

**NEW HAVEN CITY PLAN COMMISSION INLAND WETLANDS REVIEW
NEW HAVEN CITY PLAN COMMISSION COASTAL SITE PLAN REVIEW
NEW HAVEN CITY PLAN COMMISSION SITE PLAN REVIEW**

RE: 30 GANDO DRIVE, Inland Wetlands Review, Site Plan Review including Coastal Site Plan Review for Building Addition in an IL Zone (Owner: The Ray A. Dahman Family Trust; Applicant: Schulz Electric Company).

REPORT: 1435-05

ACTION: Approval with Conditions

CONDITIONS OF APPROVAL

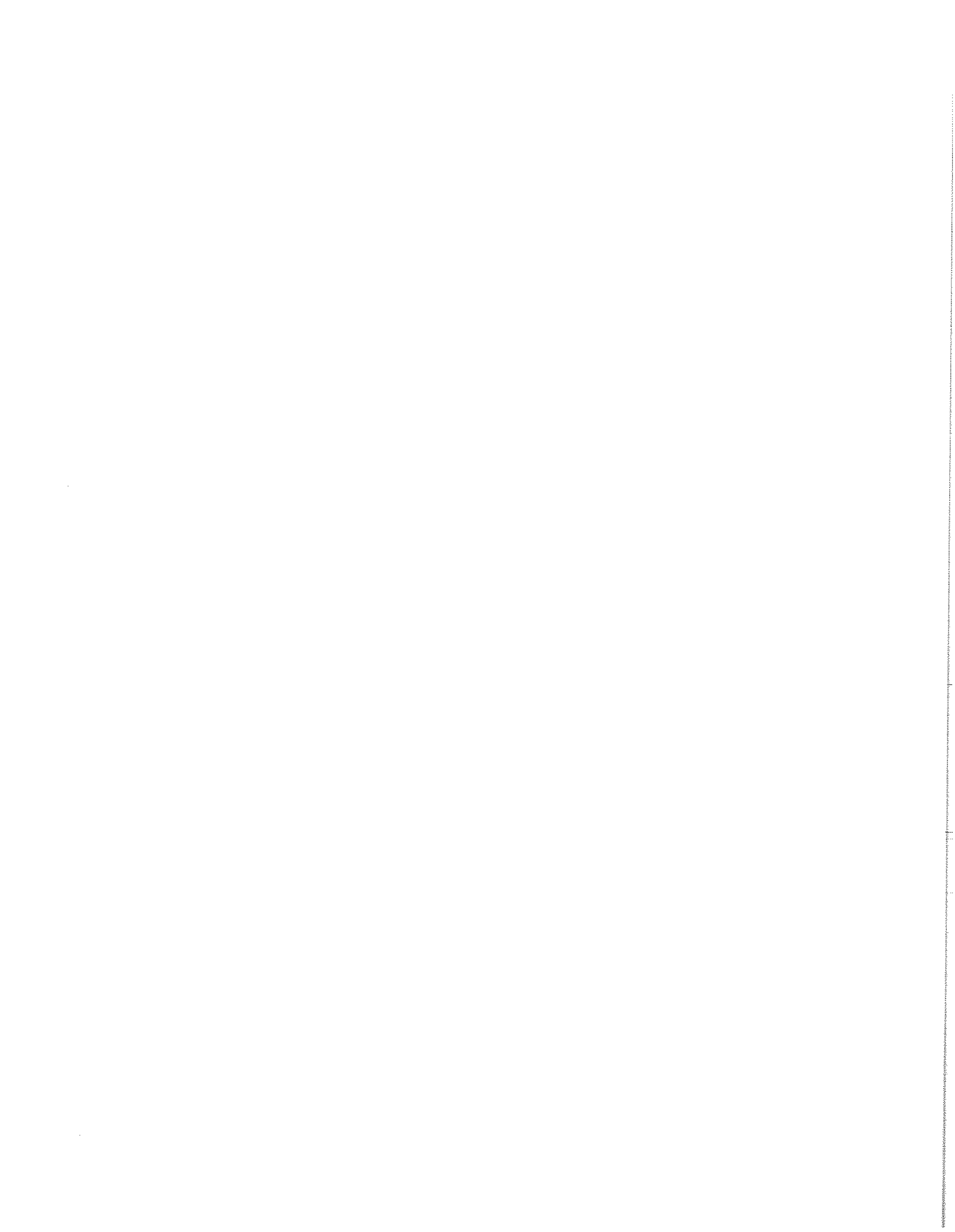
1. The Site Plan is approved for a period of six years, and the approval will expire if the project is not completed by December 16, 2015.
2. The applicant shall record on the City land records an original signed copy of this Site Plan Review report (to be provided by the City Plan Department) and shall 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.
3. Signoff on final plans by the City Engineer, Transportation, Traffic and Parking Department 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 the plans.
4. A Bond, or other financial instrument acceptable to the City's Corporation Counsel, in an amount of 2% of the certified overall estimated project cost, including grading, paving, fencing, storm drainage, soil erosion measures, landscaping and the like, shall be provided to the City Plan Department, with a copy to the City Engineer, prior to City Plan signoff on final plans for building permit.
5. Flood elevation certificate [Flood Development Permit certifying finished floor elevation] shall accompany application for building permit.
6. Any proposed work within City right-of-way will require separate permits.
7. Final determination of traffic markings, V-loc locations, signs and traffic controls on site and on the perimeter of the site will be subject to the approval of the Department of Transportation, Traffic and Parking.
8. 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.

