

NEW HAVEN CITY PLAN COMMISSION SITE PLAN REVIEW

RE: 100 COLLEGE STREET (bounded by ML King Boulevard, College Street, South Frontage Road, and Air Rights Garage), Site Plan Review for New Construction including a 417,881 GSF Laboratory Research/Office Building, 850-Space Parking Structure, Underground Tunnels, Drives and Related Site Improvements in a BD-3 Zone (Property Owner: State of Connecticut; Applicant: WE Route 34, LLC).

REPORT: 1471-06

ACTION: Approval with Conditions

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 November 20, 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 pages 10-13 shall be reviewed with the Site Plan Team and appropriate entities 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 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 Economic Development Administrator, Greater New Haven Water Pollution Control Authority and Fire Marshall shall also review and sign off on the plans.
5. The final Construction Phasing and 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 City Transportation, Traffic and Parking Department for approval prior to issuance of building permits or initiation of site work.
6. Agreement and Maintenance Plan for landscaping, green walls, street furniture, and site lighting shall be provided to the City Plan Department prior to issuance of building permit.
7. 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.
8. Any proposed work within City right-of-way and any street trees proposed for removal will require separate permits.
9. 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.
10. 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.
11. 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.

12. Detailed design of tunnels and driveways are to be prepared in accordance with “*Route 34 Downtown Crossing Project Air Rights Implementation Guidelines*” dated September 26, 2011, and any material deviations from the *Guidelines* or this action are subject to Commission review.
13. The development, composed of the 100 College Street building and the parking garage, is a unitary development, and both the building and garage shall be completed within the timeframe outlined in, and in accordance with the obligations contained in the Development and Land Disposition Agreement (hereafter DLDA).
14. Tracking mechanism for any additional information and administrative changes to the Site Plans shall be provided by the development design team and approved by the City Plan Department.

PROJECT SUMMARY:

Project: New Construction of 417,881 GSF laboratory research/office building, 850-space garage; related tunnel and drives; associated site improvements

Address: 100 College Street (bounded by MLK Blvd, College St., So Frontage Rd., & Air Rights Garage at 60 York Street)

Site Size: 2.419 acres (105,353 SF)

Zone: BD-3

Financing: Private; State DECD; \$5.3 million City funds for tunnels & driveways

Project Cost: \$100 million

Parking: 850 parking spaces (in parking structure)

Loading: 5 spaces provided

Property Owner: State of CT (to be transferred to the City & to WE Route 34, LLC)

Contact: DOT Chief Engineer **Phone:** 860-594-2000

Applicant: WE Route 34, LLC **Phone:** 978-287-5000

Principal: Carter Winstanley **Phone:** 978-287-5000

Agent: Carolyn W. Kone, Esq. **Phone:** 203-772-2600

Civil Engineer: Fuss & O’Neill, Manchester, CT **Phone:** 860-646-2469
Ted DeSantos, P.E. **Phone:** 860-646-2469

Traffic Engineer: Fuss & O’Neill **Phone:** 860-646-2469

Architect: Elkus Manfredi Architects, Boston **Phone:** 617-426-1300

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., Moriarity Associates **Phone:** 860-675-9809
Emergency **Phone:** 860-543-3469

City Lead: Dept. of Economic Development **Phone:** 203-946-2366
City Plan Dept. **Phone:** 203-946-6379

Submission: Transmittal Letters from Attorney Carolyn Kone 10/18/12 and 11/13/12, \$270 fee.
Development Permit Application (worksheet revised 11/13/12), Site Plan Narrative revised 11/13/12;
Construction Phasing & Logistics Narrative Working Draft 10/17/12, revised 11/9/12 including Draft Haul Routes 10/16/12.

Stormwater Management Report for 100 College St Development October 2012 by Fuss & O’Neill.

State Traffic Commission Application for Major Traffic Generator Certificate July 2011 by Fuss & O’Neill, currently under review by Office of State Traffic Administration (OSTA).

Narrative response to City comments by Fuss & O’Neill 11/13/12.

Draft Travel Demand Management Plan for Alexion 11/12/12.

Civil Plan Submission compiled by Fuss & O’Neill 10/18/12 revised 11/13/12: Cover Sheet with Locator Map & Plans List, Snow Storage Plan, Open Space Plan, Turn Plan for WB-50 entering Loading Dock, Existing Conditions Plan, Boundary Survey, Topographic Survey by Fuss & O’Neill 10/09/12 (2 sheets); Site Prep Plan, Erosion & Sediment Control Plan in Month Increments (5 Sheets), Plaza Level Site Plan,

Basement Level Site Plan, Plaza Level Grading Plan, Plaza Level Drainage Plan, Basement Level Drainage Plan, Basement Level Utility Plan, Site Planting Plan, Site Lighting Plan, Plaza Level and Basement Level Signage Plans (2 sheets), Site Details (9 sheets).

Additional Sheets received 11/16/12: Plaza Level Signage Plan (rev), Site Lighting Plan (rev), Lighting Details (new). Garage Signage Legends and Details (new).

