

May 27, 2025

Inland Wetland & Watercourse Commission and Planning & Zoning Commission
Town of Ledyard
741 Colonel Ledyard Highway
Ledyard, CT 06339

RE: **Development Narrative**
Residential Development – Habitat for Humanity
Colby Drive, Ledyard, CT

Dear Commission Members:

Attached please find the application and associated plan set for the above proposed multi-family development. Following is a development narrative that provides detail additional to the application and plans. The application is being submitted as a multi-family residential affordable housing development under CGS 8-30g.

The property is situated at 8, 9 and 11 Colby Drive (Zone – MFDD). It consists of approximately 16 acres of wooded lot with a roadway base that was constructed over 15 years ago. The roadway base was placed as a precursor to a road that would connect Colby Drive to Colonel Ledyard Highway. The site generally slopes south to north, with the low spot being a wetlands area located on the southeastern portion of the site.

The property has been the subject of several applications, and approvals, over the last 40 years. When Colby Drive was initially developed, it included stormwater infrastructure (catch basins, piping) that captured and conveyed stormwater from Colby Drive to the low spot on our site. At that time, the wetlands area was designed to be utilized for stormwater management. The pipe discharge from Colby occurred at the low elevation of the wetlands and an earthen berm was constructed on the southern property line, thereby forming a natural detention basin. A concrete outlet control structure was placed, with an RCP outlet pipe that ran under the berm and discharged onto the neighbor's property immediately to the south. A drainage easement was established across the neighbor's property.

Lot Layout and Density

The proposed development is situated on the northern portion of the site and the proposed road closely follows the previously constructed roadway base. The lot layout includes 27 buildings (38 dwelling units), of varying sizes, consisting of single and multi-family residential structures. The project meets the bulk and dimensional requirements of the regulations.

For the lots situated entirely in a zone, the bulk/dimensional requirements for that zone have been applied. For the purposes of determining the bulk/dimensional requirements of the lots situated in both zones, the requirements of Zone AA have been applied, as those requirements are more restrictive.

Utilities

Public water is available in both Colby Drive and Colonel Ledyard Highway; water service will be provided via a new main connecting to the existing facilities in each road. The water provider has indicated there is sufficient capacity in the existing mains to service the project.

Sewer is available in Colonel Ledyard Highway, in the form of a force main. The Water Pollution Control Authority has indicated we can connect to their force main and they have sufficient capacity to service the project. On-site sewer infrastructure will incorporate a low-flow force main and each unit will have its own grinder pump.

Electric and telecommunication facilities are available to the project, and will be utilized.

Stormwater

We have worked closely with the Town Engineer on the design of the stormwater management system. Due to previous approvals, as well as the construction of the existing stormwater basin, we are able to take credit for a portion of the site “existing conditions” to include a paved road and several buildings/associated driveways. However, in an effort to be conservative, we have assumed that our “existing conditions” include woods and a gravel drive.

We have designed a stormwater management system within the development footprint that includes an infiltration trench and a detention basin. We have performed on-site infiltration testing that has informed the rates we are utilizing for design. Our design considers the discharge evaluation point to the pipe outlet into the existing stormwater management area. We are treating the water for water quality, per the 2024 DEEP Stormwater Quality Manual requirements. Also, we are reducing the discharge from the developed portion of the site to the existing stormwater management area at the southern end of the site for all of the required design storm peak flows.

In addition, we are performing the following maintenance measures within the existing stormwater management area:

- Placing rip rap outlet protection at the end of the existing discharge pipe into the stormwater management area and the discharge pipe from the stormwater management area to the neighbor’s easement.
- Selectively clearing phragmites and downed trees/root balls within the area adjacent the existing pipe outlet into the basin. The removal of these items will help restore the basins volume/capacity to its original level.
- Replacing the concrete outlet control structure in the existing stormwater management area. The existing structure is spalling and some of the concrete blocks are separating.

Wetlands

A CT-registered soil scientist has walked the site and delineated the limits of wetlands, as shown on the plans. The entirety of the southern portion of the site is wetlands, and this is the location of the existing stormwater management area. There are approximately 4.9 acres of wetlands on site, all located in the northern portion of the site. We are disturbing approximately 0.27 ac of upland review area. Additionally, we are temporarily disturbing approximately 0.36 acres of wetlands as part of the selective clearing and stormwater management maintenance. This disturbance, however, will enhance the functionality of the existing wetlands by removing invasives and by downed trees/root balls that are taking up volume from the previously designed and constructed stormwater basin.

Traffic

Based on the ITE Trip Generation Manual, 10th edition, the development is Land Use 220: Multifamily Housing (Low-Rise). The following table indicates weekday and weekend total trips and peak hour trips, anticipated by xx dwelling units.

Average Vehicle Trips per Dwelling Unit

Time Period	Average Rate	Anticipated Trips
Weekday – Total Trips	7.32	278
Weekday – AM Peak Hour Trips	0.56	21
Weekday – PM Peak Hour Trips	0.67	25
Saturday – Total Trips	8.14	309
Saturday – Peak Hour Trips	0.70	27
Sunday – Total Trips	6.28	239
Sunday – Peak Hour Trips	0.67	25

It can be seen from the above table that the maximum number of anticipated peak hour trips is 27, which is an insignificant volume. This averages out to approximately one (1) additional trip per 4.4 minutes. Therefore, no traffic mitigation is proposed.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Will Walter".

Will Walter, PE
Alfred Benesch & Company