

**NEW HAVEN CITY PLAN COMMISSION DETAILED PLANS REVIEW
NEW HAVEN CITY PLAN COMMISSION SITE PLAN REVIEW**

RE: WINCHESTER GREEN (PDD 49)
MBLUs: 256 0393 00102; 256 0393 00107; 256 0393 00106; 256 0393 00100; 256 0393 00103; 256 0393 00105; 256 0393 00104
Owners: SPDC TRACT A, LLC; SPDC TRACT E, LLC; Science Park Development Corporation, SPDC TRACT D, LLC
Applicants: Winchester Office LLC; WINCHESTER TRACT E SOUTH, LLC; SPDC TRACT A, LLC; SPDC TRACT D, LLC; SPDC TRACT E, LLC, Science Park Development Corporation
Agent: Carolyn Kone

REPORT: 1608-02
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 May 18, 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. 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.
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. 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.
7. Any proposed work within 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. Any proposed removals of street trees must be coordinated with the Department of Parks, Recreation, and Trees prior to sign-off for building permits.
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. 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.
13. As-built Survey 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).

Submission: SPR Application Packet including DATA, WORKSHEET, SITE, SESC, and CSPR forms. NARRATIVE attached. Application fee: \$410. Received April 21, 2022.

- Cover letter, 3 sheets, dated April 21, 2022
- Request for Minor Modification to General Plans for PDD #49, 5 sheets, dated April 21, 2022
- DEEP Evaluation of Environmental Data from the Former Winchester Repeating Arms Site, 11 sheets, dated February 17, 2022
- Letter from Powers & Company, Historic Preservation Services, 4 sheets, dated April 22, 2021
- Memorandum from Fuss & O’Neil re Science Park 2010 PDD Conditions of Approval, Changes to Traffic Offsite Improvements, 2 sheets, dated January 11, 2022
- Winchester Shared Parking Agreement, 52 sheets, dated March 29, 2022
- Traffic Impact Study, 295 sheets, dated April 2022
- Site Plans, 57 sheets, dated April 21, 2022, revised May 4, 2022 and May 12, 2022
- Stormwater Report, 196 sheets, dated April 2022
- Infiltration letter, 78 sheets, dated April 21, 2022
- Accessible Parking Summary, dated and received May 4, 2022, revised May 6, 2022

PROJECT SUMMARY:
Project: Winchester Green
Address:

Project Address(es)	PDD Parcel Letter	Map/Block/Lot	Cross Street
Eastern Portion of 275 Winchester Avenue	L	256/0393/00102	Munson Street
115 Munson Street	L	256/0393/00107	Winchester Avenue
315 Winchester Street	L	256/0393/00106	Munson Street
Portion of 395 Winchester Avenue	C	256/0393/00100	Division Street
Portion of 375 Winchester Avenue	B	256/0393/00103	Division Street
270 Mansfield Street	L	256/0393/00105	Munson Street
Parcel SP-1-B-1 a/k/a Winchester Avenue	B	256/0393/00104	Division Street

Zoning Lot Area: 497,843 SF
Building size: ~265,000 SF
Zone: PDD 49, Parcels B, C and L
Parking: 381 shared spaces
Owners:
 275 Winchester Avenue and 115 Munson Street
 SPDC TRACT A, LLC
 By Science Park Development Corporation, Its sole member

 315 Winchester Avenue
 SPDC TRACT E, LLC
 By Science Park Development Corporation, Its sole member

Portion of 395 Winchester Avenue
Science Park Development Corporation

Portion of 375 Winchester Avenue
Science Park Development Corporation

Parcel SP-1-B-1 a/k/a Winchester Avenue
Science Park Development Corporation

Applicants:

As to 315 Winchester Avenue (Winchester Green Building);
270 Mansfield Street (Parking Lot); 115 Munson Street (Mason Place);
Parking Lot at 395 Winchester Avenue and Parking Lot at Winchester:
WINCHESTER TRACT E SOUTH, LLC

As to 115 Munson Street (Mason Place):
Winchester Office LLC
By Winchester Holdco LLC, Its Manager
By Winchester TPLM LLC, as Managing Member
By Winchester L&M Management LLC as Managing Member
By RMSL Equity Investor LLC, Its Manager

