

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

RE: **TWEED-NEW HAVEN AIRPORT WEST TERMINAL PARKING EXPANSION.**
155 BURR STREET, 251 BURR STREET, 10 URIAH STREET, 221 BURR STREET,
391 BURR STREET.
MBLUs: 013 0853 00400, 014 0853 02700, 014 0853 02800, 014 0853 02900, 015 0875
00100, 019 0900 00100, 019 0900 00200, 020 0900 00100, 020 0900 00200, 028 0900
00100
Owner: The City of New Haven; Applicant: Jeremy Nielson of Avports LLC; Agent:
Joseph P Williams of Shipman & Goodwin LLP

Site Plan Review and Coastal Site Plan Review for a 203-space expansion of parking at
Tweed Airport in the Coastal Management Area.

REPORT: 1615-01

COASTAL SITE PLAN ACTION: Approval with Conditions

SITE PLAN ACTION: Approval with Conditions

STANDARD 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 October 26, 2027. 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 for building permits. A digital copy of the recorded report shall be provided to staff (.pdf).
3. Upon approval by the City Plan Commission, provide compiled digital copies of all application materials, including drawing sets and reports, to staff for filing (.pdf files) prior to City Plan signoff for building permits.
4. Comments under **ADDITIONAL CONDITIONS OF APPROVAL** shall be reviewed with the City Plan Department and resolution reflected on final plans, prior to their circulation for signoff.
5. Signoff on final plans by the City Engineer; Department of Transportation, Traffic, and Parking; City Plan Department; and Fire Marshal in that order shall be obtained prior to initiation of site work or issuance of building permit.
6. 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.
7. A site bond will be required in conformity with Connecticut General Statutes Section 8-3(g). Bond, or other such financial instrument, shall be provided to the City Plan Department, in an amount equal to the estimated cost of implementation of erosion and sediment controls, plus 10 percent, prior to City Plan final sign-off on plans for building permit.
8. Flood elevation certificate and Flood Development Permit certifying finished floor elevation shall accompany application for building permits.
9. Any proposed work within City right-of-way will require separate permits.
10. Within 10 business days of City Plan Commission approval, the applicant shall submit a digital (.pdf) and hard copy of the final approved plan set (including all revisions) to the City Plan Department
11. Following completion of construction, any catch basins in the public right-of-way impacted by the project shall be cleaned, prior to issuance of Certificate of Occupancy.

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 mylar and digital form (.pdf).

ADDITIONAL CONDITIONS OF APPROVAL

13. The Applicant shall provide a traffic performance report to the City on or before August 31, 2023 to include: additional hourly traffic counts measured before and after parking expansion (before counts must be measured in the next 1-1.5 months between the date of this approval and the planned expansion in December 2022 and after counts should be measured in spring and summer 2023) and data on customer origins-destinations based on zip codes; total parking utilization by month and updated flight schedules.
14. The Applicant shall provide documentation on a quarterly basis to the City Plan Department and Engineering Department, of its adherence to a regular schedule of maintenance of the pervious pavement paved areas of the parking lots.

Submission: SPR Application Packet including DATA, WORKSHEET, SITE, SESC, CSPR, and IW forms. NARRATIVE attached. Application fees: \$410, \$200, \$200. Received June 22, 2022.

Received June 22, 2022:

- Engineering Report, 58 sheets, dated May 31, 2022
- Hydrologic Study, 90 sheets, dated May 31, 2022
- Letter to Leslie Radcliff and City Plan Commission regarding Applications to Expand Parking Facilities, 2 sheets, dated June 22, 2022
- Letter to Leslie Radcliff and City Plan Commission requesting Waiver of Section 60.2, 2 sheets, dated June 22, 2022
- Project Narrative, 1 sheet, dated June 2022,
- Tweed New Haven Airport Parking Assessment memo, 3 sheets, dated June 20, 2022
- Civil plans, 17 sheets, dated May 6, 2022
- Notice letter to East Haven Town Clerk and Inlands Wetlands Commission, 25 sheets, dated June 22, 2022

Received June 27 2022:

- Alternate Entrance Configuration to Parking Area C2, 1 sheet, dated June 23, 2022
- Level Spreader with planning detail, 1 sheet, dated June 23, 2022
- Supplement to Hydrologic Study Report, 87 sheets, dated June 2022
- Wetlands Clarification plan-1, 1 sheet, dated June 23, 2022
- Wetlands Clarification plan-2, 1 sheet, dated June 23, 2022

Received August 3, 2022

- Letter to Laura E Brown- Avports Extension Request, 1 sheet, dated August 3, 2022

Revised submission: Received September 9, 2022:

- Revised Hydrologic Study (1 of 2), 86 sheets, dated September 2022, further revised October 3, 2022 and October 13, 2022
- Revised Hydrologic Study (2 of 2), 20 sheets, dated September 6, 2022, further revised October 3, 2022 and October 13, 2022
- Revised Civil Plans, 16 sheets, dated September 7, 2022, further revised October 3, 2022 and October 25, 2022 (removal of Area 'A')
- Revised Project Technical Report, 63 sheets, dated September 2022, further revised October 3, 2022

Received October 4, 2022:

- Revised Project Narrative, 1 sheet, dated October 4, 2022
- Revised application forms, 12 sheets, dated October 4, 2022, revised October 25, 2022
- Traffic Comparison, 3 sheets, dated July 15, 2021

Received October 18, 2022:

- Certification of Abutters Noticing, 12 sheets, dated October 18, 2022

PROJECT SUMMARY:

Project: 203-space West Terminal parking expansion
Addresses: 155 BURR STREET, 251 BURR STREET, 10 URIAH STREET, 221 BURR STREET, 391 BURR STREET.
MBLUs: 013 0853 00400, 014 0853 02700, 014 0853 02800, 014 0853 02900, 015 0875 00100, 019 0900 00100, 019 0900 00200, 020 0900 00100, 020 0900 00200, 028 0900 00100
Site Size: 110 Acres
Zone: AIRPORT
Parking: 927 existing parking spaces on site, 203 new spaces proposed
Owner: Michael Piscitelli of the City of New Haven **Phone:** (203) 946-2366
Applicant: Jeremy Nielson of Avports, LLC **Phone:** (203) 466-8833
Agent: Joseph P. Williams **Phone:** (203) 836-2804
Site Engineer: Ray Paier of Wescott and Mapes

BACKGROUND

Previous CPC Actions:

8/17/2022 1615-01 TWEED-New Haven Airport. Request for a Public Hearing on Site Plan Review as recommended by City Plan staff regarding a proposed 507-space parking expansion at Tweed Airport. The public hearing and applicant presentation on this item would occur at a subsequent meeting. Requester: City Plan Department. Approved.

9/22/2021 1592-04 TWEED-New Haven Airport. Flood damage prevention ordinance variance to install non-floodproofed temporary modular trailers below the BFE as part of the West Terminal improvements. Applicant: Jeremy Nielson, Avports LLC. Approved WC

8/18/2021 1590-02 TWEED-New Haven Airport. Site Plan Review and Coastal Site Plan Review for the renovation of two existing buildings and the placement of two new modular trailer buildings, creation of 266 additional parking spaces on a decommissioned runway. Applicant: Joseph Williams, Shipman & Goodman LLP. Approved WC.

8/18/2021 1590-03 TWEED-New Haven Airport. Flood Plain Permit and Special Permit for the creation of 266 additional parking spaces on a decommissioned runway. Applicant: Joseph Williams, Shipman & Goodman LLP. Approved WC.

7/21/2021 1589-08 TWEED-New Haven Airport. ORDER OF THE BOARD OF ALDERS Approving an amended and restated lease and operating agreement by and between the City of New Haven and the TWEED New Haven Airport Authority and ordinance amendment repealing section 4-70 of the Code of General Ordinances. Submitted by: Michael Piscitelli, EDA. Approved WC.

4/18/2018 1543-15 Tweed-New Haven Airport. RESOLUTION OF THE BOARD OF ALDERS In support of improvements at Tweed-New Haven Airport and throughout the surrounding community to attract additional air

services and offer benefits for New Haven residents. Submitted by: Office of the Mayor. Approved WC.

4/17/2002 1318-09 TWEED-New Haven Airport. Agreement between CoNH, East Haven & Tweed for Stormwater Easement. Submitted by: Engineering & Public Works.