Submission: Development Permit Application & Narrative, History of Schulz Electric, Application fee of \$240.00, Wetlands Delineation Report by William Root of Milone & MacBroom 07/13/09; State Inland Wetlands Reporting Form, Coastal Inventory Map, Photo Log, Impact Assessment, Apprentice Program info, 8 ½ x 11 plans, PowerPoint presentation.

Civil Plans by Milone & MacBroom 11/16/09 rev. 11/19/09 and 12/07/09: Cover Sheet with Site Vicinity Map & Zoning Table;, Site Improvement Plan, Site details, Property Survey, Overall Site Plan with parking layout, Architectural Plans by Elm City Architects 11/13/09: Existing and proposed building elevations, Existing and proposed 1st floor plan.

PROJECT SUMMARY:

Project: Addition to existing building
Address: 30 Gando Drive
Site Size: 206,420 SF (4.739 acres)
Building Size: 44,000 SF (existing) + 3,565 SF addition (proposed) = 47,565 SF (total)
Zone: IL, CAM
Financing: Private
Parking: 66 spaces on site and across Gando Dr.



Owner:	Ray A. Dahman Family Trust	Phone:	203-929-6371
Applicant:	Schulz Electric Company	Phone:	203-562-5811
Agent:	Joseph L. Rini, Esq.	Phone:	203-785-1878
Architect:	Elm City Architects	Phone:	203-865-2949
Site Engineer:	Milone & MacBroom	Phone:	203-272-1773
City Lead:	Economic Development	Phone:	203-946-5891

BACKGROUND

30 Gando Drive is located on the west side of Gando Drive in the northeastern quadrant of the City. Gando Drive, a loop road which runs parallel to I-91 and Middletown Avenue with two points of access from Middletown, was created as part of the Middletown Avenue Municipal Development Plan in the early 1980's, such plan has since expired. The parcel is bordered on the north by a parcel containing the relocated Cranston Brook with Star Distributors to its north, on the west by the I-91 right-of-way, and on the south by residential use.

Schulz Electric is an 80 year old company which provides electric motor repairs, custom controls and panels, systems integration, pump services, machine rebuilds, hydro services, safety-related services, energy efficiency solutions, and diagnostic services for commercial and industrial applications. Schulz which moved to this location in 1989 has four other locations in the Northeast all owned by the parent company.

Cranston Brook was relocated as part of the creation of the MDP to allow for building sites. The brook now enters the Schulz property via a concrete box culvert beneath Gando Drive and flows along the property boundary between Schulz and Star Distributors to the north. Due to the fact that a portion of the addition will be within 50' of the relocated brook, an inland wetlands application is required. The site is also located within the coastal management zone and a flood zone, and a coastal site plan review is also required.

Zoning: The Site Plan as submitted meets the requirements of the New Haven Zoning Ordinance for the IL zone.

