

**NEW HAVEN CITY PLAN COMMISSION SITE PLAN REVIEW
NEW HAVEN CITY PLAN COMMISSION PLANNED DEVELOPMENT
ACTION**

RE: Portions of 275, 315, 395 WINCHESTER AVENUE, Science Park PDD #49, Preliminary and Detailed Plan Review and Site Plan Review for Restoration of Buildings 1A-5A and 28A into 158 loft style rental Residential Units and related Site Improvements; Professional Team Verification [Property owners: SPDC Tract A, LLC (#275); SPDC Tract E, LLC (#315); Science Park Development Corp. (#395); Applicant: Winchester Lofts, LLC/Forest City Residential Group].

REPORT: 1470-03

ACTION: Approval with Conditions; Approval of Change in Professional Team

CONDITIONS OF APPROVAL

1. Pursuant to State Statute, this plan approval is valid for a period of five (5) years following the date of decision, until October 17, 2017. Upon petition of the applicant, the Commission may, at its discretion, grant extensions totaling no more than an additional five (5) years to complete all work connected to the original approval.
2. Comments under **Site Plan Review** on page 9 shall be reviewed with the City Plan Department and resolution reflected on final plans, prior to circulation for signoff for building permit.
3. The applicant shall record on the City land records an original copy of this Site Plan Review and Planned Development report (to be provided by the City Plan Department) and shall furnish written evidence to the City Plan Department that the document has been so recorded (showing volume and page number), prior to City Plan signoff on final plans for building permit.
4. Signoff on final plans by the City Engineer, Department of Transportation, Traffic and Parking and City Plan Department in that order shall be obtained prior to initiation of site work or issuance of building permit. The Greater New Haven Water Pollution Control Authority and Fire Marshall shall also review and sign off on the plans.
5. Construction Operations Plan/Site Logistics Plan and any alterations thereafter, including any traffic lane/sidewalk closures, temporary walkways, detours, signage, haul routes to & from site, and construction worker parking plan shall be submitted to the Department of Transportation, Traffic and Parking for review and approval, prior to City Plan signoff on final plans for building permit.
6. A site restoration bond in an amount of 2% of the certified estimate of total project site cost, including soil erosion measures, grading, stormwater improvements, paving, landscaping and the like, will be required as a provision of this permit. Bond, bank check, letter of credit or other such financial instrument, shall be provided to the City Plan Department, with a copy to the City Engineer, prior to City Plan final sign-off on plans and initiation of site work.
7. Any proposed work within City right-of-way and any street trees proposed for removal will require separate permits.
8. Final determination for placement of traffic markings, V-loc locations, signs and traffic controls on site and on the perimeter of the site including wayfinding signs will be subject to the approval of the Department of Transportation, Traffic and Parking.
9. Following completion of construction, any City catch basins in the public right-of-way impacted by the project shall be cleaned, prior to issuance of Certificate of Occupancy.
10. As-built site plan shall be filed with City Plan Department, with a copy to the City Engineer, prior to issuance of Certificate of Occupancy. Site Plan shall be submitted in

both mylar and digital format [.DWG file based on the State Plane Coordinates (NAD1983)]. Provide version of AutoCAD with submission.

PROJECT SUMMARY:

Project: Restoration and conversion of Former Factory Buildings 1-5 and 28 for residential use
Address: 275, 315,395 Winchester Avenue (portions)
MBP: 256-0393-00102 (#275); 256-0393-00106 (#315); 256-0393-00100 (#395)
Site Size: 497,891 SF
Zone: Planned Development District #49
Science Park MDP; Newhallville Renewal and Redevelopment Area;
Winchester Repeating Arms National Register Historic District
Financing: Private; also CTDECD CHAMP grant & CDA Sales & Use Tax Exemption Program; Federal historic tax credits; low income tax credits.
Project Cost: \$53 million
Parking: 346 parking spaces for Phase I and II (plus 199 on Tract J)
Loading: 1 space (total 2 for Phase I and II)
Property Owner: SPDC Tract A, LLC, SPDC Tract, E LLC, Science Park Development Corporation.
Contact: David Silverstone, President **Phone:** 203-785-0840
Applicant: Winchester Lofts, LLC **Phone:** 347-556-1907
Civil Engineer: Fuss & O'Neill, Manchester, CT **Phone:** 860-646-2469
Ted DeSantos, P.E. **Phone:** 860-646-2469
MEP Engineer: Collective Design Associates
Structural Engineer: LA Fuess Partners, Inc.
Traffic Engineer: Fuss & O'Neill (Mark Vertucci) **Phone:** 860-646-2469
Architect: DiMella Shaffer, Boston (lead architects) **Phone:** 617-426-5004
Historical Consultant : Robert Powers Architect, Philadelphia, PA 215-636-0192
Envelope Consultant: Wessling Architects (windows and facades)
Landscape Architecture: Fuss & O'Neill **Phone:** 860-646-2469
SESC Monitor: Ted DeSantos, Fuss & O'Neill **Phone:** 860-646-2469 x5311
On Site Monitor: Raymond C. Galvin, Jr. **Phone:** 860-675-9809
Emergency **Phone:** 860-543-3496
City Lead: Dept. of Economic Development **Phone:** 203-946-2366
City Plan Dept. **Phone:** 203-946-6379

