



**Town Green
District**
Downtown New Haven

April 1, 2024

To: City of New Haven Board of Alders

Re: Transit Oriented Community Zone

To the Honorable Board of Alders:

I am pleased and excited to offer my support for the New Haven Parking Authority's petition for both a Text and Map Amendment to the New Haven Zoning Ordinance, to establish a Transit-Oriented Development District (Transit-Oriented Development) ("TOD") as a new zoning district, known as a Transit Oriented Community Zone ("TOC").

In connection with the Union Station Partnership with the Connecticut Department of Transportation, the City of New Haven (the "City"), working through its Economic Development Administration, City Plan Department, and with the New Haven Parking Authority as Station, Parking, and Brokerage Manager of New Haven Union Station, has shared in the development of a plan for the revitalization of the greater Union Station area (the "Union Station Parcel").

A TOD is generally defined as a mixed-use community within an average 2,000-foot walking distance of a transit hub and core commercial area. Such districts mix residential, retail, office, open space, and public uses in a walkable environment, providing convenience for residents, visitors, and employees to travel by foot, bicycle, transit, or car. The State of Connecticut has recognized the importance of the development of TOD districts as it continues to upgrade its commuter rail network in response to growth in rail ridership and the need to find alternatives to automobiles.

This proposed TOC, when fully realized, will increase New Haven's vitality and livability, provide significant new employment and commercial opportunities, and provide overall economic and fiscal benefits to the City. Additionally, this TOC will compliment and support the Hill-to-Downtown Community Plan, approved by the Board of Alders in December 2018, to expand and enhance the walkability and opportunity for mixed-use transit-oriented development. It will provide new development opportunities, and is integral to the future development of the Union Station Parcel and its surrounding communities.

The proposed TOC at the Union Station Parcel, which is currently underutilized, is designed to facilitate economic growth, to produce less vehicular traffic, and to reduce impact on roads and highways. The proposed TOC will produce a community supported by the Union Station public transit hub, encouraging development of walkable, mixed-use neighborhoods that include residential and commercial uses.

I am thrilled to offer my support for this project and hope the Board of Alders will vote to approve the TOC petitions.

Thank you!

Winfield S. Davis IV
Executive Director
Town Green Special Services District
900 Chapel Street, Suite 622
New Haven CT 06510
203-401-4245

Testimony: Transit-Oriented Community Zoning

Manmita Dutta <manmita.dutta@gmail.com>

Mon 4/1/2024 10:01 PM

To: Public Testimony <PublicTestimony@newhavenct.gov>

Cc: info@unionstationnewhaven.com <info@unionstationnewhaven.com>; Doug Hausladen <dhausladen@nhparking.com>

You don't often get email from manmita.dutta@gmail.com. [Learn why this is important](#)

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This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Honorable Board of Alders:

I am delighted to express my full support for the Transit Oriented Community Zone (TOC) initiative in New Haven, highlighting its pivotal role in enhancing accessibility, promoting sustainability, and fostering economic growth. The proposed Text and Map Amendments to the New Haven Zoning Ordinance mark a significant step towards enhancing the vitality and livability of our city.

One of the most compelling aspects of the TOC is its potential to stimulate economic growth. Accessibility lies at the heart of the TOC vision, aiming to create a seamlessly connected urban environment that empowers residents and visitors alike. By strategically locating transit-oriented developments near Union Station, we can cultivate a vibrant and inclusive community where individuals can easily access essential services, employment opportunities, and recreational amenities. This approach not only enhances mobility for all residents but also reduces dependence on private vehicles, thereby mitigating traffic congestion and improving air quality.

The TOC initiative holds the promise of transforming New Haven into a vibrant regional hub for art, culture, and entertainment, offering a refreshing alternative to the hustle and bustle of NYC. With its diverse array of attractions, from the nationally acclaimed pizza joints to globally inspired dining spots, and from esteemed museums, theaters to lively arts festivals, New Haven is poised to attract a steady stream of visitors seeking memorable experiences. This influx presents an exciting opportunity to enrich our cultural scene and position our city as a top destination.

