

NEW HAVEN CITY PLAN COMMISSION SITE PLAN REVIEW & DETAILED PLAN REVIEW

RE: 49/60/200 BROOKSIDE AVENUE (RIBICOFF). Detailed Site Plan Review and Site Plan for PDD # TBD. (Owner/Applicant: HANH; Agent: Rolan Young Smith and Stephen W. Studer for Berchem, Moses & Devlin).

REPORT: 1494-04

ACTION: Approval with Conditions

CONDITIONS OF APPROVAL

1. Pursuant to State Statute, this site plan and soil erosion and sediment control plan approval is valid for a period of five (5) years following the date of decision, until May 21, 2019. Upon petition of the applicant, the Commission may, at its discretion, grant extensions totaling no more than an additional five (5) years to complete all work connected to the original approval.
2. The applicant shall record on the City land records an original copy of this Site Plan Review report (to be provided by the City Plan Department) and shall furnish written evidence to the City Plan Department that the document has been so recorded (showing volume and page number), prior to City Plan signoff on final plans.
3. Comments under Site Plan Review shall be addressed with the City Plan Department and reflected upon final plans circulated for signoff.
4. Signoff on final plans by the Greater New Haven Water Pollution Control Authority, Fire Marshall, City Engineer, Department of Transportation, Traffic and Parking and City Plan Department in that order shall be obtained prior to initiation of site work or issuance of building permit. (City Plan Department is the last signatory prior to permit.)
5. Construction Operations Plan/Site Logistics Plan, including any traffic lane/sidewalk closures, temporary walkways, detours, signage, haul routes to & from site, and construction worker parking plan shall be submitted to the Department of Transportation, Traffic and Parking for review and approval to prior to City Plan signoff on final plans for building permit.
6. The name of a day-to-day monitor of the soil erosion and sediment control plan shall be provided to the City Plan Department prior to City Plan signoff on final plans.
7. Any proposed work within the City right-of-way will require separate permits.
8. Prior to issuance of Building Permit, street address(es) shall be assigned by the City Engineer.
9. Any sidewalks or curbs on the perimeter of the project deemed to be in damaged condition shall be replaced or repaired in accord with City of New Haven standard details.
10. Final determination of traffic markings, V-loc locations, signs and traffic controls on site and on the perimeter of the site will be subject to the approval of the Department of Transportation, Traffic and Parking.
11. Implementation of a Storm Drainage Operation and Maintenance Plan and Inspection Schedule, as submitted in the application, is required.
12. As-built site plan shall be filed with City Plan Department, with a copy to the City Engineer, prior to issuance of Certificate of Occupancy. Site Plan shall be submitted in both mylar and digital format [.DWG file based on the State Plane Coordinates (NAD1983)]. Provide version of AutoCAD with submission.

Submission: SPR Application Packet including DATA, WORKSHEET, SITE, and SESC forms. \$280.00 Fee, Revised Drawing Set dated May 8, 2014, received May 14, 2014.

- Revised Narrative from Berchem Moses and Devlin, received April 21, 2014.
- Traffic Study Summary from Tighe & Bond March 13, 2014, received April 17, 2014.
- Stormwater Management Plan by Diversified Technology Consultants Issued August 28, 2009, revised through April 10, 2014, received April 17, 2014.
- Sanitary Sewer Design Report by DTC Issued April 7, 2014, received April 17, 2014.
- Reflective Heat Impact Study by DTC Issued April 9, 2014, received April 17, 2014.
- Vehicle Turning Templates by DTC, Issued April 10, 2014, received April 17, 2014.

PROJECT SUMMARY:

Project: New housing, accessory structures. New roads and utility infrastructure. (Demo existing)
Address: 200 Brookside Avenue (MBP 364-1193-00200), 60 Brookside Avenue (MBP 364-1190-00300) and 18,500 SF of land in the northerly portion of 49 Brookside Avenue (portion of MBP 364-1190-00301)
Site Size: 8.09 acres
Buildings: 114 Residential Dwelling Unit Planned Development District (Rental and homeownership units, elderly housing, community facilities, reconfigured utility infrastructure, new streets, and dedicated open space.)
Zone: Planned Development District
Parking: On-site surface
Owner: Land: Housing Authority of New Haven, Development: The Glendower Group, Inc., Glendower Ribicoff LLC, Glendower Ribicoff Four, LLC (collectively "Glendower").
Applicant: HANH Jimmy Miller 203-498-8800
Agent: Rolan Joni Young Smith & Stephen Studer, Esq. 203-783-1200
Architect: ICON Architects, Boston MA. Dave Wright 617-451-3333
Site Engineer: DTC, Andrew Bevilaqua 203-239-4200
Traffic: Tighe & Bond, Joseph Balskus 860-704-4760
Financing: Mixed, including CHFA Low Income Housing Tax Credits, at 4% and/or 9%, Tax exempt bonds, HANH's Moving to Work Funds, and Federal Home Loan Bank.
Project Cost: \$40.3 million
City Lead: City Plan Dept. 203-946-6379