As to Sheffield Avenue Extension:
SPDC TRACT D, LLC
By Science Park Development Corporation, Its sole member
Science Park Development Corporation

As to Mason Street:
SPDC TRACT A, LLC
By Science Park Development Corporation, Its sole member
SPDC TRACT D, LLC
By Science Park Development Corporation, Its sole member
SPDC TRACT E, LLC
By Science Park Development Corporation, Its sole member

Agent: Carolyn Kone, Brenner, Saltzman & Wallman LLP
Site Engineer: Fuss & O'Neil

Phone: 203-772-2600
Phone: 860-646-2469

BACKGROUND

Previous CPC Actions:

10/17/2012 1470-03 275, 315, 395 (portions) WINCHESTER Avenue
Preliminary & Detailed Plan Review & Site Plan Review for Restoration of Bldgs 1A-5A, 28A into 158 Loft style
Residential Units; Professional Team Verification. Applicant: Winchester Lofts LLC/Forest City Residential Grp

10/17/2012 1470-06 275, 315, 395 (portions) WINCHESTER Avenue
Special Permit for Parking Lot of more than 200 Spaces Winchester Lofts LLC/Forest City Residential Group

10/17/2012 1470-02 275 WINCHESTER Avenue

Minor Modification to General Plans for Parcel L, All Residential Units instead of Mixed Use Applicant: Winchester Lofts, LLC

9/17/2015 1470-03CC 275, 315, 395 WINCHESTER Avenue
Certificate of Completion for Winchester Lofts.

7/18/2012 1468-05 115 MUNSON Street f/n/a 275 Winchester Av, Science Park PDD # 49
Certification of Completion for Parcel L, Phase I (Winchester Arms NH, LLC and Winstanley Enterprises, LLC).
Applicant: Winchester Arms /NH LLC & Winstanley Enterprises

10/20/2010 1445-01 275 WINCHESTER Avenue
Preliminary & Detailed Plan Review & Site Plan Review for Phase I of Parcel L (for Higher One) and related on and off site Improvements; Verification of Professional Team. Applicant: Winchester Arms NH LLC

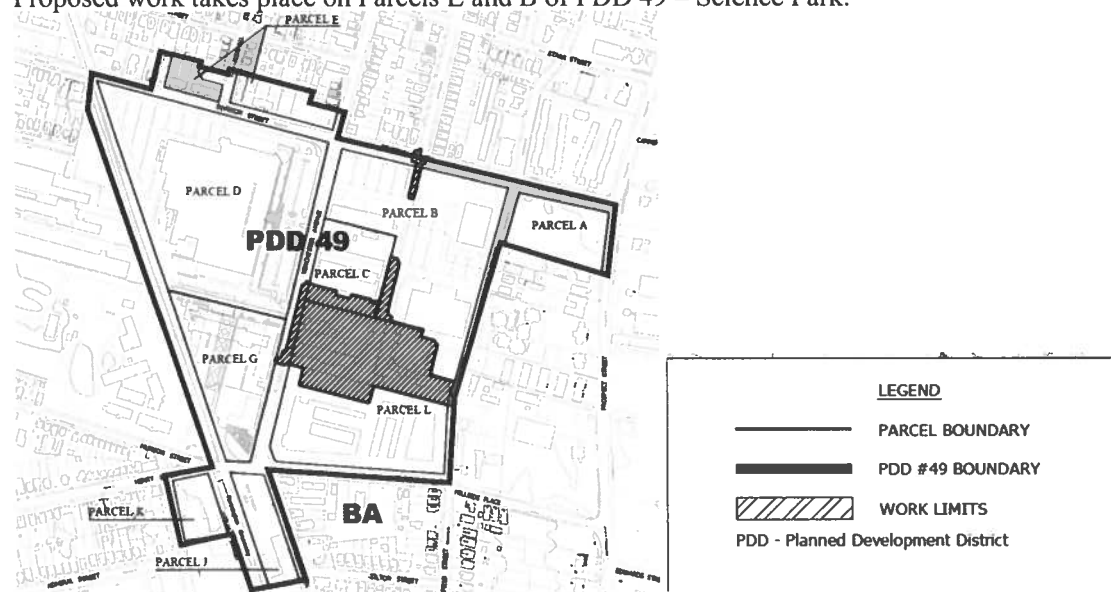
7/21/2010 1442-09 270 MANSFIELD Street, 275 & 315 WINCHESTER Avenue
Amendment to SCIENCE PARK PDD to add new Parcel L and for additional permitted uses. Applicant: Science Park Dev. Corp. & Winchester Arms NH LLC