Submission: Letter from Attorney Carolyn Kone submitting request for Prelim. & Detailed Plan Review for Phase II of Parcel L Development 09/20/12, \$280 fee.
Development Permit Application, Attachment #1: Map of Project Area; Attachment #2: 14 pp. Site Plan Narrative; Attachment #3: Winchester Avenue Signal Warrant Analysis by Fuss & O'Neill 09/18/12; Attachment #4: Shadow Study; Attachment #5: Sheet Index.
Stormwater Management Report for Winchester Lofts 09/20/12 by Fuss & O'Neill.
Letter from Carolyn Kone 09/23/10 re Verification of Design Team and Developer for Parcel L Phase I.
Civil Plan Submission compiled by Fuss & O'Neill 09/20/12: Cover Sheet, General Notes and Zoning Table, Topographic Survey by Fuss & O'Neill 09/20/12 (2 sheets), Overall Site Plan, Signage Plan, Snow Storage Plan, PDD 49 Parcel Map showing Parcel L Phase II Development, Phase II of Parcel L Development, Truck Access Plan (revised), Parcel L Open Space Plan, Site Preparation Plan, Erosion & Sediment Control Plan (20 scale), Site Layout Plan (20 scale)(revised), Grading & Drainage Plan (20 scale), Utilities Plan (20 scale), SESC Details, Site Details, Storm Drainage Details, ADS Details, Contech Details, Site Utility Details, Courtyard Landscape Plan, North Parking Lot Landscape Plan, Landscape Details.

Architectural Plan submission by Dimella Shaffer Architects: Floor Plans: Bldgs 1 & 2, Bldgs 3 & 4, Bldg 5, Bldg 28; Exterior Elevations: Bldg 1, Bldg 2, Bldg, 3, Bldg 4, Bldg 5, Bldg 28.

Courtyard renderings (11x17) at sections A-A, B-B, and C-C, July 2010.

On Site Sign Locations by burke + design 9/18/12.

Letter from Carolyn Kone 9/20/12: Request for Approval of Developer and Design Team for Phase II.

Letter from Carolyn Kone 10/04/12, revised 10/16/12: clarification of # of parking spaces & description of shared parking arrangement.

Revised Exhibit A Parking Plan for Parcel L (undated) by Fuss and O'Neill (10/16/12).

Site Maintenance & Protection of Traffic Plan for Construction Phases 1-4 by Fuss and O'Neill 10/10/12.

BACKGROUND

Previous relevant Actions of the Commission: Application and General Plans for PDD 49 (CPC 933-01), PDD Plan Amendment to incl Tract A/Parcel L; General Plans (CPC 1442-09, 07/21/10; BOA approval 09/07/10). Tract L Phase I Detailed Plan Review (CPC 1445-01, 10/20/10); Exterior Signage (1458A, 11/16/11; Certificate of Completion for Phase I (CPC 1468-05, 07/18/12)

Zoning: The project complies with the General Plans for PDD #49. Multi-family residential use and on site parking are permitted uses within Parcel L. The submitted Site Plans and Preliminary and Detailed Plans are in keeping with the objectives of Section 65(a) of the Zoning Ordinance, and the Newhallville Redevelopment and Renewal Plan. The submission is in compliance with Section 64(f) of the Zoning Ordinance.