Architectural Plan submission at 1/16" scale by Elkus Manfredi Architects 10/18/12: Site Plan, Below Grade Plan, Floor Plans for Floors 1-4, 6, 7, 11, 12, and Roof Plan. East West Section, North South Sections (4 Sheets), East, West, North, & South Elevations; Rendered elevations and Site Plan 10/18/12.

Related Application: Special Permit for parking structure of more than 200 spaces (CPC 1471-07).

BACKGROUND

Previous relevant Actions of the Commission: BD-3 Map and Related Text Amendments (CPC 1464-03, 04/18/12); Development Agreement and Land Disposition Agreement (CPC 1464-04, 04/18/12); SPR for new entry ramp in Air Rights Garage (CPC 1461-04, 02/15/12).

Development and Land Disposition Agreement: The Commission acknowledges that the Board of Aldermen approved a form of Development and Land Disposition Agreement (DLDA) on August 6, 2012 and further acknowledges that relevant provisions of the DLDA are attached hereto as Exhibit A. It is understood that nothing contained in this approval is intended to deviate from the rights, duties and obligations of the parties to the DLDA including in particular all mechanisms contained in the DLDA concerning finalization of plans.

Compliance with Zoning Ordinance: The project complies with the requirements of the New Haven Zoning Ordinance for the newly enacted BD-3 zoning district. Offices, research laboratories (regardless of size) and restaurants are allowable uses in this district. The FAR for the Project is 3.97, which is in compliance with the requirement not to exceed 6.0. While there is no height maximum in BD-3, the triangular setback of the building meets the setback requirements. It meets the requirement of a minimum of 15' of unobstructed land between the street curb and the Building to allow for sidewalks, streetlights, and landscaped areas, and exceeds the open space requirement.

The building has its principal entrance on College Street as required and has transparency with clear windows and doors allowing views of interior spaces and active uses on its first floor. The sign plan demonstrates compliance with the regulations. There will be building identification signs (100 College Street) and likely a major tenant sign at the penthouse level. Loading requirements are met with 5 spaces provided where 3 are required. While there are no parking requirements for office and laboratory use in the BD-3 district, bicycle spaces in various categories are required.

Site location/existing conditions: The State-owned site lies east of the Air Rights Garage between Martin Luther King Boulevard (previously known as North Frontage Road) and South Frontage Road to its north and south, and College Street to the east. The site is currently within the Route 34 Connector ramps and entries to the Air Rights Garage, and is primarily paved surface with some pervious landscape features. A roundabout currently facilitates restricted access traffic to pass into and out of the lowest level of the Garage.

Pursuant to PA 09-4, the State will transfer the parcel to the City when certain changes are made to the Route 34 exit and entrance ramps by the City which will allow the project to begin to be constructed.¹ The City will then transfer the parcel to the Developer, pursuant to the DLDA among WE Route 34, LLC, the City and the New Haven Parking Authority approved by the

¹ The City has been awarded \$28,550,000 in funding by the United States Department of Transportation's TIGER II Program and the State of Connecticut to construct these and other traffic improvements (see p. 8).

Board of Aldermen on August 6, 2012. It is anticipated that the transfer of the parcel to the Developer will take place on or about June 1, 2013.

Proposed Activity: The Developer proposes to construct a 417,881 gross square foot laboratory research/office building, with an 850 space parking garage to its immediate west, underground tunnels and drives connecting Route 34 to the new parking garage and the Air Rights Garage; and associated site improvements. Prior to initiation of construction there are other improvements (part of the Downtown Crossing project) which will occur or be under way including the filling of the area under the College Street bridge so that College Street will be at grade (at elevation 34.0 at its highest point) and utility relocations.

Proposed Building: The Building will be eleven stories tall (155'-6") plus a mechanical penthouse (24' tall) for an overall height of 179'-6" or 214' above sea level. It will contain approximately 417,881 gross square feet (exceeding the 225,000 minimum gross square feet requirement in the DLDA). The building exterior will have curtain walls consisting of precast concrete panels, clear vision glass and spandrel glass. The mechanical penthouse on top will be screened with painted metal screen walls on three sides and a translucent glass panel on most of the east side. A portion of the east side of the building facing College Street closest to MLK Boulevard will be recessed.

Building entries: The principal entrance to the building will be under a canopy on the east side, along College Street. Additionally, there are two doors in the recessed area of the northeast façade on College Street/MLK Boulevard which will open onto MLK Boulevard from the Northeast Activated Use (as defined in the DLDA). There will be an additional door on College Street to the south of the main entrance leading to a retail/active space. Along South Frontage Road, there will be at least two additional doors marked by canopies, leading to a 3,400 square foot retail use, likely a café, which will be located on the corner of South Frontage Road and College Street. The café will have an exterior patio area for outdoor dining. These entry points are in compliance with the requirements of the DLDA. There will also be an employee entrance door on the westerly side of the building, between the building and the garage. A drop off area in front of the employee entrance can be accessed through the garage from either South Frontage Road or MLK Boulevard. A car dropping off a passenger will then be able to exit the garage on MLK Boulevard or exit the garage through the tunnels and drives to Route 34 or travel to a higher level of the garage to park.