Zoning:

The Site Plan as submitted meets the requirements of the New Haven Zoning Ordinance for PDD 49, Parcels L, C and B.

Site description/existing conditions:

Proposed work takes place on Parcels L and B of PDD 49 – Science Park.



Work proposed for the southern portion of Parcel L where the existing Winchester Lofts residential building and Winchester Works commercial building are located includes the creation of the Mason Place public plaza, which is currently surface parking.

The northwest portion of Parcel L, known as 315 Winchester Avenue, is currently a surface parking lot shared by existing buildings through a Shared Parking Agreement. Also included is a portion of 115 Munson Street, currently a surface parking lot. The northeast portion of Parcel L, known as 270 Mansfield Street, is occupied by two existing masonry buildings and a vacant lot.

Parcel B includes several existing buildings with a variety of uses, and surface parking lots.

Parcel C includes an existing building with a surface parking lot.

Proposed activity:

The Winchester Green Project includes:

- Construction of a 287-unit mixed-use building on property known as 315 Winchester (a portion of Parcel L)
 - The Winchester Green Building will be an approximate 265,000 sf five story mixed-use building. There will be approximately 12,000 sf of retail along the entire frontage of the Building facing Winchester Avenue. The Building will house 287 apartments, which will include studios, 1-bedroom junior apartments and 1-, 2- and 3-bedroom units. Ten percent of these units (29) will be accessible (ANSI Type A), and the accessible units will be distributed among the unit types. Additionally, 20% of the units will be affordable at an AMI of 50 or a range of AMIs that average to an AMI of 50.
 - Approximately 12,700 sf of amenity space will be provided in the Building. The Building will be constructed around an outdoor courtyard that will have a pool (with a lift), an accessible outdoor kitchen area, and a media wall and seating area. The main residential entrance to the Building will be from Mason Street which will lead to a double height lobby and thereafter to an internal courtyard. There will also be a second residential Building entrance on the north side of the Building near to Winchester Avenue and a third residential entrance, also on Mason Street, to the east of the main entrance.
- Construction of a 196-space parking lot on property known as 270 Mansfield Street (a portion of Parcel L)
- Construction of a public plaza to be known as Mason Place to be located on a portion of property known as 115 Munson Street (a portion of Parcel L)
 - Mason Place will be located across Mason Street from the entrance to the new building and will be a public gathering space for both active uses, such as a farmer's market, concerts, arts, and movies, and for passive relaxation activities. Mason Place will have raised planters, shade and ornamental trees and lawns. Mason Place is intended to be a connection to the other open spaces in the Science Park area, such as the Farmington Canal Greenway, the park in front of Fussy Coffee Shop and the Marsh Botanical Gardens.
- Construction of a private street open to the public running east to west from Mansfield Street to Winchester Avenue in the location of the previously discontinued Mason Street to be known as Mason Street (portions of Parcel L)
- Construction of a private street open to the public running north to south from Division Street to Mason Street in the location of a previously discontinued portion of Sheffield Avenue, which private street will be known as Sheffield Avenue Extension (portions of Parcels B and L)
 - The Developer will reopen the former Sheffield Street, which will be known as Sheffield Street Extension as a private road open to the public. Sheffield Street Extension will run north to south from Division Street to the newly reopened Mason Street at the historical location of the former Sheffield Avenue. At the intersection of Division Street and Sheffield Street Extension, there will be a new driveway and to the west of the intersection, there will be a flush crosswalk with stamped concrete material and a flashing beacon, and a new curb ramp. It is intended that most of the truck traffic entering the Science Park area will travel on Sheffield Street Extension.
 - The Developer will also reopen the former Mason Street as a private road, which will also be open to the public. Mason Street will run east to west from Mansfield Street to Winchester Avenue. The entrance to Mason Street from Winchester Avenue will be located on 275 Winchester Avenue just north of Winchester Lofts and just south of the Winchester Green Building. As requested by the City's Department of Transportation, Traffic and Parking ("TTP"), there will be signs on Winchester Avenue indicating that Mason Street can only be accessed from Winchester Avenue by turning right onto Mason Street and that drivers leaving Mason Street can