BACKGROUND

Previous CPC Actions:

This application was approved with conditions on May 21, 2014 by City Plan Commission. The applicant had some concerns and wanted to resubmit.

CPC- 1489-07: Planned Development District, Adopted by BOA April 7, 2014.

Zoning:

The Site Plan as submitted meets the requirements of the New Haven Zoning Ordinance for the newly enacted Planned Development District zone.

(SEE ATTACHED PROJECT NARRATIVE FOR ADDITIONAL INFORMATION.)

Site Description/existing conditions:

The existing site is 8.09 acres and contains 100 single story semi-attached units of assisted elderly and disabled housing built in 1965 and 1970. The units are located along private roads, with common parking areas and a single vehicular access point to the south off Bosley Street. The site is bounded by Belden Brook to the west, Woodin Street in Hamden to the north and by Thorpe

Drive in Hamden to the east. It slopes gently about twenty feet from northeast to southwest. The western edge slopes more steeply to Belden Brook. The housing is worn.

Proposed Activity:

All existing housing units will be demolished. A new street grid of both public and private streets will be constructed along with new underground utility infrastructure. The new 114 units will be a mixture of elderly and family units, and six of the units will be homeownership units; (these units are not part of this site plan review and will be submitted in a later phase).

Circulation/Parking/Traffic:

The proposed site sets up a modified street grid which connects to the existing Bosley Street and Brookside Avenue. (Future connection will be made to Woodin Street). Three north-south oriented streets – Augustine Street, Miller’s Mews, and Jennings Way connect to an as-yet named street to the north (parallel to Woodin) and Bosley to the south. One private drive connects to the as-yet named street to the north and Miller’s Mews. Vehicles can freely circulate through this modified grid; all circulation is two-way to City standards.

Parking is provided through a combination of on-street parallel parking, two small off-street lots, and one larger off-street lot accessed via the Private Way.

Trash removal:

There are 4 dumpster enclosures on the site plus a trash receptacle in the Community Building. Trash will be picked up by a private hauler on a regular basis. If a dumpster is not directly accessible from the truck, the driver will roll it out, empty it and roll it back into the enclosure. On trash pickup days the on-site staff will wheel the trash receptacle from the Community Building and place it next to the dumpster pad near the parking lot.

Stormwater Management Plan:

The proposed stormwater basins at Ribicoff are designed to treat runoff prior to discharging into the adjacent wetlands. The proposed improvements include infiltration, on-site retention, catch basin hoods and gross particle separators designed to treat the first inch of rainfall on site. Infiltration of roof runoff is also provided as part of the stormwater treatment train. See Stormwater management report for details.

Site design meets all the requirements of this section of the ordinance.

Exterior Lighting:

Compliance with this section of the ordinance can not be determined as required drawings were not submitted. Full drawings shall be submitted and reviewed for compliance prior to sign-off for permits.

Reflective Heat Impact from hardscape or paved surfaces:

The project meets the requirements of this section of the NHZO.

Soil Erosion and Sediment Control Review: A total of 23,430 cubic yards of material will be moved, removed or added to the site. Once a contractor is chosen, an individual will be named as the individual responsible for monitoring soil erosion and sediment control measures on a daily basis, and that name provided to the City Plan Department prior to signoff of final plans for permits. The named individual is responsible for assuring there is no dust gravitation off site by controlling dust generated by vehicles and equipment, both during the demolition and construction phases. Soil stockpiles if necessary shall be protected from dust gravitation and soil

erosion. All SESC measures are required to be designed and constructed in accordance with the latest Standards and Specifications of the *Connecticut Guidelines for Soil Erosion and Sediment Control*.

The named individual shall be responsible for determining the appropriate response, should unforeseen erosion or sedimentation problems arise. He is fully responsible for insuring that SESC measures are properly installed, maintained and inspected according to the SESC Plan. Should soil erosion problems develop (either by wind or water) following issuance of permits for site work, The named individual is responsible for notifying the City Engineer within twenty-four hours of any such situation with a plan for immediate corrective action.

