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Haddam Planning and Zoning Commission
Town of Haddam
30 Park Field Drive
Haddam, CT 06438

RE: **Development Narrative**
Residential Development
105 Bridge Road

Dear Commission Members:

Attached please find the application and associated plan set for the above proposed site plan. Following is a development narrative that provides detail additional to the application and plans.

The property is situated at 105 Bridge Road (Tylerville Village District and Gateway Conservation Zone). It consists of approximately 2.4 acres of previously developed property. There is dilapidated pavement, gravel, concrete pads and old foundations. The project proposes three (3) structures, as follows:

- A residential building on the east side of the property consisting of 21 units [(1) 2-bedroom unit and (20) 1-bedroom units.
- A residential building on the west side of the property consisting of 21 units [(1) 2-bedroom unit and (20) 1-bedroom units.
- A 2,000 square foot community center.

Lot Layout and Use

The lot is a rectangle with the short length along Bridge Road and the long length extending away from Bridge Road. The lot configuration lends itself to a slightly meandering drive aisle ending in a cul-de-sac at the back of the property. Perpendicular parking spaces are placed along either side of the drive aisle and the residential units are located adjacent the parking spaces. Per Section 21 of the zoning regulations, the "***suggested***" parking ratio for "Dwelling Multi-Family" is 2 spaces per unit. Section 21.6 "Waivers and Exceptions for Parking" provides the commission the ability to give special consideration to projects that are located in a Village District. Additionally, Section 21.7 speaks to parking spaces held in reserve. The site proposes a total of 42 units. The suggested parking count, based on 2 spaces per unit, would be 84 spaces.

Based on the Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition, this use is classified as Land Use: 221 Low/Mid-Rise Apartments. Their analysis of suburban sites for this land use resulted in an average of 1.4 parking spaces per dwelling unit, and the average suburban study site was 1.7 bedrooms. When analyzed further the average parking supply ratio was 0.9 parking spaces per bedroom. The proposed project includes 42 units, with a total of 44 bedrooms. Based on the ITE analysis, the projected required parking spaces would be between 40 – 59 spaces, depending on if the analysis was parking spaces per unit or per bedroom.

We have designed 75 spaces, which will be more than sufficient.

The project is in conformance with all applicable bulk and dimensional requirements of the zoning regulations. The multi-family residential use is allowed in the Tylerville Village District Zone as long as it conforms with the following:

- **Maximum Density – 20 units per Acre**: The project proposes 17.5 units per acre (42 units/2.4 acres).
- **No Dwelling Unit > 2 Bedrooms**: The project proposes (2) 2-bedroom units and 40 1-bedroom units.
- **Must be in Full Compliance with Gateway Conservation Zone**: Yes; see below.
- **No Building Visible from the CT River**: Correct; see Sheet C-8.0.

Consistency with Tylerville Village District and Gateway Conservation Zone Design Guidelines

The site is located within both the Tylerville Village District and the Gateway Conservation Zone, both of which have design guidelines that are meant to preserve the community, historic and cultural character as sites are developed. Following are specific and relevant goals of the regulations that have been addressed by the development:

Tylerville Village District

- **Pedestrian Friendly Atmosphere**: Sidewalks are designed on both sides of the drive aisle and both will connect to the new sidewalk that is planned within the Town ROW.
- **Proposed Development Harmoniously Relate to Surroundings and Terrain**: The buildings and landscaping have been given thoughtful consideration and have been revised by the Design Review process. We have collaborated with the neighbor to the west and are providing screening between our property and hers, as well as a sidewalk/stair connection at the rear of the property.
- **Proposed Signs and Lighting be Evaluated for Compatibility with Local Character**: The proposed site sign will be a simple stone sign and lighting will be LED, full cut-off mounted on 12' poles, designed not to splash light across the property line and light the lot to minimal acceptable levels. The site light fixtures throughout the property will be reminiscent of historic New England gas lanterns but with a modern twist.
- **The Development Shall Incrementally Improve the Aesthetic of the Village by Locating Buildings Closer to the Street, Creating Pedestrian Connections, and Promote Infill Developments**: The project renovates a vacant, dilapidated eye sore into a beautiful 1- and 2-bedroom residential property with a community center and robust landscaping. It will help to continue to bring vibrancy to the Tylerville Village District and promote pedestrian connections between this development and the local businesses by our sidewalk connections. We are proposing the community center close to Bridge Road.
- **Maximum Building Height of 35 Feet**: We are proposing buildings less than 35 feet high.
- **Landscaping Shall Reinforce Functional Qualities of the Existing Patterns**: The proposed landscaping consists of a variety of plantings that exhibit multi-seasonal interest. In addition, it provides appropriate buffering with adjacent properties that replace removed existing vegetation, as required for construction. Proposed plants include deciduous trees, evergreen and deciduous shrubs and ornamental grasses.
- **Parking Areas Shall Not be Within the Front Yard and Landscape Islands Shall be Provided for Every Ten (10) Parking Spaces**: Parking has been designed to not be within the front yard and we are providing landscape islands to break up parking rows so that the maximum number of uninterrupted parking spaces is 10.
- **Where 15,000 sf of Buildings are Sought, Consideration Should be Given to Providing Multiple Buildings**: The proposed buildings have been separated into three (3) structures.
- **Waste Containers Shall be Screened from View**: Dumpsters have been located at the rear of the site, and are not visible from the street. They have been situated such that they are easily accessible by the refuse trucks.

Gateway Conservation Zone

- **No Building Constructed within One Hundred (100) Feet of High Tide Line**: The site is located approximately 2,300 linear feet (horizontal) and approximately 60 feet above the high tide line.
- **Large Scale Residential Structures will not Cause Deterioration of the Natural and Traditional River Scene**: The topography and existing tree buffering is such that no portion of the development will be visible from the Connecticut River, as depicted on Sheet C-8.0.

Utilities

Public water and primary power are available in Bridge Road and will be served as follows:

- Public water – water will be brought off the main in Bridge Road to a master meter and from there will supply domestic and fire protection to both buildings. A separate lateral will be utilized to provide domestic water to the community building.
- Electric power – overhead electric power is available on the project side of Bridge Road. We are proposing come down the pole with primary power, underground, to a new transformer. The transformer will feed each of the three (3) buildings with dedicated secondary conduits.
- Septic – Individual septic systems have been designed for each of the three (3) buildings, in conformance with the CT DPH Technical Standards. Test pits and percolation tests were performed on site in the presence of a Chatham Health District sanitarian. Sheet C-4.1 contains the design components for the systems.

Stormwater

On-site soils are very sandy, which is not only conducive for septic, but also for stormwater infiltration. The project proposes an underground, open-bottom detention system that will receive the majority of flow from the impervious areas. The storm system has been placed with the code-required separation distance from the septic systems and has been designed to treat water quality per the CT DEEP 2004 Stormwater Quality Manual, as well as provide a reduction in off-site post-development peak flows for the 2- through 100-year design storms. The system, and it's compliance with the required regulations, is provided in the Stormwater Management Report.

Traffic

The development will produce trip generation that will result in an acceptable level of service for the turn-in and turn-out movements at the site entrance drive. Our professional opinion is that the development will not have a significant impact on the adjacent roadway network and motorists wishing to enter or exit the site will be able to do so safely. Our methodology, computations, and formal conclusion is presented in a Traffic Impact Study.

We look forward to working with the Commission to ensure a successful project that meets required town regulations.

Sincerely,

Will Walter, PE, LEED AP
Alfred Benesch & Company