

NEW HAVEN CITY PLAN COMMISSION SITE PLAN REVIEW

RE: 210 HAMILTON STREET (FARNAM COURTS REDEVELOPMENT). Phase I Site Plan Review (Owner/Applicant: HANH; Agent: Rolan Young Smith and Stephen W. Studer for Berchem, Moses & Devlin).

REPORT: 1495-03

ACTION: Phase I: Approval with Conditions

CONDITIONS OF APPROVAL

1. Pursuant to State Statute, this site plan and soil erosion and sediment control plan approval is valid for a period of five (5) years following the date of decision, until July 16, 2019. 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. The applicant shall record on the City land records an original 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. Comments under Site Plan Review shall be addressed with the City Plan Department and reflected in final plans circulated for signoff.
4. Signoff on final plans by the Greater New Haven Water Pollution Control Authority, Fire Marshall, 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. (City Plan Department is the last signatory prior to permit.)
5. Construction Operations Plan/Site Logistics Plan, 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 to prior to City Plan signoff on final plans for building permit.
6. Construction, inspection and final acceptance of City Right of Way shall be according to City standards and review by the City Engineer.
7. Any proposed work within the City right-of-way will require separate permits.
8. Prior to issuance of Building Permit, street addresses shall be assigned by the City Engineer.
9. Any sidewalks or curbs on the perimeter of the project deemed to be in damaged condition shall be replaced or repaired in accord with City of New Haven standard details.
10. 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.
11. Implementation of a Storm Drainage Operation and Maintenance Plan and Inspection Schedule, as submitted in the application, is required. The individual Responsible for Monitoring SESC control Measures is Eric Fogg (efogg@haynesconstruction) 203-888-8113.
12. 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: SPR Application Packet including DATA, WORKSHEET, SITE, SESC forms.
\$270.00 Fee; Stormwater Management Plan

PROJECT SUMMARY:

Project: New housing, (Demo existing housing)
Address: 210 Hamilton Street, New Haven
Site Size: 16.1 acres (344,710 sf)
Buildings: Residential Dwelling Units
 (Rental housing, community room, open space.)
Zone: RH-2
Parking: On-site surface lots and private street parallel parking
Owner: Land: Housing Authority of New Haven,
 Development: The Glendower Farnam, S.P., LLC
Applicant: Housing Authority of New Haven 203-498-8800
Agent: Rolan Joni Young Smith & Stephen Studer, Esq. 203-783-1200
Architect: Tise Design Associates, Boston (Steve Tise) 617-451-3333
Site Engineer: Fuss and O'Neill (Trumbull) 203-374-3748
Cost: Total Project Cost estimated \$120 million
Funding: Mixed financing: HANH funds, LIHTC, City Bond Funds and other sources

BACKGROUND

Previous CPC Actions: Rezone portion of site from Park to RH-2, approved by BOA.

Zoning:

The Site Plan for Phase I as submitted meets the requirements of the RH-2 zone.

Site Description and Proposed Activity:

The site is an existing public housing development and park (DeLauro Park) that will be demolished, and is bounded by Grand Avenue, Hamilton Street, the railroad ROW, and Franklin Street /I-91 highway. DeLauro Park has been de-commissioned as a Park by the Parks Commission and the Board of Alders. When all phases are completed there will be 201 new housing units constructed to replace the existing 239 units. Additional units are currently approved for the Chatham site in Fairhaven and at Eastview Terrace. The new development will consist of two mid-rise 5-story buildings (90 units) along Grand Avenue, townhouses, and back-to-back units (no backyards) (111 units) along Hamilton and within the development along a mixture of private and public streets. Retail space will be located on the ground floor of the eastern most 5-story apartment buildings (7225 sf), located near the corner of Grand Ave and Hamilton Street. A publicly accessible private park is planned for the center of the development (33,000 sf). Parking will be provided on city (public) streets, on private streets, and parking lots on-site.

Project Timetable:

Phase One encompasses the Grand Ave. frontage and a portion of the park. Demolition is expected to commence this fall (2014), and will be followed immediately by construction in November 2014 of the apartment buildings and townhouses in Phase I. No relocation of residents will be required for Phase I. Site plans for subsequent phases are expected shortly.