Floor Plans: The first floor has an 18' high lobby and café as well as rentable space in the northeast corner of the Building which may be used for an auditorium or a lecture hall by a tenant. Use of vision glass and transparent materials along the remaining linear frontages on MLK Boulevard and South Frontage Road allows for visibility of movement within the building (complies with Development Agreement requirements).

The upper floors have rentable space surrounding an elevator core with restrooms and utilities. All of the upper stories (above the second story) facing College Street will have a triangular-shaped stepback. At its deepest, the third floor stepback will be 16'-3" and the area of the stepback will be 1,280 square feet. There will be an additional stepback at the 11th floor, which is 26'-4" deep from the face of the building and which will have a total area of 3,949 square feet.

(Note: Floor plans are not fleshed out at this point, showing only total rentable area).

The basement level of the Building will contain the tunnels and driveways (described below on page 6) as well as an electric room, an emergency electric room, a mechanical room, a tele data room, and some rentable areas for tenant use.

Parking Garage: The proposed garage will be approximately 120 feet tall (nine and one half levels) with a total of 850 parking spaces. Under the DLDA, 3.25 parking spaces for each 1,000

square feet of gross area of the building up to a maximum of 850 spaces are permitted. Because the building will be 417,881 square feet, 850 spaces are allowed in the garage.

The exterior of the street level facades will include open concrete frames accented by architectural details, including sections of green walls for vines, as well as artistic architectural blocks. The exterior of the upper stories of the garage will be a combination of precast concrete panels and beams, with metal railings. There will be glass-enclosed elevator and stairway towers located on the MLK Boulevard and South Frontage Road sides to provide safe access to the building and the garage itself, these can be accessed from the plaza level and from street level. In addition to the access provided by the tunnels and driveways beneath there will be vehicular access to the garage from South Frontage Road and from MLK Boulevard. A second entrance from South Frontage Road will also provide access for trucks making deliveries to Yale-New Haven Hospital's loading docks under 55 Park Street. Vehicles will exit the garage either by way of the tunnels and driveways under the east side of the building or by way of an exit ramp onto MLK Boulevard. In the lower level of the garage, there will be five separate receiving and loading docks, with one dock of sufficient size to accommodate large tractor trailers and the others sized for box trucks. From time to time, two of the docks may be used for compactors, dumpsters, etc. Trash and recycling space will be provided at the loading dock area, and trash will be picked up at regular intervals.

Garage space will also be made available for a Yale University shuttle bus stop (and for other shuttle buses). Space will also be provided for storage areas for 47 bicycles on the ground level. Showers will be provided on the first floor of the building for cyclists who work there. Spaces for electrical charging of electrically powered vehicles are also planned for the garage. Zip Car accommodations are not shown.

During non-business hours, empty spaces in the garage will be made available to the public on weekday evenings after 6:00 p.m. until closing.

Design Commentary: The building design has evolved positively since the early renderings shown during the public approvals process when design was not yet complete. The building is set well back from College Street, providing a generous public sidewalk and plaza at the entry where today this is an unfriendly pedestrian/bicycle experience. There is a notch in the floor plan at the corner of College Street and MLK Boulevard, providing a small entry plaza providing a presence toward the street that engages the public, creating a relationship between the interior of the building and the exterior public realm. The entire first floor is largely transparent glass with multiple entry points. The South Frontage Road and College Street corner houses the retail/café area which has an ample outdoor terrace area, with steps down along the south side and provides for multiple options for the pedestrian to move along South Frontage Road. The College Street façade is inflected at the entry point, and there is a step back above. The mechanical penthouse is faced with spandrel glass along this façade. The north and south facades are a combination of precast concrete panels, spandrel glass and clear vision glass.

The garage has been revised to step back further from the frontage roads. Ramps from the sidewalk on these sides to the plaza level break down the height of the plinth wall and allow pedestrians access options. The addition of a "green wall" along the retaining wall and ground level of the parking deck will serve to reduce the unwanted transparency of the parking structure by screening views into the loading area, as well as giving a softer face to the concrete retaining wall. Street trees are planned on the College Street and South Frontage Road sides of the project.

The DLDA provided for an architectural peer review process. This process was conducted under four separate meetings with City staff, the developer, the architect Elkus Manfredi and the agreed upon peer architect, Chan Krieger NBBJ, lead by Alex Krieger, principal of the firm.