5/20/1998 1247-04 TWEED-New Haven Airport. Lease and Operating Agreement between City of New Haven and Airport Authority. Submitted by: Mayor. Approved.

Zoning:

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

Site description/existing conditions:

The proposed "Tweed New Haven Airport West Terminal Parking Expansion" project is located within the ten parcels identified on City of New Haven tax assessor maps as MBLUs: 013 0853 00400, 014 0853 02700, 014 0853 02800, 014 0853 02900, 015 0875 00100, 019 0900 00100, 019 0900 00200, 020 0900 00100, 020 0900 00200, 028 0900 00100. The overall area of the subject parcels is approximately 110+/- acres. The proposed parking expansion areas are identified as 'B', and 'D' as shown on the site plans. The approximate project areas for the parking expansions are as follows: Area 'B' 1.72+/- acres, and Area 'D' 0.39+/- acres. The Project Site consists of several asphalt pavement surface parking lots, two 2-story buildings, roads, walkways. Tuttle Brook, a watercourse located within the project site, is culverted at five location to accommodate various airport and municipal structures. The project site is bounded by Burr Street to the west and Dean Street to the South.

Proposed activity:

Creation of 203 new parking spaces through striping of existing paved surfaces and through paving existing pervious surfaces with permeable asphalt. The existing amount of on-site parking currently totals 927+/- parking spaces. This project seeks to add 203 spaces for a total of 1,130+/- on-site parking spaces.

Parking Area 'B' -Addition of 174 parking spaces proposed, through installation of permeable asphalt paving.

Parking Area 'D' -Net increase of 25 parking spaces proposed, through installation of permeable asphalt paving, including replacement of some existing impervious paving with permeable asphalt.

Motor vehicle circulation/parking/traffic:

Two-way circulation throughout the parking areas is proposed. The additional parking will have minimal impact of overall vehicle circulation at the airport because each proposed new parking area is an expansion of an existing parking area.

The applicant has submitted two memos on the traffic impact of the proposal. The memos conclude that the proposed expansion of parking will not have a significant impact on traffic in and out of the airport and in the surrounding neighborhood. The City's Transportation, Traffic, and Parking Department has reviewed the traffic impact memos and has requested additional ongoing data collection and monitoring by the Applicant, as outlined in Condition of Approval #13, to be provided in the form of a 'traffic performance report' on or before August 31, 2023. At this time, the City's Traffic Engineers will review the traffic performance report and work with the Applicant to identify and implement any needed traffic improvements in the area.

Shuttle: No changes proposed. Accessible shuttle service will be provided in all parking lots, except the North Short-Term parking lot that is located near the Airport entrance. The shuttle schedule will correspond to the flights schedule.

Bicycle parking: No changes proposed to the existing two 15-space bicycle racks located next to the Arrivals building and the Departures building.

Trash removal: No changes proposed to the existing dumpster location at the north-eastern fence of the TNC/Taxi Staging Area.

Signage: No new signage proposed at this time. All signage must meet zoning ordinance requirements.

Sec. 58 Soil Erosion and Sedimentation Control:

- Class A** (minimal impact)
- Class B** (significant impact)
- Class C** (significant public effect, hearing required)

Cubic Yards (cy) of soil to be moved, removed or added: 296 CY

Start Date: Fall 2022

Completion Date: Winter 2022/2023

Responsible Party for Site Monitoring: Juan A. Solis Matos, Avports LLC, (703) 288-8587, jsolis@avports.com

This individual is responsible for monitoring the site to assure there is no soil or runoff entering City catch basins or the storm sewer system. Other responsibilities include:

- monitoring soil erosion and sediment control measures on a daily basis;
- assuring there is no dust gravitation off site by controlling dust generated by vehicles and equipment and by soil stockpiles during the construction phases;
- determining the appropriate response, should unforeseen erosion or sedimentation problems arise; and
- ensuring 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 named party is responsible for notifying the City Engineer within twenty-four hours of any such situation with a plan for immediate corrective action.

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*.