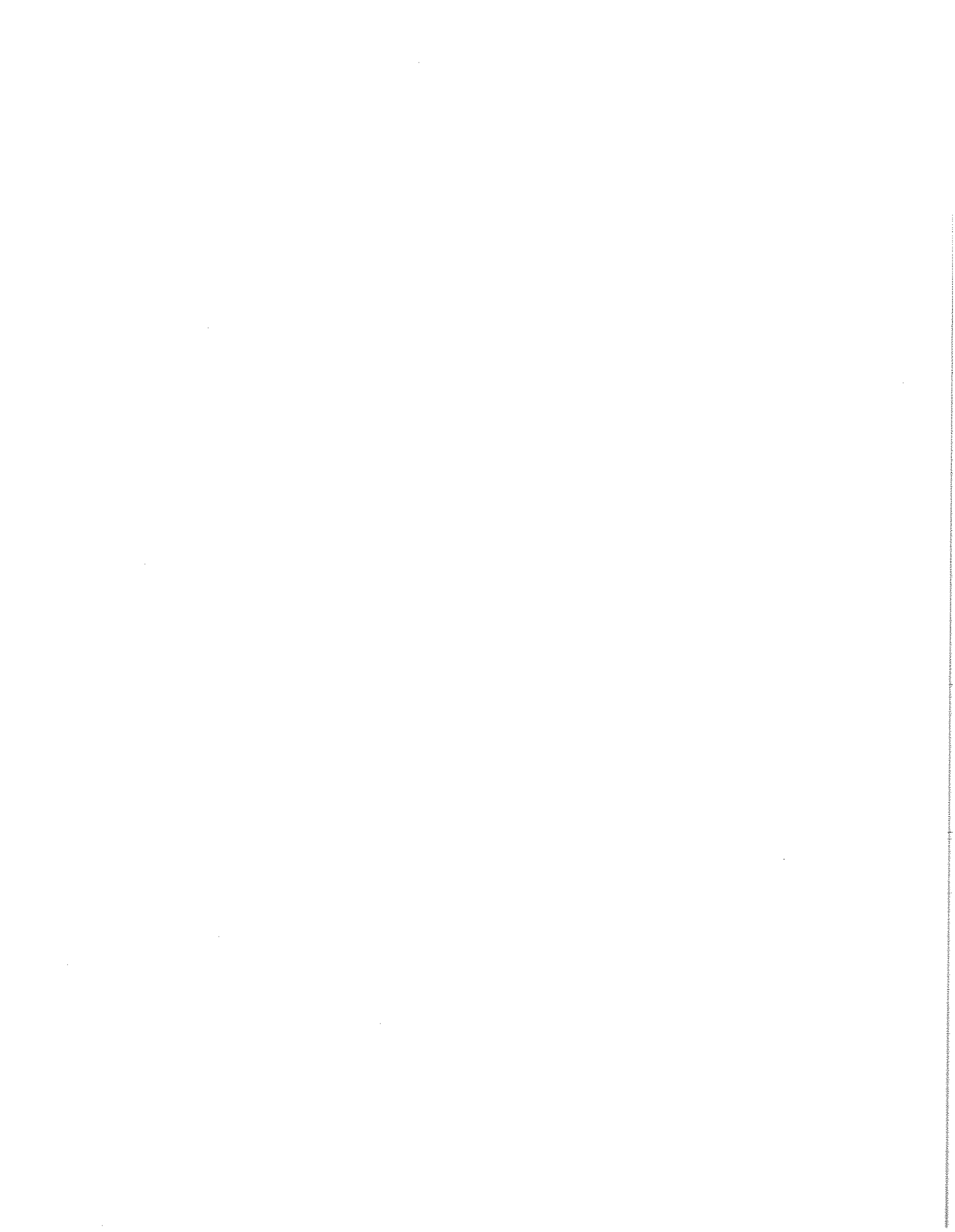
Proposed Activity: Schulz proposes to expand its high bay by constructing a 3,565 SF addition to the north end of the building to accommodate a higher capacity crane lift to move the heavy pieces of machinery as they are delivered to and taken from the building. An access drive will go through the building addition at elevation 11.2, and the drive will be extended so that vehicles can circulate around to the rear of the building and then back out onto Middletown Avenue. The addition to the building will be constructed with a finish floor elevation of 12.2.

