

# NEW HAVEN CITY PLAN COMMISSION FLOOD PLAIN DEVELOPMENT REPORT PLANNED DEVELOPMENT ACTION

**RE:** 475 LONG WHARF DRIVE, LONG WHARF PDD #53, Flood Plain Variance and PDD Modification for construction of Platform and new “Community Boathouse at Canal Dock” (Owner/Applicant: City of New Haven; Agent: John Plante, PE, Langan Engineering and Environmental Services, Inc.)

**REPORT:** 1454-02

**FLOOD PLAIN VARIANCE:** Approval with Notations

**PDD ACTION:** Approval with Conditions

## **Submission:**

*Part A:* PDD Modification, Letter from K. Gilvarg, CP Director 06/14/11, Application for Modifications of Long Wharf PDD#53 06/16/11, rev. 07/01/11, Boundary Survey (V1.00) Canal Dock & Long Wharf Dr., Plan Set 11x17 by Langan Engineering 6/15/11 rev. 07/01/11: Aerial Plan of Parcels H-2 and H-3 (Fig. 3), PDD Illustrative Plan 1986 (Fig. 4), Aerial Illustrative Plan with proposed Modifications (Fig. 5), Site Plan @ 40 scale by Langan (Fig. 6), 1<sup>st</sup> and 2<sup>nd</sup> floor plans (Figs. 7 & 8), Exterior Elevations I & II (Figs. 9 & 10), 5 color rendered elevations (Figs. 11-15). 50% Design Development Submission – Building 06/03/11 and Platform 6/3/11, Langan Engineering & Environmental Services and Gregg Wies & Gardner Architects: Site Plan & Site Details; Grading and Drainage Plan & Details; Utility Plan, Profiles & Details; Soil Erosion and Sediment Control Plan & Details; Overall Landscape Plan & Details, Site Sections; Overall Lighting Plan, Notes & Details; Architectural Site Details incl. Enlargements, Plumbing and electrical Plans, General Notes, Dimensional Control Plan, Pile Plan, Pile Cap Plan, Platform Plan, Platform elevations and sections, Pile & Cap Details; Bulkhead Rehabilitation Plan, Elevation 7 Section; Marina Site Plan showing docks, Transient Dock Plans, Transient Gangway, Rowing dock & Gangway Plans, Platform Key Plan, Entry Sign, Harbor Map and Timeline Details, Thematic Display.

*Part B:* Flood Plain Variance Application, list of required permits, description of requested variance, revised 07/05/11. 2 sheets: Boundary Survey NGVD 1929 Datum 07/02/10 by Langan Engineering; USGS Map showing Location of Parcel H 2/11/11; FEMA Map Excerpt 12/17/10; 50% Design Plans Platform Package by Langan 06/03/11: Site Plan 40’=1” with Bid Alternate X1 inset (C-2.00); Grading and Drainage Plan-North (C3.10), South (C3.11), Exterior Elevations-West and North (A-4.0), East and South (A-4.1), Wall Types (A-6.9), Boat Bay Wall Details (A-7.3). Fee waived due to City as applicant.

*Other Materials considered:* Army Corps Section Individual Section 10 Permit Application (11/02/01), Department of Environmental Protection OLISP Structures and Dredging Permit Application (2002), “Canal Dock: Final Concept Design Report” (03/29/10). Input from Building Inspector Daniel O’Neill; Letter from Lynn Fusco 07/12/11.

## **BACKGROUND**

**Introduction and PDD History:** As part of the Long Wharf Renewal and Redevelopment Plan, the City of New Haven first conceived of a development around Long Wharf in the early 1980’s. In 1983, the City developed a Municipal Coastal Program, including a coastal management-related Master Plan and proposed zoning amendments, for the City’s coastal area including Long Wharf. A large site was offered through an RFP process, and Fusco Development Corporation was selected as the preferred developer. A Development Agreement and Land Disposition Agreement (LDA) created a planned development program for the parcels to be developed by Fusco, to be called “The Maritime Center”.

