

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

**RE: 155 BURR STREET, TWEED NEW HAVEN AIRPORT**, Site Plan Review including Coastal Site Plan Review for Parking Lot, Driveway and Access Improvements; also Inland Wetlands Review for activity within 50' of a Watercourse (Tuttle Brook) (Owner/Applicant: City of New Haven and Tweed New Haven Airport Authority).

**REPORT:** 1467-03

**INLAND WETLANDS FINDING: No impact; no inland wetlands in project area**

**COASTAL FINDING: No adverse impacts on coastal resources**

**SITE PLAN REVIEW: 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 after the date of decision. 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 of this Report 1467-03 (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, Department of Traffic, Transportation and Parking and City Plan Department in that order shall be obtained prior to initiation of site work.
4. 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 Traffic, Transportation and Parking.
5. 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 including CSCR & IW components, Narrative, CSCR Narrative, Wetland and watercourses Delineation, Wetlands and Watercourse Map by William Kenny 12/27/11, Site Location Map, General Project Area Map (aerial).

Plan Set by Dewberry Consulting Engineers revised 07/11/12: 19 Sheets: Cover Sheet, 5 Detail Sheets, Construction Plan (2 Sheets), Drainage and Utilities Plan (2 Sheets), Grading Plan (2 Sheets), Soil Erosion and Sediment Control Plan (2 Sheets), Signing and Striping Plan (2 Sheets), Landscape Plan, Cross Sections along Walkway, Sign Face Plan.

**Previous CPC Recent Actions:** Inland Wetland Class B Application for Replacement of Fencing (CPC 1370-09, 06/15/05), CSCR for Lighting System Replacement (CPC 1340-04, 08/13/03), SESC Application for Airport Safety area & Taxiway (CPC 1299-06, 03/14/01), SPR incl. IW and CSCR for parking lot improvements and building additions (CPC 1289-11a, 06/21/00).

**PROJECT SUMMARY:**

**Project:** Access Improvements to existing short term terminal parking lots

**Address:** 155 Burr Street

**Site Size:** 107.6 acres in New Haven

**Parking spaces:** 425 (119 = short term lot; 12 = administrative parking; 77 = rental cars; 217 = long term lot). 11 of these are HC spaces including 3 van spaces.

**Zone:** AIRPORT, Coastal zone

**Financing:** Federal & State

**Project Cost:** \$36 million (overall project)

**Owner:** City of New Haven and Tweed New Haven Airport Authority

**Contact:** Susan Godshall, Administrative Director      **Phone:** 203-787-6735

**Applicant:** same

**Agent:** George Jacobs, P.E.      **Phone:** 203-497-3691

**Engineer:** Dewberry Engineers, Inc.      **Phone:** 203-497-3691

## **BACKGROUND**

Tweed New Haven Airport Regional Airport Authority proposes improvements to existing hourly and short term parking lots, associated pavement markings, sidewalks, curbing, signage, site lighting, drainage improvements, fencing, landscaping and electrical work for parking lot operations. As stated in the site plan narrative, the work is the final part of “a \$36 million renovation campaign meant to attract more airlines and flight options for the New Haven community.” Site Plan Review is required, and because the Airport property lies within the coastal management zone, Coastal Site Plan Review is also required. Because there is activity within 50’ of Tuttle Brook, which flows through the airport partly in culvert, an Inland Wetlands application has been submitted.

While the overall airport property is 485 acres in both New Haven and East Haven (107.6 acres in New Haven), the project site for these applications are limited to the parking areas to the north and south of the existing Airport terminal and office buildings at 155 Burr Street and the entry drive from Burr Street. The main short term/hourly lot will hold 119 spaces including 10 HC. The lot to the south of the airport buildings will serve rental car parking (77 spaces), administrative parking (12 spaces including 1 HC) and ground transportation. The northernmost lot north of the access drive is for long term parking (77 spaces), and is not the subject of these applications.

**Proposed Activity:** The primary activity will be to create a single parking lot to handle short term and hourly parkers immediately to the north of the terminal building. The lot will be re-graded to improve drainage and circulation patterns for both vehicles and pedestrians. Fee collection in existing lots is currently automated, with a payment machine in the terminal. The proposed lot will be manned with personnel to collect fees from a new parking booth with control arm. Once re-grading is complete and the new storm drainage installed, the lot will be milled and repaved. The lot and circulation area to the south of the terminal will also be milled and repaved. Both areas will be restriped in accord with the submitted plans. New signage will be placed to better direct traffic, ground transport, and passengers. The site will have new landscaping primarily in the area to the west of the parking lot and on the entry island to assist in stormwater treatment and to beautify the Airport. Switch grass will be added in the water quality swales.

**Circulation pattern:** The main entry drive in from Burr Street opposite Fort Hale Road has two 12’ lanes, one which goes straight ahead and turns right into the short term lot or left into the long term lot. The right lane of the 2 lanes turns right and is the primary access road to the main entry of the terminal or heads further south to the rental car area and administrative parking area to the south of the terminal. From the terminal entry the circulation road continues around the outside of the parking lot to the airport exit back out on to Burr Street.

Taxis keep right at the site entry and head south on the circulation road to do a U-turn to a waiting area and pick up area along the west side of the terminal buildings. Rental cars follow the same route as the taxis to the rental car parking area. The rental car desk is inside the terminal.

Funding for off-site improvements to the intersection of Burr Street, Fort Hale Road and the Airport drive will be sought with the City's assistance as the specific funding source for the Airport improvements will not cover those off site.