As tourism and cultural activities flourish, property values are likely to rise, cementing New Haven's status as a sought-after and thriving community. Moreover, this strategic location will attract new residents, appealing to commuters who telecommute part of the week and are in search of affordable urban living with convenient access to amenities and entertainment. Overall, by fostering development, attracting businesses, and stimulating economic activity, a Transit Oriented Community Zone can significantly expand the tax base of the city, providing additional resources to support vital services and infrastructure projects.

Additionally, the TOC's emphasis on sustainability aligns perfectly with our city's commitment to environmental responsibility and resilience.

As a resident deeply invested in the prosperity of New Haven, I wholeheartedly endorse the TOC initiative. I firmly believe that its implementation will not only unlock new avenues for development but also pave the way for a more dynamic and resilient future for our city. I urge the Board of Alders to

vote in favor of approving the TOC petitions, thereby signaling our collective commitment to responsible progress and prosperity.

Thank you for your attention to this matter and for your dedicated service to our community.

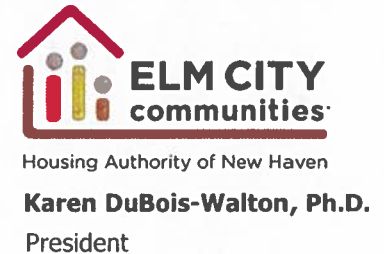
Sincerely,

Manmita Dutta

Commissioner, City of New Haven Department of Economic Development

March 28, 2024

Honorable Board of Alders
City of New Haven
165 Church St
New Haven, CT 06510



Re: Transit Oriented Community Zone

Dear President Walker Myers and Members of the Board of Alders:

I am pleased and excited to offer my support for the New Haven Parking Authority's petition for both a Text and Map Amendment to the New Haven Zoning Ordinance, to establish a Transit-Oriented Development District (Transit-Oriented Development) ("TOD") as a new zoning district, known as a Transit Oriented Community Zone ("TOC").

In connection with the Union Station Partnership with the Connecticut Department of Transportation, the City of New Haven (the "City"), working through its Economic Development Administration, City Plan Department, and with the New Haven Parking Authority as Station, Parking, and Brokerage Manager of New Haven Union Station, has shared in the development of a plan for the revitalization of the greater Union Station area (the "Union Station Parcel").

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This proposed TOC, when fully realized, will increase New Haven's vitality and livability, provide significant new employment and commercial opportunities, and provide overall economic and fiscal benefits to the City. Additionally, this TOC will complement and support the Hill-to-Downtown Community Plan, approved by the Board of Alders in December 2018, to expand and enhance the walkability and opportunity for mixed-use transit-oriented development. It will provide new development opportunities and is integral to the future development of the Union Station Parcel and its surrounding communities.

The proposed TOC at the Union Station Parcel, which is currently underutilized, is designed to facilitate economic growth, to produce less vehicular traffic, and to reduce impact on roads and highways. The proposed TOC will produce a community supported by the Union Station public

Elm City Communities/Housing Authority of the City of New Haven
360 Orange Street, P.O. Box 1912, New Haven, CT 06511
(203) 498-8800 • TTD (203) 497-8343 • www.elmcitycommunities.org



Housing Authority of New Haven

Karen DuBois-Walton, Ph.D.

President

transit hub, encouraging development of walkable, mixed-use neighborhoods that include residential and commercial uses.

As an adjacent property owner- owner of 49 Union St and the former Church St. South site- we are deeply invested in the redevelopment of this area in ways that complement the investments that we are planning. Redevelopment that is enabled by this proposed zone change creates innumerable opportunities and benefits for the neighborhood and the city at large. We are excited about the opportunity to collaborate on an integrated redevelopment.

I am thrilled to offer my support for this project and hope the Board of Alders will vote to approve the TOC petitions.

Karen DuBois-Walton, Ph.D.

President

Elm City Communities/Housing Authority of the City of New Haven

Written Testimony in Support of Transit-Oriented Community Zoning

Yoon Lee <lee@roomunity.com>

Thu 3/28/2024 5:00 PM

To: Public Testimony <PublicTestimony@newhavenct.gov>

Cc: info@unionstationnewhaven.com <info@unionstationnewhaven.com>

You don't often get email from lee@roomunity.com. [Learn why this is important](#)

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March 28, 2024

To: City of New Haven Board of Alders
Re: Transit Oriented Community Zone

To the Honorable Board of Alders:

I believe that our city needs much more housing.