In May of 1984, the Board of Aldermen approved the Long Wharf Planned Development District (PDD) #53 (See Figure #1). The purpose of the PDD was to re-develop the former industrial area and re-claim the waterfront along New Haven Harbor and historic Long Wharf, which had been cut off from Downtown New Haven by the rail yards (beginning in the 1840s) and the construction of I-95 on new landfill in the 1950s. The development was envisioned to feature retail, commercial uses and restaurants, a hotel, and a marina and harborside plaza-walkway system that would reinvigorate New Haven’s waterfront – with full development to be complete by 1994. With the Department of Environmental Protection’s concurrence, the City Plan Commission approved a coastal site plan review for the proposed activity within the coastal management zone.

The Long Wharf Maritime Center has not been developed to the maximum build-out envisioned by the PDD. While the entire district was intended for a variety of uses ranging from hotels to retail to restaurants, to date, the first Phases of the PDD including high rise office space, structured and surface parking, first floor retail and food service, and a single free-standing full service restaurant were constructed in three buildings and two connected parking structures along with a public waterfront walkway. The entire district was designed “to attract people to the City of New Haven and to the function of its harbor and waterfront.” Parcels H-2 and H-3 (see Figures 2 and 3) originally intended to house a marina and marina-related services, still lie dormant. Though the hotel and marina retail development were expected to be in construction by the spring of 1986 at the latest, the project was delayed by extensive environmental review, and the economic downturn of the late 1980’s.

Today, Parcels H-2 & H-3, which are situated between Long Wharf Pier to the southwest and Leon’s Restaurant to the northeast, have a pedestrian sidewalk along Long Wharf Drive and a small, City-owned welcome center (formerly known as the Liberty Belle Building) at the head of the Pier. Adjacent Parcel I, also within the Long Wharf PDD, contains Long Wharf Pier and related floating docks and gangways which are used for docking by large and small vessels, pedestrians, and fishermen. It is the home of the *Amistad* when in port and also of Schooner, Inc.’s *Quinnipiack*.

The project to build a community boathouse and public waterfront access area on New Haven Harbor grew out of the I-95 Quinnipiac River Crossing Corridor (Q Bridge) transportation project. Necessitated by the preferred alternative to construct a new Interstate-95/91 interchange and new bridge spanning the harbor, the Connecticut Department of Transportation demolished the former Yale University Adee Boathouse (c. 1911) on the east shore of the harbor at 74 Forbes Avenue. As a mitigation measure for the loss of this historic resource, ConnDOT agreed to provide funding for a new community boathouse which incorporates significant architectural elements salvaged from the original Adee structure.

**Modifications to the General Plan:** Section 65 of the Zoning Ordinance (e)(1) notes *“After the approval of the Application and General Plans, the applicant shall file detailed plans for review by the City Plan Commission, showing the details of the proposed development as fully as possible and including elevations and perspectives of proposed construction . If the applicant later wishes to change any of the details of the proposed development, further detailed plans shall be filed for review by the City Plan Commission.”*

In order to proceed with detailed plans for Parcels H-2 and H-3, the Modification to the General Plan must be approved by the City Plan Commission. Instead of the private marina and marina-related activities on Parcels H-2 and H-3, the City proposes to locate a 31,000 SF community boathouse facility on a pile-supported 50,000 SF concrete platform with access from Long Wharf Drive. The Modifications to the Use Table and General Plans are as follows:

	<b>Original General Plans</b>	<b>Proposed General Plans</b>
Parcel H2	Marina, marina parking, and marina support building (may include portions of H3). Future development could contain structured parking, retail shops and facilities, and customer parking; and a hotel.	<b><u>Proposed Boathouse at Canal Dock.</u></b> <b><u>Uses include boat storage, offices, classrooms, exhibit space/historic displays, fixed and floating docks, public access and assembly space, walkway and educational pavilion over mudflats, and transient boating facilities.</u></b>
Parcel H3	Fusco, through an easement agreement with the City, will have exclusive rights to develop a marina of approximately 110 slips in first phase, to be expanded as future demand grows. Marina to be accessible from parcel H2 and be improved with docks for boat slips and facilities in support of a commercial fishing fleet.	