Site location/existing conditions: The Phase II site is immediately adjacent to the Phase I site which involved the historic restoration of two historic buildings within the Winchester complex known as Building 29A and 30A and construction of a new connector between the buildings as 134,000 SF of office space for Higher One, Inc. Building 30A of Phase I fronts on Munson Street and is the main entry to Higher One for its employees. The existing vacant building 1A lies at the corner of Munson and Winchester. Buildings 2A, 3A, and 4A lie to its north along Winchester Avenue; 5A, and 28A are positioned parallel to Munson Street to the north of building 29A. Existing parking lots are within a courtyard to the north of building 29A and also to the north of Buildings 5A and 28A. Two existing buildings (Buildings 28E and 1E Annex) are scheduled for demolition, authorized under PDD #49 and approved by the National Parks Service and SHPO.

Phase II Project Overview: Winchester Lofts, LLC seeks Site Plan, Preliminary and Detailed Plan approval for historic restoration of six Winchester gun factory buildings, Buildings 1A-5A and 28A (totaling approximately 168,500 square feet) into 158 loft style buildings to be known as Winchester Lofts. The Phase II project will complete the restoration of all but three of the buildings around the western courtyard at 275 Winchester Avenue. The Phase II project will also include the completion of landscaping, paths and lighting in the western courtyard, the creation of 138 new parking spaces on the northwest portion of Parcel L (315 Winchester Avenue a/k/a Tract E), the reconfiguration of the Building 5 South Parking Lot, the creation of a new driveway to these lots as well as to the existing North Parking Lot from Winchester Avenue and elimination of two existing driveways on Winchester.

Five of the buildings to be restored are timber frame and one is concrete. The restoration of the facades and windows of Buildings 1A-5A and 28A will be done in accordance with the United States Secretary of the Interior's Standards for Rehabilitation to match the original buildings. All of the exterior windows will be replaced and replicated in order to meet current energy codes and thermal comfort for the occupants of the buildings. The National Parks Services and the Connecticut State Historic Preservation Officer have approved this rehabilitation work.

The apartments will be loft style units with open floor plans and luxury finishes. There will be 28 studio apartments, 94 one bedroom units and 36 two bedroom units. Twenty percent of the units (32) will be affordable units as defined under Connecticut law. All units are accessible.

Building 5A will house the leasing/management office for the apartments as well as tenant amenities, such as a fitness center, game room and/or study.

The primary entrance to the apartment complex will be in the passageway between Building 5A and Building 28A. Building 1A, which is on the corner of Munson Street and Winchester Avenue, will have its own entrance.

Environmental Remediation: Because of the former industrial use of 315 Winchester Avenue, several areas of concern requiring remediation have been identified on 315 Winchester Avenue. A Remedial Action Plan (RAP) for all of 315 Winchester Avenue, which sets forth the measures described below, will be submitted to the Connecticut DEEP for approval. When it is completed, a copy of the RAP will be provided to the City Plan Department. Prior to any occupancy of the site, including Buildings 1A, 2A, 3A, 4A, 5A and 28A, remediation will be performed to create a safe environment for occupants, including the removal of asbestos in the building. At all times, public safety measures will be taken to insure that the removal is conducted in accordance with applicable standards. Additionally, dust control measures will be observed during remediation to insure public safety. In accordance with DEEP's remedial standards, an Environmental Land Use Restriction (ELUR) will be filed on the land records of the City of New Haven. The ELUR will prohibit the disturbance of certain contaminated soils that will be rendered inaccessible in accordance with DEEP standards. Portions of the site with contaminated soils will be covered with pavement (with at least two feet of imported fill between the top of pavement and contaminated soils) or landscaping (with at least four feet of imported fill between the top of landscaping and contaminated soils). In certain hotspots, soil will be removed beyond the depths detailed above and disposed of off-site. All excavated materials will be appropriately characterized and disposed of at a licensed receiving facility. Prior to the renovation of the Buildings mentioned above, a combination of a sub-slab depressurization system (SSDS) in places where the lowest floor level will be occupied and vapor barriers in places where the lowest floor level will be unoccupied will be installed. The SSDS and vapor barriers will prevent any vapor intrusion from underlying soils into the buildings. This plan meets and/or exceeds DEEP's remedial standards. In addition to the remediation that will be contained in the RAP, all contaminated materials will be removed from the interior of buildings, including but not limited to lead-based paint, asbestos-containing materials and PCB-containing lighting ballasts. Additionally a LNAPL which collects oil on the water table will be relocated from the North Parking Lot to the basement of Building 5A.