Note: Because the project is between 1 and 5 acres (“small construction”), the applicant is not required to obtain a General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction from CT DEEP as long as the applicant has adhered to the erosion and sediment control regulations of the

Sec. 60 Stormwater Management Plan: SUBMISSION MEETS REQUIREMENTS

REQUIRED DOCUMENTATION

- Soil characteristics of site;
- Location of closest surface water bodies and depth to groundwater;
- DEEP ground and surface water classification of water bodies;
- Identification of water bodies that do not meet DEEP water quality standards;
- Proposed operations and maintenance manual and schedule;
- Location and description of all proposed BMPs;
- Calculations for stormwater runoff rates, suspended solids removal rates, and soil infiltration rates;
- Hydrologic study of pre-development conditions commensurate with conditions.

STANDARDS

- Direct channeling of untreated surface water runoff into adjacent ground and surface waters shall be prohibited;
- No net increase in the peak rate or total volume of stormwater runoff from the site, to the maximum extent possible, shall result from the proposed activity;

- Design and planning for the site development shall provide for minimal disturbance of pre-development natural hydrologic conditions, and shall reproduce such conditions after completion of the proposed activity, to the maximum extent feasible;
- Pollutants shall be controlled at their source to the maximum extent feasible in order to contain and minimize contamination;
- Stormwater management systems shall be designed and maintained to manage site runoff in order to reduce surface and groundwater pollution, prevent flooding, and control peak discharges and provide pollution treatment;
- Stormwater management systems shall be designed to collect, retain, and treat the first inch of rain on-site, so as to trap floating material, oil and litter;
- On-site infiltration and on-site storage of stormwater shall be employed to the maximum extent feasible;
- Post-development runoff rates and volumes shall not exceed pre-development rates and volumes for various storm events. Stormwater runoff rates and volumes shall be controlled by infiltration and on-site detention systems designed by a professional engineer licensed in the state of Connecticut except where detaining such flow will affect upstream flow rates under various storm conditions;
- Stormwater treatment systems shall be employed where necessary to ensure that the average annual loadings of total suspended solids (TSS) following the completion of the proposed activity at the site are no greater than such loadings prior to the proposed activity. Alternately, stormwater treatment systems shall remove 80 percent TSS from the site on an average annual basis; and
- Use of available BMPs to minimize or mitigate the volume, rate, and impact of stormwater to ground or surface waters.

**Sec. 60.1 Exterior Lighting: SUBMISSION MEETS REQUIREMENTS
REQUIRED SUBMISSION**

- Lighting Plan with location of all fixtures, type of fixture and mounting height of lights;
- Manufacturer specifications or cut-sheet for each fixture;
- Photometrics.

STANDARDS

- In general, all exterior light sources must be directed downward. The lighting must also be, as much as physically possible, contained within the target area;
- Parking Lot and Security Lighting.* All outdoor light fixtures within a parking lot, vehicular circulation area, or pedestrian area must be of a Full Cutoff or Fully-Shielded type;
- Architectural Lighting.* Lighting for building facades and Indirectly Illuminated Signs is permitted subject to the following: (a) Uplighting does not exceed 900 lumens & (b) Upward aimed light is Fully-Shielded and fully-confined from projecting into the sky, eaves, roofs, or overhangs. The light must be fully confined within the vertical surface of the wall being illuminated;
- Unshielded Lighting.* Floodlighting is discouraged, and if used, must be shown that the type of fixture proposed is not objectionable because it (a) prevents Glare for drivers and pedestrians and light above a horizontal plane, and (b) mitigates light trespass beyond the property line. Unshielded, motion activated lighting will not be triggered off the property on which the fixture is located and must go off within five minutes of activation. Unshielded lighting creating Glare or Light Trespass is required to be re-aimed and/or fitted with a shield device to block the Glare;
- Lighting Curfew.* On all parking fields, including surface lots, parking decks and top levels of parking garages which contain a minimum of four light poles, the lighting must be reduced by at least 50 percent of full operational levels within 30 minutes after the close of business. Because certain minimum lighting levels are recommended for safety and security, parking field lighting does not need to be reduced to less than an average .2 footcandles as measured horizontally at the surface on which the light pole is mounted in accordance with Illuminating Engineer Society (IES) Standards; and
- Height.* Exterior Lighting must not exceed 20 feet in height from the point on the ground directly below the fixture to the highest point on the fixture. Lighting mounted higher than 20 feet may be permitted through the site plan review process, either by Staff or the Commission, as applicable, depending on the site conditions;

Maximum Light Levels at the Property Line.