only turn right onto Winchester Avenue. In addition, the existing island on Winchester Avenue between Munson Street and the current entrance to the Tract E Parking Lot will be extended north to reinforce this right turn in and right turn out restriction. The driveway from Mason Street to Mansfield Street will have a stop bar on Mason Street.

- Sheffield Avenue Extension and Mason Street will be designed in accordance with the City's Complete Streets Manual and have been designed to be calming. The new streets will have narrow 10" travel lanes and on-street parking to promote low travel speeds and the sharing of bike and vehicular traffic in the travel lanes. The private streets will be maintained and repaired in accordance with an agreement among the Developer, certain of the leasehold tenants at Science Park, the Science Park Development Corporation ("SPDC"), and certain of its affiliates who are the owners of certain of the leased premises in Science Park (the "SPDC Lessors"). The new streets will be appropriately signed. Reopening Sheffield Avenue and Mason Street will connect Science Park to the surrounding Dixwell and Newhallville neighborhoods, create better circulation in the area and result in a more typical city-scaled street grid in Science Park, breaking up the superblock of Winchester Avenue, Division Street, Mansfield Street, and Munson Street, and thereby making Science Park more walkable and bicycle friendly.
- As additional traffic safety measures, a stamped concrete crosswalk with a flashing beacon crosswalk will be installed on Winchester Avenue south of Argyle Street.. Also, the traffic signal at Winchester Avenue and Munson Street will be modified and the crosswalk at the north end of the intersection will be straightened and shortened with a new pedestrian ramp installed on the northeast corner.
- Improvements to parking lots on 395 Winchester Avenue (a portion of Parcel B) and on property known as Winchester Avenue (a portion of Parcel B).

Motor vehicle circulation/parking/traffic:

Parking

As part of the Winchester Green Project, the Tract E Parking Lot, some of the North Parking Lot and some of the Building 5 South Parking Lot will no longer be available for parking, because of the construction of the Winchester Green Building and Mason Place. To replace the current parking spaces, a new 196 parking space lot will be created on 270 Mansfield Street, where the existing buildings will be demolished. Moreover, 39 new parking spaces will be created on Sheffield Avenue Extension, including on the parcel known as Winchester Avenue where the handicapped ramps will be improved and the parking spaces restriped. Additionally, the Building 5 South Parking Lot will be increased to 48 spaces, and there will be a new driveway to this lot where many of the spaces will be accessible spaces for the Building The owners of Winchester Lofts, Winchester Works, the Developer, SPDC, and the SPDC Lessors have entered into a Memorandum of Understanding dated as of March 29, 2022 under which they have agreed to replace the existing Shared Parking Agreement with a new Shared Parking Agreement (the "MOU"). Under the MOU, two parking districts are created. The North District will have 381 spaces and will be comprised of the Building 4 North Parking Lot (171 spaces), the Building 5 North Parking Lot (70 spaces), the Building 5 South Parking Lot (48 spaces), the spaces on Sheffield Avenue Extension (39 spaces), and 53 of the new spaces to be created on 270 Mansfield Street. The South District will be comprised of 14 spaces in the reduced North Parking Lot, the Tract J Parking Lot and 143 spaces in the new lot on 270 Mansfield Street for a total of 417 spaces. The total combined parking spaces provided in the North District and the South District is 798 spaces. The tenants of the Winchester Green Building along with the employees of Building 5 and Building 4 and visitors to these three buildings will park in the lots that comprise the North District, and Winchester Works and Winchester Lofts will park in the lots that comprise the South District.