Landscaping: The landscaping and walkways in the western courtyard will be completed, including the planting of trees and shrubs adjacent to Buildings 2A, 3A, 5A and 28A. Additionally, the eastern side of Winchester Avenue from Munson Street to the northern point of Building 4A will be landscaped with street trees, shrubs and roadside plantings. Also, the areas between buildings 1A, 2A, 3A, and 4A and the sidewalks along Winchester Avenue and Munson Street will be landscaped. Also, there will be plantings and trees in the Tract E Parking Lot and the Building 5 South Parking Lot between the edge of the parking lot and the sidewalk along Winchester Avenue from Building 4A to the new driveway. The existing landscaping along the buildings on Winchester Avenue will be removed prior to the exterior renovation and replaced when work is complete. There will be plantings along the driveway and on the islands (See Drawings LP 101-102).

Reflective Heat Impact: Section 60.2 (c)(1) of the Zoning Regulations requires that at least 50% of all on site non-roof hardscape or paved areas be either shaded or constructed using a material with a Solar Reflective Index (SRI) of at least 29. Section 60.2 provides that the requirements of

this section may be waived by the City Plan Commission upon a showing that the applicant cannot achieve the 50% level using reasonable methods but has otherwise maximized the percentage achieved and provided that the applicant cannot reach the equivalent level of reduction of reflective heat impact using high SRI value material on flat roof surfaces.

As shown on the submitted drawings and table, 50% of the on-site non-roof hardscape on Parcel L is 73,263 square feet. The shade studies show that the average amount of shade coverage that will be obtained for the parking lots on Parcel L is 10,714 square feet. Additionally, 21,869 square feet of on-site non-roof hardscape on Parcel L (mainly the courtyard) is constructed with concrete, which has a SRI value of 47. Also, the Phase II Project intends to use 48,055 square feet of material with a SRI value of approximately 100 on the flat roofs of Buildings 1A-5A and 28A. The shaded areas, the on-site non-roof hardscape and the roof material will result in a total square footage of shaded areas and SRI value material of 80,638 square feet. This amount is in excess of 50% of the on-site non roof hardscape proposed for Parcel L and thus should result in the equivalent level of reduction of reflective heat impact as is required under the Ordinance. The Commission finds the applicant has maximized the percentage achieved.

Signage: There will be a marquee sign above the awning for Building 5 and 28 with the name of the complex "Winchester Lofts" on the sign. There will also be a Winchester Lofts sign above the existing entrance to Building 1A. The vehicular signage currently on the corner of Mason Street and Winchester Avenue will be moved north to the new driveway, and Winchester Lofts as well as Building 5 will be added to this signage. Winchester Lofts placards will be added to the pedestrian way finder signs located in the passageway between Building 1A and Building 2A as well as in the passageway between Building 5A and Building 28A and other Higher One signs previously approved during the Phase I Project. (See Plan for Phase II sign locations and Sheet GI-402 for signage for the parking lots.) A Detailed signage plan for the on site signage shall be submitted to the City Plan Department for administrative review prior to installation. Placement of any traffic and wayfinding signs (and details of such) along the Winchester and Munson frontages will be subject to the approval of the Department of Transportation, Traffic and Parking prior to installation.

Lighting: The street lighting used during the Phase I Project will be continued up Winchester Avenue to the Phase II Project limits along the Building 5 South Parking Lot. The lighting in the Tract E parking lot shall be 20' high and shall be full cut-off type fixtures as required under Section 60.1 of the Zoning Ordinance. There will also be three light fixtures changed in the Building 5 South Parking Lot. These new light fixtures shall also be full cut-off type fixtures. In the western courtyard, there shall be new light fixtures of the same type that were installed during the Phase I Project. See Drawings CL-101 and CL-501. There will also be new sidewalks along Winchester Avenue from Munson Street to the northern border of the 315 Munson Street site.

Stormwater/Drainage: The Stormwater Management Report by Fuss & O'Neill dated September 20, 2012 is incorporated into this report. For improved water quality, stormwater management will be achieved through the use of catch basins with sumps, HDPE pipe and a hydrodynamic stormwater separator unit. The stormwater separator will remove floatable materials and sediment from the first-flush of runoff (1-inch of rainfall) from the northern parking areas prior to discharging into the receiving separated stormwater management system. All existing systems will be abandoned and all stormwater will be directed to the separated system in Winchester Avenue. Yard drains will be added to the landscaped area between the buildings and the sidewalk on Winchester Avenue to accommodate roof runoff. The goal of the stormwater management system will be to remove 80% of total suspended solids (TSS) from stormwater runoff. This goal is consistent with those of Connecticut and federal stormwater regulations. These design measures incorporate commonly used Best Management Practices and follow guidelines set forth by the CTDEP Stormwater Quality Manual and the Connecticut and federal

stormwater regulations. The stormwater management plan submitted with this application is consistent with Section 60 of the Zoning Ordinance.