Signage:

No signage is shown in the sets of plans received with the application. Any proposed signage must meet the Planned Development ordinance requirements and be submitted separately to Traffic, Transportation and Parking for sign-off prior to permits. All private roads to be clearly marked "Private Road".

DETAILED PLAN REVIEW

This is a requirement for PDD's. The submitted drawing set includes full architectural plans, drawings numbered A-100 through A-212. The site and architectural plans include all of the rental units but not the eight (future) homeownership units which will be submitted separately. The new street pattern and the style and density of the units is compatible with the Brookside PDD to the south; and is part of the HANH's comprehensive rebuilding plan for the area. The rental units are comprised of eleven townhouse style family units (TH-7) and eight cottage style elderly/disabled units (CT-8) as well as one three-story building at the southeast corner of the site which will house elderly units and a community space.

All units have small columned front porches, siding is clapboard (cement) and windows are one over one double hung. Roofs are for the most part pitched, except for the community building and building heights range from one-story to three. The Detailed Plans are acceptable as shown with the following comments to be addressed:

- Front doors should vary in design or at least in color.
- Unit addressing/identification system shall give each unit a unique number or letter.
- Private roads must be clearly marked as "Private Road".
- New Street south of and parallel to Woodin Street needs to be named.
- The Planting Plan, while technically correct, lacks the diversity (for ecological function and sustainability) staff would like to see in such a large residential development. Applicant is requested to resubmit planting plans for review prior to approval; City staff can work with applicant to improve the variety and appropriateness of the planting palette.
- A detailed planting/restoration plan for the disturbed regulated areas (inland wetlands) shall be submitted for approval prior to sign off for building permits.
- Changes to vehicular signage and other elements have been requested by Transportation, Traffic and Parking; these requests are numerous and have been communicated to the applicant. All requested changes must be reviewed and approved of by Bruce Fischer prior to sign-off for permits.
-

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in the PDD; however the table in the general plans calls out the setbacks as 25 feet, this is incorrect, and 15 feet is what was intended and shown on the drawings as well as on the current Detailed Plan set.

Project Timetable:

The project is on an accelerated timetable. Many of the Ribicoff residents have already been relocated to the new Wilmont housing to the south down Wilmot Road, or to other HANH properties; it is estimated that fewer than half of the units are currently occupied. Demolition is expected to commence this summer, and will be followed immediately by construction, with initial CO's expected by December of 2015.

SITE PLAN REVIEW

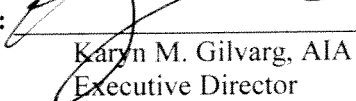
Plans have been reviewed by the Site Plan Review team with representatives from the Departments of City Plan, City Engineer, Building, Disabilities Services and Transportation, Traffic and Parking and have been found to meet the requirements of City ordinances, Regulations and standard details with the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

- Compliance with the exterior lighting ordinance can not be ascertained; full lighting drawings, including photometrics and fixture cut sheets shall be submitted and reviewed for compliance prior to sign-off for permits;
- Any proposed signage must meet the Planned Development ordinance requirements and be submitted separately to Traffic, Transportation and Parking for sign-off prior to permits. All private roads to be clearly marked "Private Road";
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- Changes to vehicular signage and other elements have been requested by Transportation, Traffic and Parking; these requests are numerous and have been communicated to the applicant. All requested changes must be reviewed and approved of by Bruce Fischer prior to sign-off for permits.

ACTION

The Commission notes the correction of the scrivener's error described in Revised Narrative submitted by the applicant. The City Plan Commission approves the submitted Site Plans subject to the standard conditions on Page 1.

ADOPTED: June 18, 2014
Edward Mattison
Chair

ATTEST: 
Karyn M. Gilvarg, AIA
Executive Director

REVISED NARRATIVE SUBMITTED IN SUPPORT OF
APPLICATION FOR DETAILED PLAN/SITE PLAN APPROVAL
FOR THE RIBICOFF PDD

A. Purpose and Intended Use

A PDD for the redevelopment of the existing Ribicoff Cottages and Ribicoff Extension was adopted by the New Haven Board of Alders on April 7, 2014. The PDD consists of approximately 8.09 acres of land, being all of 60 Brookside Avenue (4.34 acres), a portion of 200 Brookside Avenue (3.33 acres) and a portion of 49 Brookside Avenue (0.42 acres). The Ribicoff PDD abuts the existing Brookside PDD and is part of the comprehensive redevelopment of the Housing Authority of the City of New Haven ("HANH" or the "Applicant") owned properties in the West Rock area of the City. After demolition of the existing site improvements, new roads and a new utility infrastructure will be built in conjunction with the construction of 106 units of new housing (55 family units and 51 elderly/disabled units) on Lots 1, 2 and 3. The PDD approved a Lot 4 upon which eight detached homeownership units will be built for a total, maximum of 114 residential units; however, the PDD approval also recognized that the homeownership units would be built as a second phase after completion of the 106 rental dwelling units. HANH plans to submit an application for detailed plan/site plan approval for the homeownership units on or before April, 2017 (Phase 2).