Tunnels and Driveways: The developer will construct the tunnels and driveways underneath the building and garage, which will become City streets once completed. The tunnels and driveways run from Route 34 to the Air Rights Garage. There will be two driveway lanes westbound from Route 34, one for 100 College Street and one for the Air Rights Garage. There will be a new inbound up-ramp in the Air Rights Garage to accommodate vehicles parking in the Air Rights Garage. There will be an exit down ramp from the parking garage which will run parallel to an exit lane driveway from the Air Rights Garage under the garage and building to Route 34. In addition, the developer will construct all necessary systems and equipment for the tunnels and driveways, such as fire protection, drainage, traffic control systems, signage, lighting, security, emergency egress, ventilation, structural supports, conduits, wiring, mechanical rooms, fuel storage and generators. There will be an emergency control center and a tunnel electric room for the tunnels and driveways in the Air Rights Garage for use by the City emergency personnel as a command center during an emergency situation.

The design and construction of the tunnels and driveways will be made in accordance with a manual prepared by the City entitled *Route 34 Downtown Crossing Project Air Rights Implementation Guidelines* dated September 26, 2011 (part of the DLDA). The City will monitor and approve all aspects of the design and construction of the tunnels and driveways and will be responsible for accepting the tunnels and driveways once they are completed.

Soil Erosion and Sediment Control Plan: The project will utilize best management practices for controlling potential soil erosion due to construction activities. This includes providing necessary anti tracking pads at construction entrances to the project area, silt fences at the base of every fill slope, and existing catch basins in the area will be fitted with silt sacks to minimize potential situation impacts. A detailed erosion and sedimentation control plan has been prepared for the site (see Sheets CE-101 to CE-105 and related details CD-501) for the duration of the construction period. During construction, measures will be taken to reduce erosion and manage sedimentation from disturbed surfaces. The following Best Management Practices (BMPs) will be employed:

- Stormwater collection structures will be fitted with filter fabric inserts to remove sediments from the run-off prior to entering the receiving drainage systems.
- Silt fence will be installed at clearing limits and the down-gradient perimeter of the disturbed portion of the site.
- Construction Entrances will be installed at the project entrance to prevent tracking of sediment into City right-of-ways.
- Existing on-site drainage features will remain in place as the new proposed system is constructed.

These BMPs will protect downstream stormwater collection systems following construction. The plan has been prepared in accordance with the 2002 Erosion and Sedimentation Control Guidelines (DEP Bulletin 34).

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 site preparation and construction phases on a day-to-day basis. 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.

Environmental issues: A Phase I/II Environmental Site Assessment (ESA) was conducted in March 2010 by the Developer. Three potential areas of concern on the parcel were identified during the Phase I ESA which were: (i) there were two former gasoline service stations, a former auto-body repair facility, former salvage yards and a former sheet metal works facility which most likely stored gasoline, oils and hazardous materials, (ii) there was urban fill material containing ash, asphalt, coal, brick, glass, and concrete and (iii) there was a likelihood of abandoned underground storage tanks.

In the Phase II study, it was determined that there was no evidence of an abandoned underground storage tank, that urban fill contained petroleum products and heavy metals and that there were minor releases in the soil and the ground water most likely due to historic operations. There was no evidence of activities that meet the definition of an "establishment" under the Connecticut Transfer Act, and the parcel has not been placed in a voluntary remediation program administered by DEEP and is not subject to a DEEP Order. Therefore, Connecticut's Remediation Standard Regulations (RSRs), which govern the remediation of releases of petroleum products or hazardous substances in Connecticut, do not apply to the parcel.

Although these regulations do not technically apply, polluted soil and groundwater will be managed during development activities using the RSRs in order to prevent those working on the project from being exposed to polluted materials and to protect the environment. Specifically, polluted soil remaining on the site following development will be left in an environmentally isolated and inaccessible condition as defined by the RSRs. In addition, although there is no current or proposed use of groundwater on the parcel, it is possible that groundwater will be encountered during development activities, in which case, plans and contingencies for the proper handling of groundwater will be established and implemented.

Stormwater/Drainage: The majority of the site currently drains to the State drainage system east of the College Street bridge over the Route 34 Connector [48" reinforced concrete pipe (RCP) draining to New Haven Harbor]. The State of Connecticut Department of Transportation currently owns the drainage and intends to convey it to the City as part of the conversion of Route 34 to local streets. The *Stormwater Management Report* by Fuss and O'Neill proposes two separate drainage systems for the project. The first will handle stormwater from the building and garage through an on site detention system which has been designed to decrease peak runoff flow from the site for the 10 to 100 year storm. Stormwater from the upper level of the garage and building will be collected and conveyed to a sub-surface stormwater detention system. A discharge control outlet will release attenuated flows to a new 60" RCP which will ultimately discharge into a 48" RCP both in the State owned drainage system.

The second drainage system will manage flows from the lower levels of the garage as well as the tunnels and driveways. These locations will manage little to no stormwater but instead will manage flows from the fire protection deluge system. Stormwater management will be achieved through the use of a grit chamber connected to the tunnels and driveways and the garage drain system. The grit chamber will remove floatable materials and sediment from the flows being conveyed to it prior to discharging to the City's sanitary sewer system located in South Frontage Road. The goal of the drainage system will be to remove 80% of total suspended solids from stormwater runoff, a goal consistent with those of Connecticut and federal stormwater regulations.