Utilities: The Winchester Lofts project will be served by existing utilities within Munson Street and Winchester Avenue, namely telephone, electric, gas, water, and sewer. Electric infrastructure is currently present on site and will adequately service the requirements of this redevelopment. Connection to the existing telecommunication facilities will be made from infrastructure currently in place within the western courtyard as well as along Munson Street. A service connection to the water main in Winchester Avenue for the domestic water service as well as the fire suppression system will service the entire residential redevelopment. A separate service connection on Winchester Avenue will service a new fire hydrant located in the Tract E Parking Lot. Sewer connections will be made to an existing main within Winchester Avenue as well as Munson Street in accordance with GNHWPCA requirements. Gas service will be provided from an existing gas line located on site. Pad mount transformers and switchgears will be installed on site in the western courtyard adjacent to the parking lot as well as in the parking lot north of building 5A with suitable landscape screening. Existing utility poles in the vicinity of the new access drive will be removed.

Trash collection: Trash and recycling will be kept inside trash rooms in Buildings 5A and 1A. Dumpsters in the Building 5A trash room will be rolled outside for collection. Trash will be picked up on an as needed basis or at a minimum once a week.

Parking, Loading and Circulation: A new combined parking lot will be created as part of Phase II, with shared parking arrangements defined in a shared parking agreement. The total number of parking spaces in the new Combined Lot will be 328. The total number of spaces on Parcel L will be 304, of which 91 will be compact spaces.

A new parking lot will be constructed to the north of the North Parking Lot on the northwest corner of Parcel L (the "Tract E Parking Lot"). In order to create the new lot, Buildings 28E and 1E Annex will be demolished. These demolitions are authorized under PDD #49 and have been approved by the NPS and SHPO. The Tract E Parking Lot will connect to the North Parking Lot, and, as stated above, a new entrance to these parking lots as well as to the Building 5 South Parking Lot off of Winchester Avenue will be constructed.

The Building 5 South Parking Lot, which is partially located on Parcel L and partially located on Parcel C (295 Winchester Avenue) will be reconfigured and improved with new drainage islands and landscaping. The curb cut for this lot will be eliminated and access to the Building 5 South Parking Lot will be provided by the new driveway entrance on 315 Winchester Avenue.

These three parking lots, as well as the existing 18 space parking lot located in the western courtyard, will be available to residents and visitors to Winchester Lofts, Higher One, Inc. or Building #5 in accordance with a Parking Plan. Certain spaces will be assigned exclusively to each of these users, and certain spaces will be shared. A Parking Plan shows shared parking allotments between Higher One, Building 5, and Winchester Lofts. PDD #49 permits shared parking if a joint parking agreement is submitted to the City Plan Commission along with a detailed plans application.

Bicycle Parking: Under Section 45(a)(1)a.8, two bicycle spaces are required for the first ten proposed motor vehicle parking spaces and one additional bicycle space is required for each additional 10 required or proposed parking spaces. For multifamily residential use, 10% of the required bicycle spaces must be short-term (located within 50 feet of each main building entrance), and 90% of the required bicycle spaces may be long term (safe and weather protected). Accordingly because there are 304 car parking spaces provided on Parcel L, 32 bicycle spaces are required. There are currently 14 outdoor bicycle parking spaces on Parcel L, eight of which are within 50' of the entrance to Building 1A. Ten new bicycle spaces will be provided within 50' of

the entrance to Building 5A (See Drawing CS-101), and at least eighteen bicycle parking spaces will be provided in a secure storage area in the basement of Building 5A with room for more. Elevator access will be provided to these secure bicycle spaces as an amenity to the tenants of the complex.

Loading: A Truck Access Plan (Sheet GI-406) shows that the north parking lot (to the north of Buildings 5A and 28A) is accessible for a WB-50 truck. There will be one loading space at the corner of Buildings 4A and 5A on the north side of Building 5A in the North Parking Lot. This loading space will be used for move-ins and trash collection. PDD #49 requires a minimum of four loading spaces on Parcel L at full build out. Currently, there is one loading space in the Western Courtyard Parking Lot for Higher One. Therefore, the loading space being provided for the Phase II Project will be the second loading space.