The purpose of the PDD is to replace the existing housing at Ribicoff Cottages (presently 100 units) which was built in two phases from 1965 to 1970 and is now outmoded and in need of replacement. In addition to new apartment homes, the Applicant proposes a number of new amenities; for example, a community building, an on-site maintenance building, public and private open space including community gardens, bicycle lanes, public sidewalks and traffic calming measures such as traffic tables.

B. Construction

During construction, the site will be secured with temporary fencing and a gate. Blasting is not anticipated. The time of construction (hours, days of the week) will

comply with all applicable state and local ordinances. Lot 4 will be available for construction staging. Due to a time constraint attributable to its Low Income Housing Tax Credits (LIHTC), demolition and construction are expected to start almost immediately with substantial completion and occupancy anticipated in December, 2015. A more specific construction schedule will be prepared once a contractor is selected. Phases 1A and 1B will be constructed concurrently. Phase 1A, which will be funded using 9 Percent LIHTC, consists of the eleven townhouse-style buildings and one cottage-style building and attendant infrastructure. Phase 1B, which will be funded using 4 Percent LIHTC, consists of seven cottage-style buildings and the three-story senior building with its attendant infrastructure. As noted earlier, Phase 2 is not part of this application.

C. Compliance with General Plans for PDD

The detailed plans/site plan is consistent with the general plans approved for the PDD. There have been minor modifications to the new street layout as a result of more detailed site engineering and conversations with City officials; i.e. improved street radii for better bus circulation, revised traffic calming measures, reduced number of street bumpouts. The general layout and location of the streets, underground utilities, parking and buildings is substantially the same as shown on the general plans. There are fewer internal walkways as some double walkways have been eliminated.

The family dwelling units will be situated in eleven townhouse-style buildings. Ten of the eleven townhouse-style buildings are situated on Lot 1. The eleventh townhouse-style building is on Lot 2. The elderly/disabled dwelling units will be situated in eight cottage-style buildings and the three-story building situated on Lots 2 and 3. The three-story building will also contain the community center on the first floor. The community center is a resource open to all residents of the PDD.

HANH will fund construction of Phase 1A through the 9 Percent LIHTC and the construction of Phase 1B through the 4 Percent LIHTC. Because of those two distinct sources of funding, the townhouse-style building (TH-7) and the cottage-style buildings (CT-8), both of which are part of Phase 1A, need to be on a distinct lot because they are being financed with the townhouse-style buildings on Lot 1. Accordingly, the Applicant

seeks, as part of its site plan/detailed plan approval, to establish Lot 2A (which contains both TH-7 and CT-8). There is no change from the general plans approved by the Board of Alders. Lot 2A and the balance of Lot 2 (called Lot 2B for clarity), in the aggregate, continue to comply with the applicable standards of the PDD. Lots 2A and 2B, individually, also comply with the applicable standards, including maximum building coverage and minimum lot area per dwelling unit. On-site parking with respect to Lot 2 is unaffected by dividing it into sublots 2A and 2B.

Throughout the site, the number and location of on-site parking spaces is unchanged. The temporary parking areas shown at the northerly end of Jennings Way and Augustine Street have been eliminated since they are not necessary for the proper functioning of the PDD. The street running roughly parallel to Bosley Street will not be named Jennings Way; the Applicant will propose a new name to the appropriate City agencies for eventual review and approval by the Board of Alders.