The original PDD application noted that Parcels H-2 and H-3 would be acquired by a private developer (Fusco) to be developed as “a marina, and maintain parking for marina patrons and a building or buildings for marina,

office and related functions” The marina was to be approximately 110 boat slips in the first phase, expandable later with demand, possibly up to 600 slips. It allowed for flexibility in the buildout in “retail shops and facilities for the general public attraction” and even for a hotel in a later phase. It was to include public walkways and plazas along the water’s edge for the enjoyment of office workers and the general public.

The originally proposed marina which is a water-dependent use that is largely private will be replaced by a community boathouse, also a water-dependent use but primarily public. A marina is often gated and off limits to the public. The platform around the boathouse will be a public gathering space with an abundance of room for the public to assemble, engage in and view water dependent and related activities. As the platform meets the land side, there will be an esplanade with pull off for unloading of shells, boats and passengers. There will be landscaped paths better connecting the site with Long Wharf Pier to the south and the remainder of the public walkway and Maritime Center to the north. Within the boathouse there will be storage space for rowing shells and/or other vessels, marine education space, main hall and classroom, community boating and sailing offices, and locker and changing room facilities. The platform will give access to floating docks for loading and unloading of rowing shells and other small community boats, and further waterward to floating transient docks for visitors’ use.

**General Building Plans for Community Boathouse on Platform:** Section 65 of the Zoning Ordinance requires that General Plans *“shall show the improvements to be erected upon the tract, the open spaces to be provided, the nature and location of the proposed use or uses, the relationship of the proposed development to surrounding properties, and other pertinent information.”*

The submitted General Plans consist of 50% drawings of the proposed 50,000 SF platform to be constructed as the first Phase of the development. The platform is primarily square with the roadway but has a diagonal course approximately 25’ in width which shoots off at an angle parallel with Long Wharf Pier. 16” square pre-stressed concrete or steel piles (296 total) approximately 80 feet in length will be driven in a grid to be spanned with pile caps. The platform will be assembled of pre-cast concrete planks spanning between pile bents and supported by the concrete or steel piles. The platform will be four feet thick, and its bottom will be two feet above the mean high water elevation. Much of its construction will be performed from barges. The platform will be topped with pavers on the angled portion and the remainder will be concrete aggregate.

The submitted General Plans show a 31,000 SF boathouse, parallel to Long Wharf Drive, a two story concrete structure to be supported by columns on the platform. The building is within the VE Flood Zone, and is therefore constructed in accord with the City’s Flood Damage Prevention Ordinance for new Construction in V zones (see Flood Plain Variance Section). Its 1st level with a finished floor elevation of 10.21 has breakaway walls so that storm water can flow through if necessary without taking out the building. Its 2<sup>nd</sup> level is at elevation 30.7, flat roof elevation is at 46.10, and gable roof is at 72.0 Exterior materials are aluminum coping and louvers, aluminum and glass curtain wall, terra cotta rainscreen panels, standing seam metal roof, and stainless steel cable railings on exterior stairs. Visible through the glass wall facing Long Wharf Drive on the building interior will be an installation of a portion of the original façade of the Adee Boathouse. Other elements of the boathouse including a stair and a fireplace mantel will be present in other areas.

#### **General Site Plans:**

*Utility Plan* shows utility connections (electrical, gas, water, communications, fire service, sanitary and storm sewer) available in Long Wharf Drive. There will be electricity and water supplied to the end of the dock. Planned Developments are required to have utilities underground. Utility services will be fed from below grade landward of the bulkhead and below the platform before penetrating the building slab for distribution within the building.

*Grading and Soil Erosion and Sediment Control Plans* shows minor adjustments to grading on the land side of the project as the land meets the platform to prepare for the esplanade, drop off area and waterfront walkways. Catch basins in Long Wharf Drive are protected with silt sacks and silt fencing may be installed if necessary to prevent any migration of land soils into the water. Other measures to be utilized will be turbidity curtains, anti tracking pad and inlet protection. The primary impact of the project on the waterside will be the driving of piles into the harbor bed. Once this portion of the project is complete there should be no further impact to the coastal resources. **A full coastal site plan review will be conducted with review of Detailed Plans.**

*Landscape Plans* show a serpentine walkway from Long Wharf Pier connecting with the esplanade which fronts the building. Decent size trees and ground cover embellish the land side of the Site. Decorative pole mounted light fixtures, removable bollards, benches, railings, stone walls (of Adee Boathouse stones), bike racks (for 20 bikes), interpretive and thematic displays, a harbor map on the platform and signage are all shown.

