

Attachment A

Description of Proposed Parking Changes and Census of Potential Parkers

Yale University submits this statement in support of its request for approval of an amendment to its Central/Science Campus Overall Parking Plan (“OPP”) in connection with the remaining Applications for Development Permit/Site Plan review (collectively, the “Applications”) associated with the construction of a physical sciences and engineering building (“PSEB”), parking garage and related improvements on the University’s Science Hill block. The Science Hill block, which is owned by the University, is bounded by Prospect, Edwards and SACHEM Streets and Whitney Avenue and contains numerous University buildings. The Board of Alders has previously reviewed enabling applications for the project involving construction of a new chemical safety building, construction of an addition to the Wright Laboratory building and a new service node at the Yale Science Building, installation of the initial portion of a geothermal system, and expansion of Parking Lots 15 and 63. The Board of Alders determined that those applications did not require an OPP amendment. The CPC has approved those earlier applications. The Applications that are the subject of this amendment request are the remaining zoning applications for this phased project.

On March 21, 2024, the University submitted an Application for Development Permit/Site Plan review to the City Plan Commission (“CPC”) in connection with the construction of a new parking garage, demolition of certain existing structures including the existing Pierson-Sage parking garage and portions of Wright Laboratory, installation of additional portions of a geothermal system, utility installation, and construction of associated improvements. A related subsequent Application for Development Permit/Site Plan review will be submitted to the CPC in connection with the construction of the new PSEB building, thermal plant and associated improvements. (A plan showing the location of the improvements that will be the subject of this subsequent application, including the PSEB building, service node and thermal plant, is attached. These improvements will total approximately 357,000 square feet of building area, which includes below-grade and mechanical spaces that do not constitute gross floor area under the Zoning Ordinance.) The parking changes and the parking requirements under the Zoning Ordinance associated with the Applications are addressed in detail below.

Changes in Existing Parking Spaces

Certain parking spaces will be eliminated and certain spaces will be added, with an overall net reduction of 175 spaces as set forth below.

Spaces to be eliminated

A total of 661 parking spaces will be eliminated as a result of demolition of the Pierson-Sage Parking Garage, construction of a new parking structure on existing Parking Lot 16 and the

creation of 12 visitor spaces in Parking Lot 22.¹ The reductions in existing parking spaces are as follows:

Lot 16: elimination of 207 spaces

Lot 22: conversion of 12 spaces to visitor spaces

Pierson-Sage Parking Garage: elimination of 442 spaces²

Spaces to be added

The additions of parking spaces associated with the Applications and project are as follows:

Construction of new parking garage: 406 spaces

Addition of 8 spaces in Lot 29

Addition of 20 parking spaces in Lot 15 (previously reviewed by Board of Alders)

Addition of 32 spaces in Lot 63 (previously reviewed by Board of Alders)

An additional 20 spaces not previously included in the OPP are now available for use in the OPP as a result of the University's acquisition of 400 Prospect Street. These spaces will be reflected in the December 2024 annual update.

Overall change in spaces

Eliminated: 661 spaces

Added: 486 spaces

Net change: reduction of 175 spaces

Parking Required by Section 12(b)(1)(g) of the Zoning Ordinance for the Applications

No new places of assembly will be created by the Applications. Anticipated incremental additions of faculty, employees and students, and the associated parking required under the Zoning Ordinance, are as follows:

8 new faculty @ 1 space per each 2 full-time faculty = 4 spaces

96 new employees @ 1 space per each 3 employees = 32 spaces

120 new graduate students @ 1 space per each 3 non-resident students = 40³

In sum, a total of 76 parking spaces are required by the Zoning Ordinance for the Applications.

¹ The Board of Alders previously reviewed other parking changes associated with earlier zoning applications involving enabling phases of the project.

² Excluding 179 spaces which are not in service. These spaces are not counted in the current OPP inventory or surplus.

³ The University's experience has been that a small percentage of graduate students utilize parking within the OPP, with many walking, biking, and utilizing the Yale Shuttle or public transportation.

OPP Surplus

The current surplus of parking spaces in the OPP will accommodate the reduction of 175 physical spaces and the 76 spaces required under the Zoning Ordinance. As of the most recent OPP annual update filed in December 2023 with the Board of Alders, there was an unassigned surplus of 1,336 spaces. There is convenient available parking in the OPP within the Science Hill area.

Other Information

The University maintains an ongoing robust program of parking demand management efforts as most recently reported in the December 2023 annual OPP update. These efforts include operation of the Yale Shuttle, with extensive service throughout the Central/Science Campus, provision of numerous bicycle parking spaces in multiple locations, incentives for using public transportation, and carpooling incentives.

Also submitted with this request for amendment is a Science Hill Parking Survey prepared by Tighe & Bond. The survey studied existing on-street parking operations in the Science Hill area. Much of that parking is restricted by the City of New Haven to use by resident permit holders, with a significant portion of the remaining parking restricted to short-term duration. Therefore, such parking is not practical for persons occupying university buildings in the Science Hill area, and not a feasible alternative for current OPP parkers. As addressed earlier, the current surplus in the OPP will accommodate the net reduction in spaces resulting from the Applications as well as the parking spaces required by zoning. The OPP will remain a convenient, reliable and accessible source of parking for those assigned to the Science Hill area.