



**City of Groton, CT**  
**Department of Planning & Economic Development**

**Application Review Sheet**

**Issue Date:** August 27, 2019

**Application No.:** SP 475/SPM 464

**Rev. Aug 28, 2019**

**Address:** 250 Brandegee Avenue

**Project Name/Description:** New West Side Elementary School; Demolition of Existing Middle School

**Comments**

**A. General**

NOTE: Traffic, Signage and Striping comments are provided on next page.

1. T2 and A2 survey shall be signed and sealed by surveyor of record.
2. Will the fence and wall located on the north abutting property impeded sight lines from the north egress points?
3. Will trucks be required to back from Brandegee Avenue into the service area? Or can they enter and use the drop off drive to then back into the service area, if needed? Or is there adequate turning movements within service area? Please demonstrate movement and note largest vehicle to service the school.
4. Preparation Plan does not appear to accurately show limits of clearing at southeast curve for new access drive.
5. Rock outcrops were observed in back where lower new wing will be located. Is blasting anticipated for this area or any area on site? Will rock be crushed on site, if so what is the process?
6. Explain the crushing process, anticipated noise and dust controls, time of day and day of week associated with building demolition, specifically crushing.
7. Additional landscaping is recommended throughout the parking area, frontage and for more visual screening at the service area. This is a residential district and the plan as designed appears more commercial in nature rather than in the context of a residential setting. For example, considering small low maintenance flower trees and shade trees to add reduce heat gains along the back drop.
8. Consider landscaping to break up the blank wall of the gymnasium and south admin/nurse elevation. Perhaps complementing/reinforcing the columns.
9. Demonstrate that there is adequate space for a bus to maneuver around the curve if another bus remains parked in the drop off area. The striping plan in this area denotes a standard travel lane and may not allow for the trailing edge of a bus, thus requiring it to jump the curb.
10. Zoning Table: The yard setbacks are incorrect. Proposed setback is actually the minimum distance of the proposed building location to the closest point of the property line. Add dimensions to each side yard, rear and front yard for the closets point and update table accordingly.
11. Zoning Table: The table incorrectly references the parking proposed on site. Please add a note referencing the "Parking quantity is based upon the requirements of Section 7.1.B8.g Mixed Use." Include a note cross referencing the June 25, 2019 correspondence to Mr. Joe Costa, Principal.

12. Sheet L-102: Add parking striping at drop off location.
13. HC Parking detail notes stall depth at 20' but Landscape Site Plan denotes 18'.
14. Sedimentation and Erosion Control Plan states the detention basin shall be install prior to mass earthwork (as a temp. Sed. Basin.) Phase A Item 6 of the Sequence of Construction states to install temporary sedimentation traps. Are the traps basins?
15. With respect to above, the SOC Phase C Item 7 states to begin mass earthwork of the basin. Please clarify when basin is being constructed and clarify of small temporary basins are being installed. If the later will be used, where will they be located and how have they been sized.
16. Consider hay bale check dams within the swale along the west side of the access drive extending along the toe of fill slope.
17. The GSF is mislabeled along the access drive near south property line. The GSF callout points to the CF.

**B. Site Access/Brandegge Avenue Improvements/Traffic**

1. Would it be beneficial to add a second Do Not Enter sign on the back of the stop sign to reinforce the one-way pattern at the service drive entry and to ensure visibility?
2. Will a sign at the entry to the service drive noting the direction for parent drop off/pick-up be appropriate?
3. Bus Shelter location appears as though it will conflict with new south and parent drop off entrance. Consider an alternative location with the knowledge the shelter is an important amenity to Avery Heights located immediately to the south.
4. There is no notation referencing the peaks on Figures 4 and 5 so it is presumed the peaks depicted in the background Figures of 2 and 3 are being used. Are the traffic peak values being used for the proposed conditions the same as the peak determined from Figures 2 and 3? The window of arrival and departures will be different for an elementary school v. middle school and traffic to and from Pfizer may influence this since office staff generally arrive later in the morning and depart later in the afternoon.
5. According to the proposed AM peak trips, 45 trips are anticipated to be generated as a left turn into the south drive. Demonstrate how the que length of 55 feet will accommodate this volume. Also demonstrate the que is appropriate for the parent drop off/pickup.
6. Why are wide 8' shoulders proposed? This wide width will increase speeds. What are the alternatives to narrow the travel way, even consider street tree plantings to enhance neighborhood character. (See note A.7 above)
7. With no stop controls proposed on Brandegge, there will be minimal traffic speed controls of thru-traffic. This should be of importance along the frontage of the school. A LOS of F may be appropriate for such a short time of day, when priority should be safety, not LOS.
8. Perhaps Hynes intersection should be three way stop controlled with cross walks to the east side sidewalk. It should be anticipated that not all walkers will obey the markings. Note: Hynes is the only primary through corridor, extending to Eastern Point Road and connecting numerous neighborhood streets.
9. Would a stop control north bound at the south entry drive add benefit to control traffic speed on the approach?
10. Is there any possibility the que could be backed up into the thru lane.
11. Related to queing, if there are 85 staff members, why would only 20 staff vehicles be entering during the peak AM and 25 departing during the PM peak? Please explain rationale.
- 11,12. There is no sidewalk on the west side of Brandegge. Therefore, the crosswalks and stop controls at Morse will need to remain.