- a. *The maximum light level at any point on the property line cannot exceed: .1 footcandles within or adjacent to a property with a residential use or .2 footcandles when adjacent to properties with other uses. Where the adjacent property is a residential use or mixed-use and the first floor is not residential, the maximum light levels at the property line cannot exceed .2 footcandles;*
- b. *Color. Because blue light brightens the night sky more than any other color of light, lighting must have a color temperature of no more than 3000 Kelvins. Exterior Lighting that has warmer light spectrums are preferred;*
- c. *The Staff or the Commission, as applicable, may determine that certain light fixtures are exempt from these requirements of this Section because they do not adversely affect an adjacent property owner or the night sky or because they are necessary for the functioning of the use.*

Note: No changes to existing exterior lighting proposed for Parking Area 'D.'

Sec. 60.2 Reflective Heat Impact: WAIVER GRANTED

The applicant requested a waiver from meeting RHI standards.

- The project site is zoned for Airport use. The airport has federal requirements to maintain certain safety measures to protect aircraft and pilots.
- The applicant suggests that reflective surfaces can pose a hazard for aircraft pilots. Glints (momentary flash of light) and glares (continuous source of excessive brightness) may create unwanted visual impacts on pilots.
- The applicant suggests that wildlife can create conflicts with aircraft at the airport. FAA regulations outline the requirements to limit potential wildlife habitat on airport property. Vegetation that could provide shade can be considered a wildlife attractant. Birds can pose a threat to aircraft that are taking off or land. Small animals can that use vegetation for cover can attract larger predators, and vegetation can attract larger herbivores, which can cause conflicts on the ground.
- The applicant has cited a study and stated that “There is good support for the position that the SRI will materially increase with porous asphalt.”

The applicant seeks a waiver from Section 60.2(C)(3) of the City’s Zoning Ordinance.

Section 60.2(C)(3) of the City’s Zoning Ordinance states, “The requirements of this section may be waived by the commission with jurisdiction based on a showing that the applicant cannot achieve the 50 percent level using reasonable methods but has otherwise maximized the percentage achieved and provided that the applicant cannot reach the equivalent level of reduction using high SRI value material on flat roof surfaces.”

Project Timetable: Fall 2022 to Winter 2022

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. Follow up required with the Department of Transportation, Traffic, and Parking is outlined in Condition of Approval #13.

INLAND WETLANDS REVIEW-NOT APPLICABLE

Note: The initial plan submission included activity in the Inland Wetlands Regulated Area. Per comments from the City Plan Department and Inland Wetlands Agent, all work proposed for the Inland Wetlands Regulated Area has been removed from this application. The 203 proposed parking spaces would involve no activity in the Inland Wetlands Regulated Area. No future work outside the scope of this application shall be permitted in the Inland Wetlands Regulated Area without an Inland Wetlands application approved by the City Plan Commission.

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.

Applications for development on waterfront parcels shall additionally consider protection of the shoreline where there is erosion or the development is likely to cause erosion; degree of water dependency; preservation of significant natural vistas and points or avenues of views of the waterfront; provision of meaningful public access; and insurance of outstanding quality of design and construction to produce an environment that enhances its waterfront location.

The Commission will also consider whether the proposed application is consistent with the City's Municipal Coastal Program.

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

Coastal Flood Hazard Area: 155 Burr Street and the associated parcels for Tweed New Haven Airport are fully within the New Haven Coastal Area Management Boundary and within the Special Flood Hazard Area Zone AE, FIRM # 090084-0444-J, dated July 08, 2013. Being within the Coastal Hazard Area, the project includes land inundated during coastal storm events and is subject to erosion caused by such events.

Freshwater Wetlands & Watercourses: Freshwater wetlands and water courses are adjacent to the site. At its closest, the New Haven Harbor is approximately 870 feet from the Airport property line.

Tidal Wetlands: There are tidal wetlands on and adjacent to the site. Tuttle Brook, a tidal wetland is located on site and leads to a vegetated tidal wetland area south of the perimeter fence.