**Soil Erosion and Sediment Control Plan:** Approximately 6,500 cubic yard of material will be moved as part of the re-grading and removal of pavement. Silt fencing with straw logs will be placed along Tuttle Brook at the eastern side of the parking lots, and along the north side of the entry drive. Inlets will be protected with hay bales, and an anti-tracking pad will be placed at the airport entry. George Jacobs of Dewberry Engineers, Inc. is named as the individual responsible for insuring that SESC measures are properly installed, maintained and inspected according to the SESC Plan, and for monitoring the site to assure there is no soil or runoff entering City catch basins or storm sewer system. He is also responsible for assuring there is no dust gravitation off site by controlling dust generated by vehicles and equipment for the project duration. 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. Jacobs is responsible for determining the appropriate response, should unforeseen erosion or sedimentation problems arise. 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.

**Stormwater System:** Existing storm drainage flow patterns on the parking lots will be modified so that the storm runoff will be collected more efficiently and discharged quickly. This will be achieved by the creation of water quality swales, lessening quantity of pavement thereby reducing impervious surface so that storm water runoff is collected more efficiently and discharged quickly. New catch basins have been installed in strategic locations, and existing outfalls to Tuttle Brook will be utilized for stormwater discharge as they do now. Outfalls will be fitted with tideflex check valves to control reverse flow. No new outfalls are proposed. Overall the site will experience an 8.31% reduction in impervious surface.

#### **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. Fees have been waived, due to the fact that the Airport land and improvements since 1998 are City owned. The current Inland Wetlands application is deemed complete and formally received by the Commission at its meeting of July 18, 2012.

#### **WETLANDS PLANNING CONSIDERATIONS**

William Kenny flagged the wetlands in the vicinity of the parking lot renovation project on December 27, 2011. During his visit he flagged the wetland and watercourse areas in three locations, all along Tuttle Brook in its manmade location to the east of the existing parking lot. Only in one location did he observe a tidal wetland and watercourse system, the perennial stream (Tuttle Brook) with some bordering meadow wetlands. The intermittent watercourse has a defined channel and bank, has evidence of scour, has the presence of flowing water for a duration longer than a storm event, and the presence of hydrophytic vegetation. He identified two types of soil through borings: one upland soil *udortents*, an excavated or filled soil, and a wetlands soil *Aquents*, a poorly drained disturbed soil. Mr. Kenny did not observe any inland wetlands or watercourses within the investigation area, only a tidal wetland and watercourse.

In reviewing a Class B Application, the Commission must consider the environmental impact criteria in its evaluation, which are stated in Sections 7.2 and 7.3 of the City's Inland Wetlands and Watercourses Regulations. The Commission has considered all criteria and believes that execution of the above-described activity will not impact the regulated area.

**Application Evaluation Criteria:** In reviewing a Class B 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 effecting 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:

- 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.

**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.

**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 AE on Flood Insurance Rate Map 009C0444H, dated December 17, 2010, a special flood hazard area subject to inundation by the 1% annual chance flood., were the base flood elevation has been determined at 10. Portions of the site on the bank between Burr Street and the circulation path are in Zone X, the 500 year flood zone.

**Tidal Wetlands:** Tuttle Brook is a watercourse with tidal influence, and there is a small area of tidal wetlands in the northernmost segment of the brook which borders the parking lot. No adverse impact is anticipated on the tidal wetlands in Tuttle Brook as silt fencing with straw logs will be utilized during the project to prevent any runoff. Tuttle Brook was relocated many years ago and due to its location immediately adjacent to impervious surface and airport runways, the watercourse is in degraded condition.

**Potential adverse impacts on coastal resources:** Soil from the site grading could potentially run off into the drainage structures or into Tuttle Brook during the demolition /construction period. Inlets will be protected with hay bales and silt fencing with straw logs will be used along Tuttle Brook. The project should have no adverse impacts on coastal resources.

**Project Timetable:** Construction is anticipated to begin August 2012 and be completed by October 2012. The airport will remain open for business during this period and parking will be directed to the long term parking lot while each section of the job is underway. A walkway from the long term lot will be maintained for the duration of the project.

**SITE PLAN REVIEW**

Plans have been reviewed by the Site Plan Review team with representatives from City Plan, City Engineer, Building Department and Department of Transportation, Traffic and Parking and have been found to meet the requirements of City ordinances, Regulations and standard details.

**SITE PLAN ACTION**

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

**INLAND WETLAND FINDING**

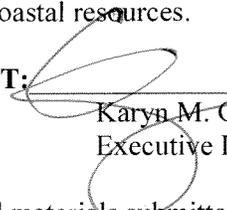
The Commission has reviewed the application, plans and materials in context with the evaluation criteria and Class B required findings and believes that there is no preferable location of the proposed activity on the site, nor are there further technical improvements required in the plans. The applicant has reduced impervious surface on the site which should diminish any impact on the wetlands, provide for improved drainage, and facilitate water infiltration on site. The site should continue or have an increased ability to support desirable biological life, prevent flooding, supply water, and facilitate drainage. There are no inland wetlands or watercourses adjacent to the project area and there will be no adverse on the tidal wetland or tidally influenced watercourse.

The Commission believes that all of the required findings have been satisfied. The Wetland application is hereby approved, in accord with the submitted plans.

**COASTAL FINDING**

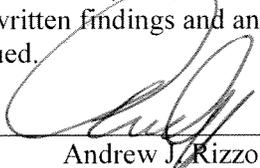
Taking into consideration all of the above information, the City Plan Commission finds the proposed activity consistent with all applicable goals and policies in Section 22a-92 of the Connecticut Coastal Management Act and incorporates as conditions or modifications all reasonable measures which would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

**ADOPTED:** July 18, 2012  
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 if so issued.

**DATE ADOPTED:** 7/23/12

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