Traffic Improvements: A *Traffic Impact Study* by Fuss and O'Neill was submitted in June 2010. An addendum to the Traffic Study dated 10/30/10 was provided which quantified a mutual agreement reached between the City Department of Transportation, Traffic and Parking (TTP) and the applicant regarding revised off-site improvements, Travel Demand Management (TDM) measures, mitigation measures, phasing of improvements and recommendations from the original traffic study that will no longer be required. Certain improvements were not required to be constructed until 65% of the square footage of the Parcel L Development (422,500 SF) is complete.

Overall the improvements are intended to calm traffic and improve safety, improve site lines and turning movements, improve and connect to existing City bike routes to better access the site and improve access to existing alternative modes of transportation.

At the 65% build out point (prior to granting Certificates of Occupancy), off site improvements will be required including Munson, Mansfield and Hillside intersection improvements. A mid block crosswalk on Munson Street from Lot J to the Higher One entry has been requested by Higher One. Also, improvements to the Division and Mansfield Street intersection will be completed by Winchester Arms NH, LLC (the joint venture applicant for the inclusion of Parcel L in PDD #49). Design and implementation of a bike route connection of new Parcel L to Grove Street via Hillside Place and Prospect Street were completed during Phase I.

A *Winchester Avenue Signal Warrant Analysis* was conducted by Fuss and O'Neill September 18, 2012 and submitted with this application. This analysis was conducted to determine whether signalization was warranted at the intersection of the new driveway and the shared Science Park Garage/344 Winchester Avenue driveway on Winchester Avenue.

Trip generation from the Winchester Lofts project is expected to be 52 and 65 new vehicular trips during the morning and afternoon peak hours. Gross new trips adjusted with a 5% transit credit and a 5% internal capture credit conclude there will be 47 trips (14 entering, 33 exiting) in the morning peak and 59 trips (34 entering, 25 exiting) during the afternoon peak hour.

Capacity analysis concludes the Level of Service (LOS) from the driveway during the morning peak hour degrades from a LOS B to LOS C; during the afternoon peak hour the approach degrades from a LOS D to a LOS F. The Analysis concludes that a signal is not warranted as the need is only for one hour per day.

As the Department of Transportation, Traffic and Parking does not agree with the conclusion of the *Analysis*, an agreement has been reached that the following improvements will be the Developer's responsibility:

- The new driveway will have an improved alignment with the Science Park Garage drive and will be stop-controlled with a shared left-through lane and 60 foot right turn lane.
- A new signal will be installed at this intersection at a later date.
- The new signal design will be completed now with the City's approval

- The new driveway will be constructed with the advance installation of handholes, conduit, and mast arm foundations for the new signal.
- The Winchester Avenue south bound approach will include a 175 foot left turn lane to enter the new driveway.
- The existing Science Park Garage approach will be restriped to include a shared left-through lane and will retain the existing right turn lane.

Soil Erosion and Sediment Control Plan: Approximately 1,500 cubic yard of material will be moved and 5,000 cubic yards will be added to the site with more than 6.3% of the site proposed to be regraded. All existing inlet structures will be lined with silt sacks and silt fencing will be placed in any location where there is the possibility of runoff during construction. The construction entrance to the site will be from Winchester Avenue in the location of the new driveway into the site. There will be a second pad internal to the site. (Soil erosion and sediment control measures are shown on Sheets CE-101-102). Ted DeSantos is named as the individual responsible for monitoring the site to assure there is no soil or runoff entering City catch basins or the storm sewer system. Raymond Galvin Jr. of John Moriarity Associates is named as the on site monitor for the soil erosion and sediment control plan. He is responsible for assuring there is no dust gravitation off site by controlling dust generated by vehicles and equipment, during the demolition, remediation and construction phases. Soil stockpiles and storage bins shall be protected from dust gravitation and soil erosion. All SESC measures are required to be designed and constructed in accordance with the latest Standards and Specifications of the *Connecticut Guidelines for Soil Erosion and Sediment Control*.

Mr. Galvin shall be responsible for determining the appropriate response, should unforeseen erosion or sedimentation problems arise on a day to day basis. He is fully responsible for insuring that SESC measures are properly installed, maintained and inspected according to the SESC Plan. Should soil erosion problems develop (either by wind or water) following issuance of permits for site work, the contractor is responsible for notifying the City Engineer within twenty-four hours of any such situation with a plan for immediate corrective action.