The watershed modeling used predicts a net decrease in peak flow rates of stormwater discharge for the 10 to 100 year storm using subsurface stormwater management. The modest increase in the proposed peak discharge rates for a 2 year storm event is a result of the increased dimensions of the pedestrian sidewalks and access ways around the site.

These design measures incorporate commonly used Best Management Practices and follows guidelines set forth by the Connecticut Department of Energy and Environmental Protection Stormwater Quality Manual and the Connecticut and federal stormwater regulations.

It is noted that the project is outside the Flood zone as shown on FIRM 09009C0441H, dated December 17, 2010.

The Stormwater Mangement Plan requires verification by the Greater New Haven Water Pollution Control Authority (GNHWPCA) and City Engineering Department to determine conformance with Section 60 of the Zoning Ordinance.

Traffic Improvements: The traffic impacts of the project and the conversion of Route 34 to a development parcel have been studied extensively by the City and the Developer. The City will undertake a number of traffic improvements in order to create a development site on the parcel, including converting MLK Boulevard and South Frontage Road into urban boulevards, closing the westbound off-ramps at Exits 2 and 3 of Route 34, modifying and relocating Exits 1 and 2 from Route 34, removing the College Street bridge and reconstructing College Street at grade by creating two fill structures, and removing the roundabout currently located to the east of the Air Rights Garage. All of these traffic improvements have been approved by the Connecticut Department of Transportation.

In addition, Fuss and O'Neill has conducted a traffic study of the project (July 2011) which it submitted to the Board of Aldermen in connection with the Aldermanic approval of the DLDA and to Office of State Traffic Administration (OSTA) in connection with its application for a major traffic generator certificate. The Developer has been advised by OSTA that a major traffic generator certificate will not be required for the project because the off-site impacts will not be on State roads; MLK Boulevard, South Frontage Road and College Street are City streets.

Additionally, a major traffic generator certificate will not be required because any impacts of the project on state roads will be addressed by the City's TIGER II traffic improvements described in the section on tunnels and drives above, which improvements will be in place before the 100 College Street building and parking garage open. It is anticipated that OSTA will issue an administrative determination letter for the project following this Site Plan approval and the award by the City of a construction contract for the City's traffic improvements. This letter is expected to state that OSTA has determined that the project will not have a significant impact on traffic operations on any nearby state roadways.

Landscaping, Lighting and Sidewalks: The outdoor areas surrounding the building and garage will be public spaces. All of the public sidewalks will be at least 15' wide. On the east side of the building, the pavement and sidewalks will be wide and expansive and feature architectural components such as sitting walls and benches. A canopy will extend from the building over the main entrance to provide relief from the elements. There are CT Transit stops on College Street to the north across MLK Boulevard and to the south across South Frontage Road. On the southeast corner of the site, there will be an extensive patio area that wraps around the south side of the building adjacent to the café with outdoor seating. The smooth grade between College Street and the building will ensure that that the patio area will be handicap accessible. There will be a total of 40 exterior bicycle storage spaces: on College Street 14 near the main entrance and 12 near the café (all within 50' of the main entrance) and on the plaza between the building and the garage another 14 spaces. As stated above there will be 47 bicycle spaces in the parking garage.

The sidewalk along the north side of the building will be 27' at its widest, will be gently sloping and will be constructed of a combination of etched concrete and contrasting concrete pavers.

Initially from College Street traveling west, the grade of the sidewalks will match the grades of the streets alongside the building. On the north side of the building approximately 115 feet down the sidewalks from College Street, the one wide sidewalk will divide into two smaller sidewalks. At that dividing point, a pedestrian may either follow a gently ascending sidewalk back up to the first floor elevation towards the west side of the building or continue down the sidewalk to the lower floor elevation of the parking garage. The sidewalk along South Frontage Road will be a minimum of 15' for the entire length. The ramps will feature "green" walls facing MLK Boulevard and South Frontage Road comprised of ivy or some other vine, and the Developer has agreed to maintain the green walls. Railings will highlight the stone façades. Ornamental trees will be placed in 5'x8' tree pits at the curbside at 33 foot intervals along South Frontage Road and MLK Boulevard, except along the garage on MLK Boulevard, where trees would obstruct the sightlines of cars exiting from the parking garage. Flowering trees will be planted along College Street. There will also be plant beds between the building and the parking garage, and containers for planting.

City standard lighting fixtures (LED Pedestrian level) will match the lighting fixtures selected by the City for the TIGER II improvements and will be mounted on 12' poles and spaced approximately 30' apart on MLK Boulevard and South Frontage Road along the parcel. There will be under canopy lighting at the main entrance and/or the employee entrance. Also, there will be uplighting (in ground LED fixtures) provided for the building along South Frontage Road and MLK Boulevard (See Sheet LUM-101 for photometrics), required to comply with Section 60.1(d)(3) of the Zoning Ordinance.

Reflective Heat Impact: Section 60.2 of the Zoning Ordinance requires that applicants provide 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 of at least 29. The on-site non-roof hardscape for this project is concrete which has a Solar Reflective Index value of 47. Accordingly the requirements of this section have been satisfied.