*Parking and Transportation:* Notably absent from the plans are vehicular parking spaces as there is no room for parking on the site, not even for an accessible space. There are bike racks for approximately 20 bicycles in several locations. There is an unloading area in front of the building separated from Long Wharf Drive by a landscaped island to protect passengers. The drop off area is geared for drop off of persons using the boathouse for educational or recreational purposes with parking available off site. Crew teams will likely arrive by van or small bus. Staff when present will likely park at the head of Long Wharf Pier. The Long Wharf Visitors Center (currently closed) has spaces for public use. There are numerous other possibilities for parking a short walk from the site (such as at IKEA, Sports Haven, Leon's Restaurant, and the Long Wharf Maritime Center) and some of these may be made available by agreement. There are also opportunities to construct parking within the DOT right of way once the highway construction project is complete, and there are opportunities to create on-street parking spaces. Any large events at the boathouse will be served by valet parking arrangements. **Design for the drop off area is in the planning stages and will be finalized with the Detailed Plan submission, as will any parking arrangements with private providers.**

There are other modes of transportation to reach the site including shuttle, bus (Ct Transit Z Line), bicycle, boat or on foot via the Farmington Canal Greenway which will have its origin (or terminus) at Long Wharf Pier. There are removable bollards which allow access to the platform for deliveries, trash pickup and emergency vehicles.

There is an existing double left turn lane from Canal Dock Road northbound onto Long Wharf Drive which "squeezes" the site with its radius. The City would prefer a single left turn lane northbound from Canal Dock Road, but a traffic study will be required by the Transportation, Traffic and Parking Department to determine whether a single lane will be sufficient to handle traffic. There are proposed cross walk improvements across Long Wharf Drive. **These improvements will be finalized in the Detailed Plan submission.**

**Public Hearing:** At a hearing on July 20, 2011 City Plan Project Manager Donna Hall presented some background on the project, and Chris Cardany of Langan Engineering provided details on the modifications to the PDD General Plans, platform construction and the flood plain variance requests. Architect Glenn Gregg gave an overview of the building design and interior layout. The Urban Design League heartily supported the project.

## **PLANNING CONSIDERATIONS**

Much of the development originally proposed in the Long Wharf Planned Development District for Parcels H-2 and H-3 in 1984 depended heavily upon being successful in gaining environmental permits for filling to create buildable land (and for dredging to create the fill), for financial instruments to aid the project (UDAG) and for a favorable economy. As it turned out these were difficult to achieve, and the sites have lain dormant for over 25 years. The economic climate has changed, as have human interests and priorities, and the Commission believes the changes proposed here, from one water-dependent use to a less intensive water-dependent use with construction of a boathouse on a platform, are fully appropriate and generally in conformance with the intent of the originally approved General Plans. The Commission understands there is considerable support from the rowing and paddling community for the boathouse use, and Fusco Harbour Associates, LLC and Fusco Maritime Associates, LLC, the primary property owners of the remainder of the Planned Development District, have issued a letter of support as well. **As Detailed Plans are developed, the City should take the opportunity to study potential treatment of the full extent of Long Wharf Drive in terms of public access, circulation and parking.**

**Operation, Management and Maintenance:** While the application notes the structure will be "non-profit based", there are no particulars on the financial implications of the project or how the structure will be managed or operated. A non-profit corporation known as Canal Dock Corporation has been formed and the City's intent will be to turn over the boathouse to the non-profit entity once the project is complete. **The Detailed Plan submission shall elaborate on these topics as to how the public facility will be maintained and handled.**

**Project Schedule:** The platform is scheduled to be bid in November 2011, and will take approximately 12-18 months to complete after initiation of construction. Once the platform is in place, the boathouse is scheduled to be bid in June 2012, with construction lasting until mid 2013. Detailed Plans are anticipated to be submitted by end of summer 2011.

