed to accommodate the anticipated driveway volumes.

Based on this information it is my professional opinion that the existing roadway network has enough excess capacity to accommodate the anticipated traffic for the proposed development. The site driveways are properly located and designed to accommodate the anticipated traffic volumes.”

\* The acceptable levels of service (LOS) referred to in the conclusion above indicate that the movements will operate at a LOS A or B during week day peak hours and then be reduced to LOS B or C on Saturday peak hours. This will result in an average delay of 16 seconds per movement.

The Turnpike buffer will be vastly improved at this location with new plantings and a lawn area. The landscape plan includes the following on site plantings; 42 trees and 199 shrubs (see sheet LS-1). This use is currently not designated in the parking table, as shown this site would appear to have enough on-site parking spaces to satisfy the intended use. The plan also meets all the landscape requirements as delineated in section 6.10 of the regulations.

All planning comments have been addressed by the applicant with the revised plans dated February 1, 2021. They have also submitted to DOT for the relocation of the entrance on the Berlin Turnpike and are currently in a review phase with them.

As noted this site plan application meets the zoning regulations and staff recommends approval, pending the TPZ approval of the special permit application.

**Commission:**

In reviewing this application, the commission should consider the special criteria for the proposed use listed under the Section 6.11 of Newington Zoning Regulations, as well as the general Special Permit criteria listed under Section 5.2 of the regulations. These applicable regulations are attached below for your review and use.

**Section 6.11 Service, Sale, Repair, Rental or Storage of Motor Vehicles (effective 07/31/2019)**

6.11.3 Entrances and exits for any use approved under this section shall be at least 100 feet from a religious institution, school, playground, hospital or any residence.

6.11.5 No portion of any use relating to motor vehicles shall be within 100 feet of a residential zone.

6.11.6 The façade of the building shall be a combination of brick, split face block or dryvit. Wall signage shall be uniform in size, design and lighting. The architectural style and design shall provide for a good appearance and blend harmoniously with adjacent buildings, and shall be approved by the Commission.

**Section 5.2 Procedures and Standards for All Special Permits**

5.2.6 In reviewing the proposed special permit, the Commission shall consider the following criteria as well as any specific standards pertaining to the requested special permit or special permit and record its findings in the record of the meeting:

A. The need for the proposed use in the proposed location.

B. The existing and probable future character of the neighborhood in which the use is located.

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C. The size, type and location of main and accessory buildings in relation to one another, and in relation to other structures in the vicinity.

D. Traffic circulation within the site; amount, location and access to parking, and traffic load or possible circulation problems on existing streets or proposed streets and driveways considering impact on existing

streets are effected. For large scale retail developments in excess of 40,000 square feet of gross floor area a traffic impact analysis report with proposed mitigation measures shall be submitted with the application.

E. Availability of public water and sewer, and possible overloading of water and sewage systems and the adequacy of the existing off site storm water system serving the property to safely accommodate any increase in drainage. (Effective 12-01-01)

F. Location and type of display signs, lighting and landscaping and the impact of type signs on adjacent properties.

G. Safeguards to protect adjacent property, and the neighborhood in general, from detriment including, but not limited to proper buffering.