Signage: The street level signage is shown on Sheet CT-101. Signage directing trucks and visitors to the appropriate entry drives to the parcel, as well as controls for vehicles exiting the parcel are shown on the plan. The basement level signage shown on Sheet CT-102 consists of interior garage directional signage. Overhead signs direct visitors to the site to the appropriate areas of the 100 College and Air Rights Garages, and to the exit tunnel to I-91 and I-95. The architectural signage may be found on Sheets A350 through A353. The building address will be shown on all four sides of the building. Corporate identity signage will be located at the top corner of the building facing College Street, and appropriate street-level retail signage will be provided at a pedestrian scale.

The building signage plan complies with the requirements of the BD-3 zone. On College Street 722 SF of business signage per establishment (513 SF for the laboratory tenant and 396 SF for the retail tenants) will be provided. 266 SF of retail signage will be placed on the South Frontage Road façade; and 105 SF sign indicating auditorium entrance on the MLK Boulevard façade.

Utilities: The project will be served by existing utilities within MLK Boulevard, South Frontage Road and College Street, namely telephone, electric, gas, water, and sewer. Electric infrastructure is currently present within MLK Boulevard and will adequately service the requirements of the project. Connection to the existing telecommunication facilities will be made from infrastructure currently in place within MLK Boulevard and South Frontage Road. A service connection to the water main in College Street for the domestic water service as well as the fire suppression system will service the entire project (the water main is proposed to be relocated to the west side of College St under the sidewalk in the process). Two sewer connections will be made to an existing main within South Frontage Road in accordance with GNHWPCA requirements. One service will serve the garage drains along with the tunnels and

driveways and drainage system. The second service connection will serve the building. Gas service will be provided from an existing gas line located in South Frontage Road. Transformers and switchgear will be installed in the basement/tunnels and driveways level of the building in their own utility room in accordance with United Illuminating's requirements.

Trash collection/Recycling: Trash and recycling collection will be private and will occur in the loading dock area, below grade. Hazardous materials, if any, will be segregated and handled separately. Specifics of trash and recycling collection including pickup hours will be provided by the developer.

Construction Phasing and Logistics plan: The submitted plan includes access scenarios for Month 1 to 10, Month 10 to 12, Month 13 to 15, Month 16 to 18, Month 19 to 21, and lane closures and utility connections. Staging areas include MLK Boulevard and South Frontage Road from the building to the curb line and the west side of College Street. Access to the Air Rights Garage will be maintained throughout the project, shifting as garage foundations are installed and the precast structure is erected. A marshaling yard in North Haven for staging of structural steel, building and garage precast, and windows is planned. A construction worker parking plan will be presented to the Transportation, Traffic and Parking Department prior to application for building permit. Arrangements for parking off site in garages or surface lots will be negotiated and monitoring evidence presented. Trucking haul route plans have been submitted in draft form and will be finalized prior to signoff on building permit.

Construction noise will be kept to a minimum. No blasting is anticipated. Site dust control will be managed through the use of a watering truck and daily sweeping. As noted in the Soil Erosion and Sediment Control Plan section above, the developer is responsible for containing all runoff and managing any airborne material on site.

Hours of operation are stated to be 7 AM-4PM Monday through Friday, with the same hours on Saturday if necessary.

Certain work and deliveries may occur during off hours to avoid traffic disruption.

The final Construction Phasing and Logistics Plan shall be submitted to the City Transportation, Traffic and Parking Department for approval prior to issuance of building permits or initiation of site work.

Snow Storage Plan: Sheet GI-401 shows room for snow storage on the garage roof deck, and along the north and south sides of the building along the sidewalk; management will be responsible for snow removal to maintain clear paths for pedestrians; plan acceptable as shown.

Project Timetable: June, 2013 construction start; summer 2015 Construction end date.

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 Disability Services, Department of Transportation, Traffic and Parking and Public Works have been found to meet the requirements of City ordinances, Regulations and standard details with the following comments:

Transportation, Traffic and Parking comments:

- *Construction Staging Plan to be reviewed and approved by the Department of Transportation, Traffic and Parking (TT&P) with respect to street and sidewalk closures, duration of any closures, signage for temporary conditions, construction worker parking details, etc.*
- *Signage plans are still under review by TT&P.*

CS-101

- *As stated in previous discussions, parking stalls must align with lamp posts as lamp post will be used to mount parking meters. Realign tree pits to allow for proper placement of pole mounted light fixture.*
 - *Provide specs for the pole mounted light fixture with parking meter bracket.*
 - *Crosswalks should be aligned parallel to the roadways and in line with the sidewalks they are connecting.*

CT-102

- *EB and WB travel lanes need to maintain two travel lanes throughout the entire width of the tunnel to allow for two-way emergency operations.*
- *Provide timing and sequence plan for traffic signal located at the South Frontage entrance.*
- *Detail stop bar located by loading dock. Is this signalized? The sight line of on-coming traffic traveling west appears to be obstructed by the wall near the loading area.*
- *During two way operation of the south lanes, the new garage ramp exit to the tunnel must be closed.*