My family owns our home in New Haven. We understand that higher housing supply in New Haven, everything else equal, might be a negative for our home price, as more supply, everything else equal, dampens price increase.

However, I believe that it's imperative for our city to streamline and support the process for folks to create more housing, as we are severely under-supplied in housing vs. demand, especially taking into account the city's old housing stock and changing consumer preferences. I also believe that societal discontent and lack of housing security are related. I hope that our city government takes steps to lower the time and administrative cost required for new housing, while adhering to federal and state safety guidelines.

In that light, I am pleased and excited to offer our support for the Text and Map Amendments to the New Haven Zoning Ordinance to establish a Transit Oriented Community Zone for the revitalization of the greater New Haven Union Station area (the "Union Station Parcel").

This TOC, when fully realized, will increase New Haven's vitality and livability, provide significant new employment and commercial opportunities, and provide overall economic and fiscal benefits to the City. Additionally, this TOC will complement and support the Hill-to-Downtown Community Plan, approved by the Board of Alders in December 2018, to expand and enhance the walkability and opportunity for mixed-use transit-oriented development. It will provide new development opportunities, and is integral to the future development of the Union Station Parcel and its surrounding communities.

I believe this project will facilitate economic growth, produce less vehicular traffic, and reduce impact on roads and highways. I am thrilled to offer our support for this project and hope the Board of Alders will vote to approve the TOC petitions.

Best,

Yoon Lee

April 2, 2024

To: City of New Haven Board of Alders

Re: Transit Oriented Community Zone

To the Honorable Board of Alders:

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As someone who works with commercial real estate developers by day, I can confidently state that this new Transit Oriented Community Zone puts in place the framework needed for the type of development that would otherwise be difficult to bring to this region. As a member of the Economic Development Commission, this amendment is very much in line with the work of the Commission. As a resident of New Haven, this TOC is a key step towards giving this city the transportation gateway that it deserves.

I believe this project will facilitate economic growth, produce less vehicular traffic, and reduce impact on roads and highways. I wholeheartedly offer my support for this project and hope the Board of Alders will vote to approve the TOC petitions.

Thank you!

Daniel McLeggon
Commissioner, Economic Development
City of New Haven
399 Central Ave
New Haven, CT 06515
dmcleggon@gmail.com

Transit Oriented Community Zone

Eileen Scully <eemscully@gmail.com>

Mon 4/1/2024 8:37 AM

To: Public Testimony <PublicTestimony@newhavenct.gov>

Cc: info@unionstationnewhaven.com <info@unionstationnewhaven.com>

You don't often get email from eemscully@gmail.com. [Learn why this is important](#)

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April 1, 2024

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I believe this project will facilitate economic growth, produce less vehicular traffic, and reduce impact on roads and highways. As a 12+ year resident of New Haven, I am thrilled to offer my support for this project and hope the Board of Alders will vote to approve the TOC petitions.

Eileen Scully

Founder, The Rising Tides

Author, In the Company of Men

International Keynote Speaker

+1 203-895-6433



April 2, 2024

City of New Haven Board of Alders

RE: Transit Orientated Community Zone

Dear Honorable Board of Alders:

I am pleased and excited to offer my support for the New Haven Parking Authority's petition for both a Text and Map Amendment to the New Haven Zoning Ordinance, to establish a Transit-Oriented Development District (Transit-Oriented Development) ("TOD") as a new zoning district, known as a Transit Oriented Community Zone ("TOC").

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The Greater New Haven Chamber of Commerce represents hundreds of businesses in New Haven. The Union Station area is one of New Haven's major gateways. Revitalization to this area along while maintaining easy community access is critical. The Union Station area has the potential to not just be a gateway to New Haven, but also a city destination.

This proposed TOC, when fully realized, will increase New Haven's vitality and livability, provide significant new employment and commercial opportunities, and provide overall economic and fiscal benefits to the City. This site is currently underutilized, and the TOC proposal is designed to facilitate economic growth, to produce less vehicular traffic, and to reduce impact on roads and highways. The proposed TOC will produce a community supported by the Union Station public transit hub, encouraging development of walkable, mixed-use neighborhoods that include residential and commercial uses.