**Other Permits required for the Project:**

- DOT/DEEP Flood Management Certification
- Stormwater and Dewatering Wastewaters from Construction Activities
- DEEP OLISP Certificate of Permission
- USACE Individual Permit Modification
- Detailed and Site Plan Review
- Coastal Site Plan Review

**FLOOD PLAIN DEVELOPMENT VARIANCE**

**Authority:** In Section 7-148(c)(7) of the CT General Statutes, the Legislature of the State of Connecticut delegates to local governmental units the responsibility of adopting regulations designed to promote the public health, safety, and general welfare of its citizenry. The City of New Haven adopted a revised Section 56 of its Zoning Ordinance and a *Flood Damage Prevention Ordinance* (hereafter FDP Ordinance) on October 4, 2010. New Haven Zoning Ordinance, Section 56 (g) Flood Damage Prevention District: *Waivers*. The New Haven City Plan Commission shall hear and decide appeals and requests for waivers from the requirements, in accordance with the standards of the New Haven Flood Damage Prevention Ordinance.

FDP Ordinance, Section 7.1 - Variance Procedures: The New Haven City Plan Commission as established by the City of New Haven shall hear and decide appeals and requests for Flood Damage Prevention (FDP) Variances from the requirements of this ordinance.

**Background:** The City proposes the creation of a public waterfront recreation area, the Boathouse at Canal Dock, within the New Haven Harbor. This public waterfront recreation area is intended to reconnect people to the waterfront and will provide a destination for active water-dependent activities, such as boating, and provide meaningful public access to the water and spaces for gatherings to foster community activities around the water. The project will also provide a locale for increased environmental education related to the history, culture and natural environment of New Haven Harbor and Long Island Sound. In addition to proposed docks, the boathouse will support these water dependent activities including provisions for boat storage, locker rooms, educational rooms, and other public activities.

In order to support the boathouse a platform is being constructed over water adjacent to a bulkhead below the flood elevation. The site is located within Flood Zones AE (elevation 12 – NGVD 1929) at the land side and VE (elevation 14 – NGVD 1929) waterward of the land side on Flood Insurance Rate Map 09009C0041H dated December 17, 2010. The VE Zone is a coastal flood zone with velocity hazard (wave action) where the base flood elevation has been determined at 13 (NAVD 1988). The applicant notes while the newly adopted flood maps have an elevation reference of North American Vertical Datum (NAVD 1988) the architectural drawings reference the National Geodetic Vertical Datum (NGVD) 1929, the datum being the starting point for measuring elevations to compare flood and ground elevations. In a coastal situation such as this site, this means above “sea level” and for comparison purposes, NAVD elevations are 1.04’ higher than NGVD elevations.

**Flood Variance Request:** The applicant has requested the following variances from the flood regulations due to the functionally dependent use of the project:

**Section 5.3.2.2 “Electrical, plumbing and other utility connections are prohibited below the base flood elevation.”**

The building will require new electric, plumbing and other utility services to support the uses inside including HVAC, lighting, water for domestic and fire protection, and sanitary sewer from floor drains and bathrooms. Utility services will be fed from below grade landward of the bulkhead and below the platform before penetrating the building slab for distribution within the building. Based upon the elevation of the

platform, these services would be below the base flood elevation, however, would be protected by the use of concrete chaseways below the slab. It should also be noted that the existing utility infrastructure within Long Wharf Drive is located below the base flood elevation. Electrical and mechanical systems and the elevator will be provided in compliance with mechanical and electrical codes and building code for construction in a flood prone area and based upon a base flood elevation of 14.0 NGVD. In addition to structural support of the 2<sup>nd</sup> floor, the stairs, stair shafts and elevator shaft will be designed to survive VE Zone forces. First floor wall construction and materials below the base flood elevation will be resistant to damage from flood waters. Construction will be concrete block with closed cell foam insulation or sandwich panel systems of water resistant panels and closed cell foam insulation, i.e. no voids.

***Section 5.3.4.01 "All new construction or substantial improvement shall be located 25 feet landward of the reach of the mean high tide."***

The proposed platform and boathouse will be constructed longitudinally seaward of the mean high tideline but this is a functionally dependent use which cannot occur if situated otherwise. Although the finished floor elevations of the platform and the building are located above the mean high tide, the supporting structure including piles and docks, will be located within the mean high tide elevation.