GI-403

- *Consider mirror placed on north wall, opposite stop bar to assist with driver view of vehicles exiting from tunnel.*
- *Encourage cooperative agreement with YNH / 55 Park Street and NHPA to allow trucks exiting the 100 College Street loading dock to exit the tunnel via the Air Rights Garage. All other trucks not allowed to reverse direction without MUTCD-compliant flagger control. Largest truck size permitted to service 100 College Street loading to match design standard of WB-50. Management and operations of the tunnel loading areas, including traffic controls and interface with Air Rights Garage, subject to change based on 100 College Street Working Group technical review and TT&P final approval.*

AIBI

- *Why are there marked crosswalks on the ramp of 100 College garage? And across the South/East portion of the access drive?*
- *Travel lanes are not to be marked for Trucks/Autos.*

Plans remain under review by TT&P.

Engineering comments:

- *Furnish final delineation between on and off site improvements including tunnels and driveways boundary in final plan set.*
- *Other than raised intersection maintain minimum 6" curb (City Standard 7")*
- *Provide information on how property line monuments will be placed.*
- *The scored concrete pavement with paver inlay does not meet City standards and no detail of the alternate pavement has been provided – concern over liability issues.*
- *CS-102: Provide grading plan of basement level with specific elevations.*
- *Provide hydraulic profile of drainage system at a 10 year storm at high tide.*
- *Who maintains the sanitary pipe system? Does it also handle other flow besides the tunnel drainage?*
- *CD-506 Tree pit size does not meet City standards of 4x8.*
- *CD-508 note 5: Where are the concrete paver locations? Over time these have a tendency to move and have variable surfaces.*
- *City requires granite curbing at street interfaces.*

- *Provide additional information on generator shown off site; how is it fueled and what does it power?*
- *Show location of ventilation shaft for the tunnel*

Preliminary Lighting comments:

- *LUM 101 plan does not show detailed conduit runs, conduit size per City standards, wire size per City standards, voltage drop calculations, and power point of connection to illuminate the lights.*
- *The LED lighting fixture shown on the plans is not an approved fixture per City standards. (Primary concern is the perforations in the top section which help the heat from the driver to escape. Fixture may fill with ice as soon as the drain holes get plugged with ice and holes will also get plugged with dirt and insects).*
- *Type of poles being used for fixtures. Provide bolt pattern, foundation, etc.*
- *The fixture shown in plans has Type V distribution. The City uses Type III Distribution for street and Roadways.*
- *On Major Streets which is in this case (100 College St.) Foot Candle Average is 1.7 Average Foot Candle (FC) and 3:1 Uniformity. The plan shows .46 Avg FC with no uniformity shown. Lay out goes halfway across the Street and intersection totally uncovered. Per IES standards recommended Illumination for Intersections such as College South Frontage/College MLK Drive and other traffic conflict areas should be provided with illuminance values 50 percent higher than recommended for the street (2.55 FC). Looks like they are more concerned about the light on building property than street.*
- *Provide trenching specs and cut sheets which are not included in the package, lighting control cabinet if it is being used, etc.*

City Plan comments:

- *LP101: "green" wall plant materials not identified; tree guying details still shown, not permitted; narrative and planting plan are inconsistent; irrigation details not noted in "green wall" detail (it was stated these would be irrigated).*
- *LUM101: Provide details & specifications of fixture to be used (coordinate with TIGER II Downtown Crossing project).*
- *Provide details for sidewalk paving patterns which differ from Standard City detail (see comment under Engineering).*
- *Utility plan does not show new positioning of the relocated water main on College Street.*
- *Provide signage table on plans for building and garage exterior.*
- *A-101 et seq: All handicapped space measurements and signage must be compliant with State ADA standards*
- *Provide specifics of trash and recycling collection, including pickup hours.*
- *Identify location of separate storage area for hazardous waste handling.*
- *Contractor Parking Plan not provided (see comment under Transportation Dept.).*
- *G403-404: Loading plans still show precarious movements; further resolution necessary.*
- *Anodized aluminum railing and grilles are shown in large scale details; architectural plans and elevations call out painted steel; the understanding at architectural peer review and staff review was anodized aluminum would be used ; anodized aluminum preferred.*
- *Provide narrative on impacts to ARG out-bound ramp (temporary flagging for So Frontage Rd exit) and other impacts by time.*
- *Will there be accommodations for zip cars in the garage?*

Economic Development Administration comments:

- *G1-002: Specifically amend notes as follows. Under General Notes #5, "Base plan subject to change pending land conveyance survey from City to applicant". Add #6, "Project subject to state and local permits and Development and Land Disposition Agreement (DLDA) with City of New Haven". Under Work Restrictions, #1, to read, "without appropriate permits and coordination with 100 College Street Development Agreement working group". Under Regulatory Restrictions, #6, add name of applicant.*
- *A1B1: Color shading of tunnels and driveways does not match delineation of public/private ownership in Exhibit J of the DLDA; revise accordingly.*