Due to the site being subject to a Remedial Action Plan (RAP), a Soils Management Plan is being developed by the Environmental Engineer. Once the Remedial Action Plan and Soils Management Plan have been completed, and accepted by DEEP they will be required to be submitted to the City Plan Department. Actual locations of soil stockpiles and the extent of the remedial excavation will be determined upon finalization of the RAP. Stockpiles will be managed, separated and covered as required so as not to contaminate other areas of the site.

Construction logistics plan: The north parking lot will be used as a construction staging area. Construction worker parking will be provided in the Science Park Garage. A haul route to and from the site has been provided on 10/4/12. A Site Maintenance & Protection of Traffic Plan shows a sidewalk closure along Buildings 1A, 2A, 3A, 4A and the new parking lot while the building demolition is proceeding, exterior of the buildings is being repaired, windows installed and the parking lot constructed. Pedestrian traffic is diverted to the west side of Winchester Avenue. Access to the site for Higher One employees is permitted through the existing drive (former Mason St). Higher One parking displaced during construction will be accommodated in the Science Park Garage. A final construction logistics and operations plan including any temporary sidewalk and roadway closures and temporary signage, shall be submitted with the final building permit set.

Snow Removal: A plan (Sheet GI-403) has been submitted showing areas where snow will be stored on site during winter months if necessary. Acceptable as shown.

Phase II Project Phasing/Project Timetable: Construction is anticipated to be initiated in spring 2013 and to be completed within fourteen months, by summer 2014.

Other Permits in addition to building/demolition permits: Remedial Action Plan to be approved by DEEP; Local permits for road opening and temporary sidewalk closure within City ROW; Greater New Haven Water Pollution Control Authority permit.

Detailed Plans in Conformance with PDD and other Plans: The Commission believes the proposed Detailed Plans for Phase II are in conformance with the General Plans as approved by the Board of Aldermen September 7, 2010. The submitted Preliminary and Detailed Plans are in keeping with the objectives of Section 65(a) of the Zoning Ordinance as stated in the submitted narrative, and with the Newhallville Redevelopment and Renewal Plan.

VERIFICATION OF PROFESSIONAL TEAM FOR PHASE II: The Professional Team including the Developer as listed on page 2 and as presented in a letter from Carolyn Kone dated 09/20/12 is hereby approved. The primary change from Phase I is the Architects DiMella Shaffer of Boston as the lead architects.

SITE PLAN REVIEW

The submitted Site Plans are in conformance with Section 64(f) of the Zoning Ordinance. Site Plans have been reviewed by the Site Plan Review team with representatives from City Plan, City Engineer, Building Department, Department of Disabilities Services and Department of Transportation, Traffic and Parking and have been found to meet the requirements of City ordinances, Regulations and standard details with the following comments:

Transportation, Traffic and Parking:

- *Construction Logistics plan to be reviewed and approved by the Department of Transportation, Traffic and Parking (TT&P) with respect to street and sidewalk closures, signage for temporary conditions, construction worker parking details, etc.*
- *Revised plans for the intersection of the new driveway with the driveway on the west side of Winchester Avenue showing better alignment, a design for a future traffic signal, and installation of preparations for the future signal shall be submitted to the Department of Transportation Traffic and Parking and the City Plan Department.*

City Plan:

- *Shared Parking Agreement to be submitted to the City Plan Department.*
- *Remedial Action Plan shall be submitted to the City Plan Department for the record once complete.*
- *Environmental Land Use Restriction (ELUR) will be filed on the City land records.*
- *Submit plan and details for all on site signage including building identification, wayfinding and directory signs for administrative review prior to installation.*

SITE PLAN ACTION


The City Plan Commission approves the submitted Site Plans, subject to the standard conditions on Page 1.

PLANNED DEVELOPMENT ACTION

The Commission further finds that the submitted Preliminary and Detailed Plans are in accordance with the General Plans for the Science Park Planned Development District #49 and with the objectives of Section 65(a) of the New Haven Zoning Ordinance, and hereby approves them subject to the conditions on Page 1.

ADOPTED: October 17, 2012
Roy Smith, Jr.
Vice Chair

ATTEST:



Karyn M. Gilvarg, AIA
Executive Director