***Section 5.3.4.02 "All new construction or substantial improvement shall be elevated so that the bottom of the lowest supporting horizontal member (excluding pilings or columns) is located no lower than the base flood level with all space below the lowest supporting member open so as not to impede the flow of water."***

The first floor plan of the boathouse shows a finished floor elevation of 10.21 where the base flood elevation is 14 (NGVD 1929). There are some lavatories, junior lockers, mechanical equipment, lobby and reception area on the first floor accessory to support the boat bays where shells and other craft will be stored and launched. Non supporting breakaway walls (with aluminum louvers on the exterior) have been designed to allow storm water to flow through the first floor without impairing the supporting structure for the 2<sup>nd</sup> floor. For low energy flooding there will be flow through openings at the first floor to allow flood waters to enter and leave the building.

The elevation of the platform was governed by the adjacent grades within the street and top of the existing bulkhead as well as the dependency of the project to facilitate access to the water. All users of the building, the exterior platform spaces and docks will either be dropped off by vehicles at the front of the entrance, walk from adjacent parking spaces in the project vicinity, bike, or boat. Due to the limited distance between the street and the building entrance and the need to provide suitable accessibility to the project site and water, the platform and the building's first floor are essentially the elevation of the existing sidewalk along the street. Per section 5.1.14 of the Ordinance, the structure would need to be designed to the VE-Zone elevation since the project is within both the AE and VE Zones. Raising the platform approximately 9 feet to elevate the lowest supporting horizontal member would add significant ramps and extend the dock gangways further. This would impact accessibility, boat maneuvering, and access to the water which is the primary use of the project and the primary reason for request of variances.

In order to grant a Flood Plain Variance the Commission must consider the following factors in Section 7.5.1 of the FDP Ordinance:

- The danger that materials may be swept onto other lands to the injury of others;
- The danger to life and property due to flooding or erosion damage;
- The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- The importance of the services provided by the proposed facility to the community;
- The necessity of the facility of a waterfront location, in the case of a functionally dependent facility;
- The availability of alternative locations which are not subject to flooding or erosion damage for the proposed use;
- The compatibility of the proposed use with existing and anticipated development;
- The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
- The safety of access to the property in times of flood for ordinary and emergency vehicles;

- The expected heights, velocity, duration, rate of rise and sediment transport of the flood waters and the effects of wave action, if applicable, expected at the site; and
- The costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, and streets and bridges.

Granting of the variances will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create a nuisance, cause fraud on or victimization of the public, or conflict with existing laws or ordinances. In advance of a storm event the boathouse would be cleared of occupancy. A community boathouse cannot be located in other than a waterfront location as it is a functionally dependent use supported by its proximity to open water.

### **FLOOD PLAIN VARIANCE FINDINGS**

The Commission hereby grants the requested variances with the following notations:

1. The boathouse is a functionally dependent use in which the use of the building is absolutely dependent on its close proximity to the water, and therefore is excluded from the elevation requirement. Acceptable methods of wet floodproofing have been incorporated into the design.
2. As the lowest floor of the proposed boathouse is below the base flood elevation, the Commission in granting the requested variances notifies the applicant of the potential of high flood insurance premiums and increased risk to life and property.
3. The applicant shall record on the City land records an original copy of this Flood Plain Variance 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 detailed plans for issuance of building permit.
4. A separate application for a State Building Code modification may be required.

### **PLANNED DEVELOPMENT FINDINGS**

**Consistency with Planned Development Section 65(a) Standards:** In order to approve or recommend approval of PDD General Plans, the Commission must find that they are:

- (1) In accordance with the comprehensive plans of the city, including all plans for redevelopment and renewal;
- (2) Composed of such *uses*, and in such proportions, as are most appropriate and necessary for the integrated functioning of the planned development and for the city;
- (3) So designed in its space allocation, orientation, texture, materials, landscaping and other features as to produce an environment of stable and desirable character, complementing the design and values of the surrounding neighborhood, and showing such unusual merit as to reflect credit upon the developer and upon the city;

The comprehensive plan of 2003 envisioned an enhanced public walkway and a community boathouse on the site. A recommendation of the Coastal Plan of 2006 was to "ensure that future development at the Maritime Center provides for public access and includes water-dependent land uses". The General Plan for the boathouse shows unusual merit which will reflect upon the City. The Commission therefore believes it can make the three required findings.