GNHWPCA comments (some have been addressed in revised utility plan CU-101):

- *Stormwater runoff on Rt. 34 (east side of College Street Bridge) shall be captured before it enters the tunnel, and it shall be conveyed to the storm sewer pipes. There should be zero bypass stormwater runoff into the tunnel. Provide calculations and add storm catch basins and/or slotted drains or other structures as required to prevent runoff from entering the tunnel.*
- *Outside cleanouts to grade required within 5 ft of foundation wall and every 100 ft.*
- *Force main connection to existing manhole shall follow GNHWPCA Standard Detail SD-523-13.*
- *Proposed new manhole near the intersection of South Frontage Road and College Street shall be a doghouse manhole per GNHWPCA Standards.*
- *8" gravity sewer lateral connecting to new doghouse manhole shall connect to within 2 ft of the invert of the manhole or an outside drop will be required.*
- *Wastewater generation rates must be provided. Please use the average flow rate table in the GNHWPCA criteria manual to determine the projected wastewater flow from the proposed facility.*
- *Since additional flow will exceed 2000 gpd, flow metering will be required @ 2 locations to be determined by the GNHWPCA.*
- *Interior manhole drop for the proposed gravity sewer lateral is not allowed.*

New Haven Parking Authority (NHPA) comments (comments parallel those of other City departments):

- *Provide access to UARG Parking from So Frontage Rd truck ramp*
- *Concern that signal at So Frontage Rd truck ramp will back up traffic onto SFR*
- *Concern about trucks backing up the mainline*
- *Concern about ventilation of the generator and mechanicals*

SITE PLAN ACTION

The City Plan Commission finds the Site Plan submission is in conformance with Section 64(f) of the New Haven Zoning Ordinance, subject to the conditions on Pages-1-2.

ADOPTED: November 20, 2012
Edward Mattison
Chair

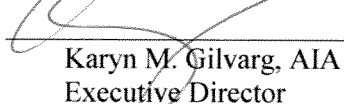
ATTEST: 
Karyn M. Gilvarg, AIA
Executive Director

EXHIBIT A

**ACKNOWLEDGEMENT OF DEVELOPMENT AGREEMENT
REQUIREMENTS FOR DEVELOPER'S PRIVATE IMPROVEMENTS AND
DEVELOPER'S SITE AND TRAFFIC IMPROVEMENTS (AS DEFINED IN THE
DEVELOPMENT AGREEMENT AS NOTED IN CITY PLAN REPORT 1471-06)**

Development Agreement	Site Plan Approval
Section 4.1(A)– Cause tunnels and driveways to be constructed in accordance with Exhibits J, V-1 and V-2	Page 6: Tunnels and Driveways to be designed and constructed in accordance with V-1; drawings consistent with Exh. J were submitted; through commissioning process, City will continue to review design and construction
Section 4.1(B)(1) Streetscape Improvements to be constructed as approved by CPC as part of the Site Plan review process	Pages 8-9 describe the streetscape improvements. See also comments on pages 11 and 12
Section 4.1(C) On-Site Improvements to be designed and constructed as approved by the City Plan Commission. See also Site Plan Narrative pages 6-7	Pages 8-9 describe the streetscape improvements approved by CPC See also comments on pages 11 and 12
Section 4.1(D) Drainage Pipe – Developer to relocate the Drainage Pipe on the Development Parcel in accordance with Exhibit K	Page 7 describes the new 60” pipe
Section 5.1(A)(B)(C) and 5.2 Design of the building 225,000 gross square feet minimum; City to participate in the design process, Independent Architect Review of Building and Garage	Pages 4-5 describe the size of the building (417,889 square feet) and City’s participation in the design process; Page 6 describes peer review process.
Section 5.1 – Site work - removal or relocation of utilities, new sewer connection and utilities approved by CPC as part of site plan review process; environmental work	Page 7 describes the environmental work to be performed, storm water/drainage issues; utility work to be done described on pages 9-10
Section 5.2(C) Activated Uses, Exhibit P, minimum of two doorways on street sides leading to activated uses in addition to the main entrance	Page 4 describes the building entries (5 additional doors leading to activated spaces) Page 4 also describes the activated spaces – lobby, auditorium, café , retail
Section 5.3(A) Parking Garage – no more than 850 spaces	Page 5 notes 850 spaces are allowed

<p>Section 6.3 (B) DMP, Bicycle Parking, Shuttle Bus Stop, showers; spaces for electrical charging</p>	<p>Page 5: bicycle storage and shuttle bus stop has been provided in the garage; DMP has been provided (Special Permit condition #2); Page 8: 40 exterior bicycle spaces</p>
<p>Section 6.4(A) – artistic objects on the development parcel</p>	<p>Page 5: Artistic architectural blocks on the exterior of the street level facades of the Parking Garage</p>
<p>Section 6.4(B) – parking garage will be open during weekday nights during public parking period</p>	<p>Page 5; also in Special Permit approval</p>