Stormwater Drainage: Stormwater on the site will continue to function as it does today. The new access drive to the rear of the facility (facing I-91) will be cross-pitched to carry water away from the building, and underdrains will be added on both sides of the drive. There are no wetlands issues in the vicinity of the new access drive.

Soil Erosion and Sediment Control Review. A silt fence will be placed along the outside of where the new access drive will be installed. A construction entrance will be constructed at the south end of the new drive. There will be a soil stock pile to the east of the addition. Glen Farley of Schulz 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. He is also responsible for assuring there is no dust gravitation off site by controlling dust generated by vehicles and equipment. A soil stockpile if necessary 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. Farley shall be responsible for determining the appropriate response, should unforeseen erosion or sedimentation problems arise. 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.

Circulation/Loading/Parking: Trucks will enter the site through the northern drive and will drive through the new addition to deliver or pickup loads. The new access drive will allow the trucks to drive around the rear of building and back out onto Gando Drive and Middletown Avenue through the south drive. There is some



executive and visitor parking (21 spaces) on site in two locations, but the primary parking lot is across the road with 45 spaces.

Landscaping /Lighting: The rear yard of the site is heavily vegetated between the building and the I-91 right of way. Some of this will be cut back for the new access drive. Additional screening with spruce trees will be added on the south property line adjacent to the residential use. There are some mature plantings and lawn along Gando Drive from the Middletown Avenue MDP. Existing lighting on the site will remain.

COASTAL SITE PLAN REVIEW

The Commission's Coastal Site Plan Review, in accordance with Section 55.C of the New Haven Zoning Ordinance shall consider the characteristics of the site, including location and condition of any coastal resources; shall consider the potential effects, both beneficial and adverse, of the proposed activity on coastal resources and future water-dependent development opportunities; follow the goals and policies of the Connecticut Coastal Management Act, as amended, and identify conflicts between the proposed use and any goal or policy of the Act.

Characteristics and Condition of Coastal Resources at or Adjacent to the site:

Coastal Flood Hazard Area: The site is located in Flood Zone A4 on Flood Insurance Rate Map #090084-0003C where the base flood elevation is 11. The floor elevation of the addition will match the existing elevation of 12.2.

Freshwater wetlands and watercourses: Cranston Brook is a channelized fresh watercourse dominated by trees, shrubs, persistent emergent species such as *phragmites*, and emergent mosses or lichens. There is palustrine scrub shrub along the brook. There are no inland wetlands soils on the site.

Tidal wetlands: There are some remnant tidal wetlands from pre-I-91 days to the northwest of the site. Cranston Brook feeds into these wetlands so the water is brackish.