Coastal Program Criteria	Comments
<p>1. Potential adverse impacts on coastal resources and mitigation of such impacts</p>	<p>Tweed airport is located entirely within the New Haven Coastal Area Management Boundary. Tuttle Brook runs along the west boundary on the project site and is not accessible to the public.</p> <p>If there is an increase in the amount of impervious surface within the drainage shed of Tuttle Brook there is potential for an adverse impact on the Brook. An increased amount of cars bears a potential risk of a release of pollutants into the surrounding surfaces and waterbodies.</p> <p>To minimize the increased runoff from the proposed additional pavement associated with the additional parking spaces, the applicant proposes uses a permeable asphalt material. The City's Engineering Department has reviewed this proposed material and have found it to be acceptable and capable of significant stormwater infiltration. However, Staff notes that it is critical the Applicant follow the robust cleaning and maintenance schedule proposed for the</p>

	material to ensure its infiltration capacity is not diminished and any accumulated particulate matter is removed and disposed of properly.
2. Potential beneficial impacts	No benefits to coastal resources identified.
3. Identify any conflicts between the proposed activity and any goal or policy in the §22a-92, C.G.S. (CCMA)	The proposed West Terminal Parking Expansion will not conflict with many of the Goals and Policies outlined in C.G.S. 22a-92, (CCMA). However, there is potential for increased impervious surface and increased vehicular traffic to degrade existing coastal resources.
4. Will the project preclude development of water dependent uses on or adjacent to this site in the future?	This site does not allow for water dependent uses currently, and the proposed parking expansion will be in support of the existing use of the site, thus precluding development of water dependent uses on site in the future. Airport noise, air quality and FAA regulations might preclude development of water dependent uses adjacent to the site.
5. Have efforts been made to preserve opportunities for future water-dependent development?	No. The proposed development of the site is looking to maintain its current functionality and its use as an airport.
6. Is public access provided to the adjacent waterbody or watercourse?	No. Tuttle Brook is the principal watercourse at the site. It is largely channelized within and along the airport property. On site, Tuttle Brook is culverted at five locations to accommodate various airport and municipal structures and is not accessible to the public.
7. Does this project include a shoreline flood and erosion control structure (i.e. breakwater, bulkhead, groin, jetty, revetment, riprap, seawall, placement of barriers to the flow of flood waters or movement of sediment along the shoreline)?	No.
8. Does this project include work below the Coastal Jurisdiction Line (i.e. location of topographical elevation of the highest predictable tide from 1983 to 2001)? New Haven CJL elevation is 4.6'.	No.

PUBLIC HEARING

On August 17, 2022, the City Plan Commission voted to hold a public hearing on the item, finding that the specific circumstances of the application and significant public engagement warranted such action. A public hearing was held on October 26, 2022. 18 members of the public gave testimony. Topics raised in public testimony can be found in the meeting minutes and a recording of the meeting is available to view on the Commission website.

PLANNING CONSIDERATIONS

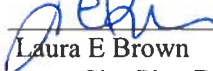
This project responds to an increased demand for onsite parking at Tweed airport and responds to resident concerns about airport customers parking on city streets near the airport. Planning staff recognize both this need, as well as significant resident concerns about the health, environmental, and quality-of-life impacts of the airport and its expanded operations in the last year. City Staff worked closely with applicant as part of the technical review process to address outstanding concerns, including careful study of the proposed permeable asphalt material

by the Engineering Department, recommending the removal of all activity in the Inland Wetlands Regulated Area, and proposing requirement of ongoing monitoring and data collection on traffic impacts. The application before the Commission on October 26, 2022 does NOT include an area referenced in previously submitted site plans and related application materials as 'Area A' which City Plan staff had identified as including activity within the Inland Wetlands Regulated Area. Revised plans and application forms were submitted by the Applicant showing removal of activity from the Inland Wetland Regulated Area.

ACTION

The City Plan Commission approves the submitted Site Plans subject to conditions on Pages 1 and 2.

ADOPTED: October 26, 2022
Leslie Radcliffe
Chair

ATTEST: 

Laura E Brown
Executive Director, City Plan Department

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.

ADOPTED: October 26, 2022

ATTEST: 

James Turcio
Building Official