### **GENERAL PLAN MODIFICATION APPROVAL WITH CONDITIONS**

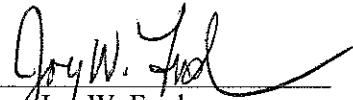
The Commission believes that the proposed modification to the previously approved General Plans for Planned Development #53 is within its realm of purview under Section 65 (e) and hereby grants approval of the modification with the following conditions:

1. Detailed Plans in accord with Appendix A and Coastal Site Plan Review application for modifications to Parcels H-2 and H-3 shall be submitted to the City Plan Commission for review and approval prior to issuance of Building Permit. The Detailed Plan submission shall particularly address resolution of the

drop off area, parking and transportation access, ADA compliance and responsibility for operation and maintenance, all as noted in **bold** in above text.

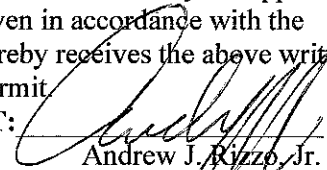
2. At the time of application for a building permit, a FEMA Elevation Certificate shall be filed with the building official.

**ADOPTED:** July 20, 2011  
Edward Mattison  
Chair

**ATTEST:**   
Joy W. Ford  
Planner II

Review of the Flood Plain Variance, based upon the application and materials submitted by the applicant, was conducted at hearing by the City Plan Commission of the City of New Haven in accordance with the Connecticut General Statutes (Section 7-148(c)(7) The Building Official hereby receives the above written findings and any conditions thereof are made conditions of the building permit.

**DATE ADOPTED:** 7/25/11

**ATTEST:**   
Andrew J. Rizzo, Jr.  
Building Official



## Appendix A: Detailed Plan Submission Requirements

### ***DETAILED PLAN SUBMISSION REQUIREMENTS***

***Detailed Site Plans and related details***, including all proposed site activity on and off site to include:

- ***Detailed Utilities and Service Plan***, with:

- Water Service, as approved by the South Central Regional Water Authority and the City Engineer.
- Fire Apparatus access and fire hydrant locations, as approved by Fire Department, City Engineer.
- Storm and Sanitary treatment, including flow calculations, as approved by Greater New Haven Water Pollution Control Authority, City Engineer.
- Electric Service, including transformer and meter placement, as approved by United Illuminating.
- Gas Service, including meter placement, as approved by Southern Connecticut Gas Company, if applicable.
- Telephone and Cable Service, including any equipment and wiring on the exterior of buildings, as approved by other providers.
- Drive layouts and grades (including topo, cut and fill), as approved by Transportation, Traffic and Parking Department, and City Engineer.
- Schedule of roadway improvements, if any.
- Schedule of on and off site work related to the project.
- Trash Disposal Plan, in accord with State mandated separation and recycling requirements.
- Mail Service Plan, if applicable.
- Snow Removal and Storage Plan.

- ***Soil Erosion and Sediment Control Plan and narrative*** in conformance with State of Connecticut standards and New Haven Zoning Ordinance and Regulations.

***Grading and Drainage Plans***, showing proposed grades and how the site is drained.

- ***Detailed Building and Platform Plans***, including rendered elevations fully depicting the architectural character of the project, its materials, and its relationship to surrounding properties.
- ***Landscaping Plan***, including site treatment in the immediate vicinity of the building and along property lines, including walls, street frontage and drives. The planting plan shall include all locations, size and species of all plantings, including any existing street trees to be retained, removed or added.
- ***Lighting Plan***, including locations and details of all site lighting.
- ***Master Signage Program***. A detailed plan showing any signs on the property and building including a calculation of sign area.
- ***Traffic Operations Plan for construction period***, detailing any street lane closures, detours, signage, lighting and other operational measures to minimize local traffic disruptions.
- ***Transportation, Traffic and Parking Arrangements*** to support boathouse activities on and off site.
- ***Detailed Plans for Operation and Maintenance*** of the community boathouse facility.
- ***Phasing Plan***, with sub-phases of project and detailed construction schedule for each project element, if applicable.  
At the time of approval of Detailed Plans City Plan staff may be delegated the power to authorize signoff of Temporary Certificates of Occupancy.