Site grading creates some challenges for siting accessible parking spaces around the Winchester Green Building closest to the accessible entrances. To address these challenges the Applicant has proposed an additional accessible entrance on the southeast side of the building (east of the main entrance). If opportunities arise in the future to relocate accessible spaces closer to the main residential entrance or closer to the entrances for retail on

Winchester Avenue, the Commission recommends that the Applicant take advantage of such an opportunity and apply for modifications to their site plan to relocate these spaces.

Loading

Under PDD #49, four loading spaces are required for Parcel L at full build out. There are currently two loading spaces, one in the Western Courtyard at 115 Munson Street, which is used by Winchester Works and the other that is located on the northwestern portion of 115 Munson Street in the North Parking Lot which is used by Winchester Lofts and will be used by the Winchester Green Building for mail and package deliveries. The Developer intends to construct two other loading spaces – one to the northwest of the Winchester Green Building on the Building 5 South Parking Lot where trash, other loading/unloading and move-in and move- outs will occur and the other to the northeast of the Winchester Green Building, which will be used for loading and unloading and for trucks to turn around in order to exit onto Winchester Avenue.

Motor vehicle circulation

Two-way circulation is proposed throughout the site, including in parking lots and on Mason Street and Sheffield Avenue Extension. The site is designed to calm traffic and promote bicycle and pedestrian safety. No bicycle lanes are proposed for Mason Street and Sheffield Avenue Extension. Truck Access Plans have been provided showing capability for truck circulation throughout the site.

Traffic

A Traffic Impact Study was conducted by Fuss & O’Neil and reviewed by the City’s Department of Transportation, Traffic, and Parking. City Staff concurred with the traffic recommendations outlined in the Study as well as proposing some additional right-of-way improvements, as detailed in the May 9, 2022 memo from the Traffic Projects Engineer.

Bicycle parking:

104 bicycle spaces will be provided for the Winchester Green Building. These bicycles spaces will be provided on bike racks holding 24 bikes located on the Winchester Avenue side of the Building, in the Bike Room on the first floor of the Building, which can store up to 50 bikes, on bike racks that hold 18 bikes on Mason Place, and on bike racks that hold 2 bikes on Sheffield Avenue Extension. This far exceeds the number of bicycle spaces required.

Trash removal:

Garbage will be collected in a trash room located in the northwest corner of the Building and then rolled out in totes to a loading area adjacent to the trash room. The loading area will be located in the Building 5 South Parking Lot where the totes can be picked up by a trash hauler.

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: 6,500 CY

Start Date: January, 2023

Completion Date: Spring, 2025

Responsible Party for Site Monitoring: Joseph Devine, Fuss & O’Neill, Inc.

Phone: (860) 646-2469 ext. 5280

Email: jdevine@fando.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 both the demolition and 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 larger than 5 acres, the applicant is required to obtain a General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction from CT DEEP in addition to adhering to the erosion and sediment control regulations of the City of New Haven.

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: Planning Staff have determined that lighting along proposed Private Drives, Mason Street and Sheffield Avenue Extension, are exempt from Maximum Light Level requirements because they are necessary for the functioning of the use as private drives open to the public.

Sec. 60.2 Reflective Heat Impact: SUBMISSION MEETS REQUIREMENTS
STANDARDS

- 50% of all on-site non-roof hardscape or paved areas will be either:
 - shaded AND/OR
 - constructed of a material with a solar reflectance index of at least 29.

TOTAL SF of non-roof hardscape:
50% of non-roof hardscape:

181,214 SF
90,607 SF

Shaded (average)	16,985 SF
SRI > 29	77,419 SF

Cement	77,419 SF
Parking striping	0
StreetBond coating	0
TOTAL PROPOSED SHADED/HIGH SRI AREA	94,404 SF
% SHADED/HIGH SRI PROPOSED	52.1%

Project Timetable: January 2023 to Spring 2025


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.

SITE PLAN ACTION

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

ADOPTED: May 18, 2022
Leslie Radcliffe
Chair

ATTEST: 

Laura E Brown
Executive Director, City Plan Department