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 comments:

City Plan Department:

1. TREES

The standard street detail of trees in a tree belt between the sidewalk and roadbed is not used in the submitted plan. The proposed plan shows the sidewalk next to the roadbed and the planting strip almost entirely lacking throughout the entire. The result is that there is a lack of shade trees, and the streets are not shaded. With reduced roadway (within the 50 foot required public ROW) tree belts can be established.

In the approximately 1.36 miles of pedestrian frontage, there are only 3 street trees along the road. While about 4 dozen other smaller trees are shown, these are ornamental (flowering) trees, and are not practical for use as street trees. These types of trees are not tall enough to limb above the heads of pedestrians (normally 7-8' ht.). It is recommended that the standard planting strip of 4 to 5' be placed between the roadway and the sidewalk. The purpose of locating trees in a strip between sidewalk and roadbed is twofold: to shade, but also to protect pedestrians. The trees shade the pavement and they also serve as a barrier (with the addition of parked cars) between moving vehicles and the pedestrian.

Ornamentals with a lower growing habit are suitable for the park, backyards, and other areas where pedestrian traffic is not directly next to the tree

Recommendation: Street Design: the dimensions of the roadway portions of the proposed new streets can be reduced, and curb extensions can be reduced in number and eliminated at some locations. The location of trees in a tree belt is preferred, and the number of shade trees should be increased. Install standard 4-5 foot planting strip next to roadbed and plant street trees tall enough to limb above pedestrians (7-8' ht.).

2. STREET WIDTH

The roadway portion street width may be reduced to 34 feet if the Fire Department concurs. One of the goals of stormwater management and reducing heat island effect, not to mention the goal of making more comfortable environment for pedestrians and residents, is to reduce unnecessary pavement. The proposed street shows 2 travel lanes, 12'-0" wide each, and 2 parking lanes, 8' wide each.

The City Engineer and Transportation Traffic and Parking approve a 10' wide travel lane elsewhere in the City. Average existing residential streets like those around Wooster Square are only 29'-10" wide, with two-way travel and two-sided parking.

Recommendation: Reduce roadway portion of street width to 34 feet; likely 11' travel lanes with 6' parking areas. (Karyn – a six foot wide parking area won't work – 7' might.) (AH)

3. SOLID WALL TO GRAND AVE

Apartment Building B has a solid wall to the street (Grand Avenue). This will potentially be a canvas for graffiti and other public incivilities.

Recommendation: Install open fence.

4. TRASH ROOMS BUILT IN-BETWEEN TOWNHOUSES

In the proposed plan, trash rooms are shown between townhouses.

Recommendation: Locate dumpsters in the parking areas instead.

Other Dept. Comments**Circulation/Parking/Traffic/ ROW Signs:**

The department has additional comments beyond those concerning the roadway width which will be communicated directly to the applicant.

Stormwater Management Plan:

On the plans submitted (June 24, 2014) HDPE pipe being used on all the public roads. Class 4 RCP pipe is required. Class 5 is required when cover is less than 3 feet. Note that the stormwater plan submitted is for all phases of the development, not just Phase I.

Exterior Lighting:

The proposed project lighting meets the requirements of the lighting ordinance.

Reflective Heat Impact from hardscape or paved surfaces:

The submission was insufficient with regard to Reflective Heat Impact: no study was provided to show evidence that the proposed work meets Section 60.2.

CONDITIONS

1. Handicapped ramps shall be 48" width min (federal standard) if federal funding is being used.
2. Class 4 RCP pipe shall be used where Class 5 is now indicated.
3. A Reflective Heat Impact analysis must be submitted (graphic shade studies and the calculations)
4. Submit open fence design to City Plan Department for approval, instead of solid masonry wall shown on Grand Avenue.
5. Reduce width of "B" Street carriageway to 34'0" within a 50' ROW, if approved by Fire Marshal, add tree belt between curbs and sidewalk, and increase quantity of shade trees.
6. Remove Curb extension on "B" Street except for traffic table midblock for walkway to park.
7. Relocate dumpsters from between units to parking areas or other suitable location.
8. Submit tree protection plan and details for sycamores along Grand Ave to be retained.

ACTION

The City Plan Commission approves the submitted Site Plans for PHASE I subject to the standard conditions on Page 1 and conditions above.

ADOPTED: July 16, 2014
Edward Mattison
Chair

ATTEST: 
Karyn M. Gilvarg, AIA
Executive Director