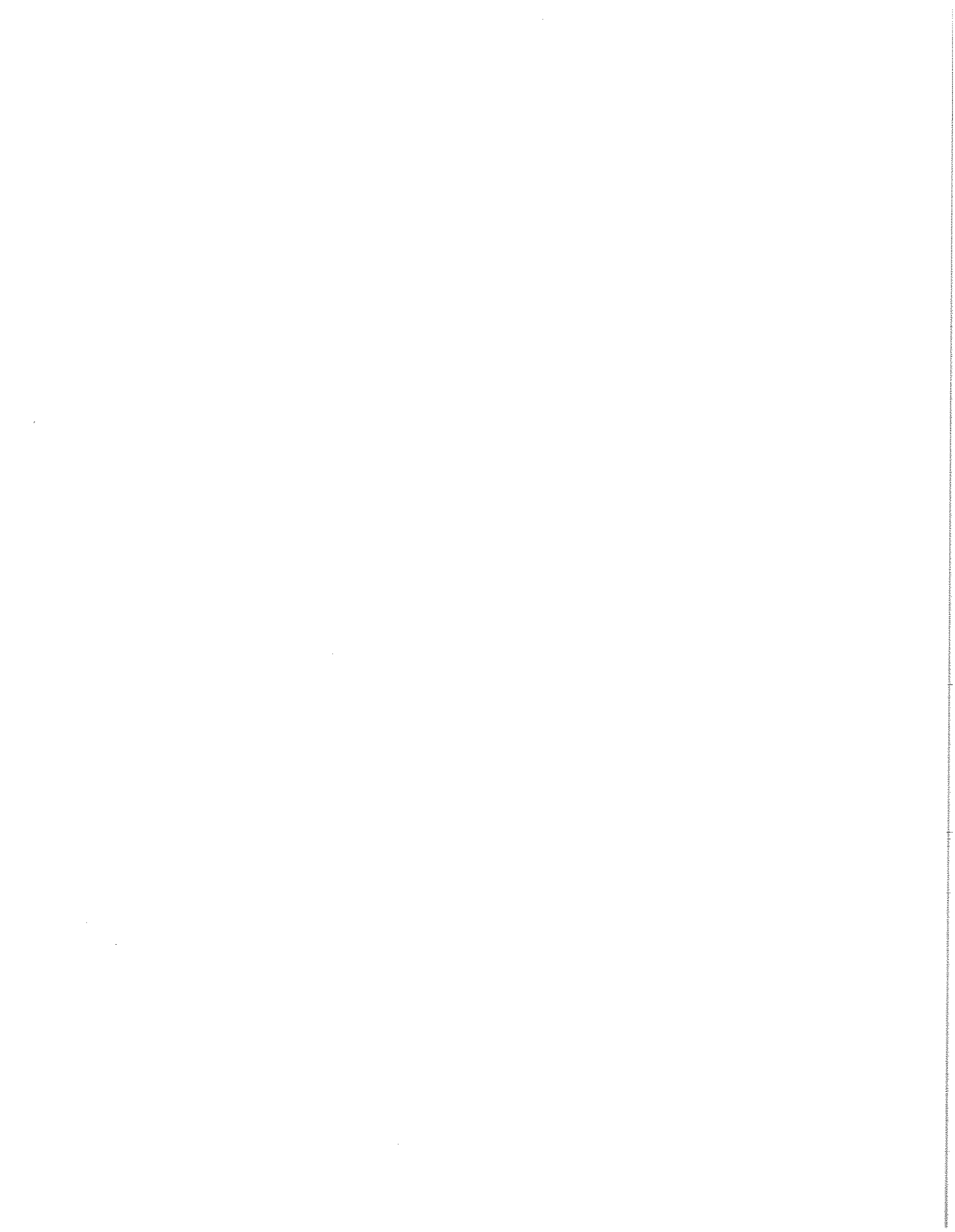
Project Timetable: This project will go forward in the winter of 2010 to be complete by early summer 2010.

INLAND WETLANDS REVIEW

Determination of Classification: The Commission has reviewed the options for classification, as stated in Sections 4 and 5 of the Regulations and has determined that the wetlands application qualifies as a Class B Application. The activity proposed will not have substantial adverse effect on the regulated area or any other part of the inland wetlands and watercourses system. The current Inland Wetlands application is deemed complete and formally received by the Commission at its meeting of December 16, 2009.

Application Evaluation Criteria: In reviewing a Class B or C Application, the Commission must consider the following environmental impact criteria in its evaluation, as stated in Sections 7.2 and 7.3 of the City's Inland Wetlands and Watercourses Regulations:

- The ability of the regulated area to continue to absorb, store or purify water or to prevent flooding.
- Increased erosion problems resulting from changes in grades, ground cover, or drainage features.
- The extent of additional siltation or leaching and its effect on water quality and aquatic life.
- Changes in the volume, temperature, or course of a waterway and their resulting effects on plant, animal and aquatic life.
- Natural, historic, or economic features that might be destroyed, rendered inaccessible or otherwise affected by the proposed activity.
- Changes in suitability of the area for recreational and aesthetic enjoyment.
- Existing encroachment lines, flood plain and stream belt zoning and requirements for dam construction.
- Any change in the water affecting aquatic organisms or other wildlife, water supply and quality, or recreational and aesthetic enjoyment.
- The existing and desired quality and use of the water in and near the affected area.
- Reports from other City agencies and commissions not limited to the Environmental Advisory Council, Building Official, and City Engineer.
- The importance of the regulated area as a potential surface or ground water supply, a recharge area or purifier or surface or ground waters, a part of the natural drainage system for the watershed, a natural wildlife feeding or breeding



area, its existing and potential use for recreational purposes, existence of rare or unusual concentrations of botanical species, availability of other open spaces in the surrounding area, or its value for flood control.