D. Scrivener's Error

The minimum front yard and minimum rear yard requirements for Lot 3 on Revised Appendix B contain typographical errors; i.e. they each say 25 feet even though the general plans clearly show 15 feet in both instances. The approved general plans clearly show the three cottage-style buildings on Lot 3 setback a uniform distance of 15 feet from Jennings Way and a uniform distance of 15 feet from the easterly property line. The front yard setback for Lot 3, as shown on the approved general plans, is consistent with the front yard setback of every other building in the PDD. Lot 3 is the only one of the four proposed lots in the PDD with a rear yard setback; however, that setback, as shown on the approved general plans, is consistent with the other property line setbacks shown on the approved general plans; i.e. 15 feet. It is also noteworthy that Revised Appendix B lists the minimum front yard on all three other lots in the PDD as 15 feet. There is clearly an unintended, ministerial error with respect to Lot 3 which the Applicant requests the City Plan Commission ("CPC") to correct as part of its approval of the detailed plan/site plan for the Ribicoff PDD. The Applicant anticipates recording a copy of the CPC's approval correcting these scrivener's errors on the New Haven Land Records.

E. Detailed Plans

The Applicant has submitted detailed plans showing conformance with the general plans and with applicable municipal and state standards, including the following: (i) detailed site demolition plans with notes, sequence and coordination with public utility companies; (ii) detailed soil, erosion and sediment control plans with notes; (iii) detailed plans and notes for the maintenance and protection of traffic during demolition and construction; (iv) detailed site layout plan; (v) detailed grading and stormwater drainage plans; (vi) detailed site utility plans; (vii) detailed landscaping plans; (viii) detailed site lighting plans; (ix) applicable engineering, design and construction details; and (x) detailed architectural plans, including elevations, street perspectives and floor plans. The Applicant has designed a traditional neighborhood with a variety of housing forms with improved infrastructure and parking and with more open space than the present community.

As previously found, the detailed plans/site plan remain consistent with the objectives of Section 65(a) of the Zoning Ordinance. They are consistent with the City's Comprehensive Plan in that the Comprehensive Plan designates the site for medium density residential development. The comprehensive plan also encourages the construction of affordable housing in an environmentally sensitive and sustainable manner. The PDD is sensitive to its environment in a number of ways including, without limitation: (i) the buildings will incorporate the "Enterprise Green Communities" design standards; (ii) the PDD constitutes an infill development of a previously developed site; (iii) there are no adverse impacts to inland wetlands and watercourses; (iv) it provides improved stormwater quality and management; and (v) the dwellings will contain Energy Star compliant appliances.

The detailed plans demonstrate that the residential uses and the proportions of those uses are appropriate and necessary for the integrated functioning of the PDD and of the City. The Ribicoff PDD proposes a balanced mix of multifamily and single family residential units for both families and elderly/disabled City residents in a traditional, affordable, attractive and safe setting.

The detailed plans demonstrate a commitment to quality of design and of materials. The type and scale of development is consistent with the surrounding area. There is a diversity of form, architectural style and housing opportunities for young and old, singles, couples and families which will produce a stable and desirable environment. The redesigned Ribicoff community provides safe, affordable, efficient, quality housing for the citizens of New Haven, and, as such, it undoubtedly reflects unusual merit upon the City and the Applicant.

As previously noted, the detailed plans exceed the standard for usable open space per dwelling unit.

The detailed plans (see A-100) also indicate the location of required bicycle parking spaces on Lots 1 and 2: (i) Lot 1, four spaces (one short-term and three long-term) are situated in the combined bicycle storage/tool shed west of the Community Garden, (ii) Lot 2, three spaces (one short-term and three long-term) are situated in the combined bicycle storage/toolshed in the southwest corner of the parking lot. For Lot 3, which requires two spaces (one short-term and one long-term), bicycle parking will be situated in a bicycle storage shed to be shown on final, approved site plan north of the maintenance building.

F. Other Application Materials

In addition to the civil engineering and architectural plans submitted with the application, the Applicant is also submitting the following to demonstrate compliance with appropriate standards and requirements:

- i. Stormwater Management Plan, revised
- ii. Sanitary Sewer Design Report
- iii. Reflective Heat Impact Study
- iv. Vehicle Turing Templates
- v. Traffic Report

An application for a permit to perform work within the upland review area of an off-site stream and inland wetland corridor is being filed with the CPC simultaneously with this application with the report of the soil scientist.

G. Developer

HANH is proposing to develop the PDD through various instrumentalities. Accordingly, the Applicant requests that the following entities be listed as approved developers: Housing Authority of the City of New Haven, The Glendower Group, Inc., Glendower Ribicoff, LLC and Glendower Ribicoff Four, LLC. The address for each of the entities is 360 Orange Street, New Haven, CT 06511.

HANH respectfully submits that its application demonstrates compliance with all applicable requirements and requests CPC approval of the proposed developers, of its site plan and of the detailed plans submitted with this application.