The Commission must consider the following **additional** criteria:

- Any evidence and testimony presented at a public hearing, should one be held.
- Alternatives which might enhance environmental quality or have a less detrimental effect, without increasing basic project costs.
- Short versus long term impacts.
- Potential loss of irrevocable resources or property impairment.
- Suitability of action for area.
- Mitigation measures which may be imposed as conditions.

INLAND WETLANDS PLANNING CONSIDERATIONS

Cranston Brook is a relocated channelized watercourse excavated in a trapezoidal shape during the relocation and lined with riprap. Water depth normally ranges from 6 to 18 inches. There are no wetlands soils along the brook, but only upland soils which are UD or udorthents-urban land complex. The area was filled during the construction of the interstate highway I-91 and to create the developable parcels. There are a few wetlands adapted plants such as pussy willow, silky dogwood, and spotted jewelweed. Other species on the upland banks and adjacent area are autumn olive, Japanese knotweed, multiflora rose, and Phragmites (closer to I-91). According to the wetland assessment by Milone and MacBroom, Cranston Brook belongs to the Palustrine ecological system, which includes nontidal wetlands dominated by trees, shrubs, persistent emergent species, and emergent mosses and lichens.

There is some habitat value to the Brook as well as its value as drainage conveyance from under Gando Drive to the tidally influenced wetlands along I-91. The construction of the addition to the building replaces a previously paved area and therefore will not impact the way Cranston Brook functions or the vegetation which grows there.

The Commission has considered all criteria and believes that execution of the project will not impact the regulated area. The improvements will cure some existing erosion problems and will enhance public access and enjoyment of the wetlands by improving walking paths, the viewing platform, and footbridges. There will be no loss of wetlands soils as a result of this project. The Parks Department shall be responsible for assuring that the project is constructed in a manner that is in keeping with "Best Management Practices" and that Soil Erosion and Sediment Control measures are implemented during the construction period to alleviate any short term impacts.

Required Findings for a Class B Application:

The Commission must make the following findings for a Class B Application:

1. There is no preferable location on the subject parcel or no other available location could reasonably be required;
2. No further technical improvements in the plan or safeguards for its implementation are possible, or taking into account the resources of the applicant, could reasonably be required; and
3. The activity and its conduct will result in little if any reduction of the natural capacity of the wetlands or watercourses to support desirable biological life, prevent flooding, supply water, facilitate drainage, and provide recreation and open space.

WETLANDS FINDING

The City Plan Commission, acting as the Inland Wetlands Commission, finds that there is no preferable location of the proposed activity on the site, nor are there further technical improvements required in the plans. The proposed construction will result in little if any reduction of the natural capacity of the watercourse to support desirable biological life, prevent flooding, supply water, and facilitate drainage. All of the required findings have been satisfied.

SITE PLAN REVIEW

Plans have been reviewed by the Site Plan Review team with representatives from the Departments of City Plan, City Engineer, Building, Disabilities Services, and Transportation, Traffic and Parking and have been found to meet the requirements of City ordinances, Regulations and standard details with the following comment:

- *Architectural floor plans for building permit shall be modified to reflect the step footing at elevation 11.2 at the north end of the addition.*

COASTAL FINDING

Taking into consideration all of the above information, the City Plan Commission finds the proposed activity consistent with all applicable goals and policies in Section 22a-92 of the Connecticut Coastal Management Act and incorporates as conditions or modifications all reasonable measures which would mitigate the adverse effects on coastal resources. The Commission therefore makes a finding of no impact on coastal resources and approval for a coastal permit to be issued.

ACTION

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

ADOPTED: December 16, 2009
Edward Mattison
Chair

ATTEST: 
Karyn M. Gilvarg, AIA
Executive Director

Coastal Site Plan Review, based upon the application and materials submitted by the applicant, was conducted administratively without hearing by the City Plan Commission of the City of New Haven in accordance with the Connecticut Coastal Management Act (CGS, Sections 22a-90 to 22a-112). The Building Official hereby receives the above written findings and any conditions thereof are made conditions of the Building Permit.

DATE ADOPTED: 12/18/09

ATTEST: 
Andrew J. Rizzo, Jr.
Building Official