I am thrilled to offer my support for this project and hope the Board of Alders will vote to approve the TOC petitions.

Sincerely,

Garrett Sheehan
President & CEO

BETHANY | BRANFORD | CHESHIRE | EAST HAVEN | GUILFORD | HAMDEN | MADISON | MILFORD
NEW HAVEN | NO. BRANFORD | NO. HAVEN | ORANGE | WALLINGFORD | WEST HAVEN | WOODBRIDGE

900 CHAPEL STREET, 10TH FLOOR | NEW HAVEN, CT 06510 | TEL. (203) 787-6735 | FAX (203) 782-4329 | GNHCC.COM

Misty Maza

From: Ben Trachten <Ben@trachtenlaw.com>
Sent: Monday, April 1, 2024 5:05 PM
To: Misty Maza
Cc: Doug Hausladen
Subject: Train Station rezoning

You don't often get email from ben@trachtenlaw.com. [Learn why this is important](#)

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This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing in full support of the Train Station rezoning plan. This parcel is likely to be first of many amazing projects in close proximity to the train station and all the proposed changes meet the exciting goals of transit oriented development. This is one of the few properties that has the possibility of being truly transformational to New Haven. Although I expressed concerns about uses previously, I have no concerns remaining. This is a thoughtful, modern, flexible, and elegant approach to the future development of this parcel.

Benjamin Trachten
Trachten Law Firm, LLC
679 State Street
New Haven, CT 06511
203-865-0101
203-865-9086 (fax)

2 April 2024

Re: Petition for Union Station Map and Text Amendment.

Dear Members of the Legislation Committee of the Board of Alders:

Although the Union Station Partnership has worked on a plan for the 7 acres of State owned land for the past few years, their current proposal is fundamentally flawed and not thought through. The plan needs to be coordinated with the other major developments in the area: the rebuilding of Church Street South, the Towers, Long Wharf, and the Hill and Downtown neighborhoods.

There is a complete lack of coordination with these other developments in the proposal before the Legislation Committee. The city has an opportunity to undue the planning defects created by the *ad hoc* development practices of the Redevelopment Era, and make the most of the billion or more dollars in public and private investment coming to this area.

Although the proposed plan and zone are being described as a Transit Oriented Development, it fails to meet the basic requirements of a TOD plan, which is to design and finance an area plan where transit development is integral to plan. The Park New Haven petition for a new zone is limited to just the train station lands and is not integrated with current transportation modes, much less improved transit development in the area.

For instance, the designation of the West lot for a multi-modal transportation center (trucks, cars, bikes, regional buses in one location) does not resolve the multi-modal traffic conflicts which have for too long hobbled the area's development. This plan concentrates the transportation conflicts in one spot rather than solving them. It will create a dangerous and difficult place to navigate, whether one is walking, driving, or biking.

TOD is can provide enormous benefits to their communities — TOD can support livable density, greater housing affordability, enhanced access to employment, and air-quality improvements. All of these benefits are needed for the New Haven community, and every care needs to be taken to ensure they are realized. The well-planned transit plan that is a prerequisite for all the benefits TOD can provide is missing from the "Transit Oriented Community" zoning amendment now before the Board of Alders.

What's at stake is too important to sacrifice for political expedience. The Glendower Group / HANH has acquired the Church Street South site and won a prestigious HUD grant to replan that site. We are concerned the the plan and zoning proposed now for Union Station will not only set-back transportation planning for another generation, but that it will harm the future development of Church Street South and the quality of life of its future residents.

Additionally, the fundamental defects of the proposed Union Station plan and zoning proposal point to the proposal's lack of compliance with the City Comprehensive Plan of Development (CPOD). The Board of Alders formally accepted the Hill to Downtown Plan to stand as the CPOD for this area, and rightly so. It was an award-winning plan that was, generated (unlike the current proposal before the Board of Alders) with significant community involvement.

Finally, it is important to note that the City Plan Commission recommended that the Board of Alders deny this zoning application. Although some changes to the petition have been made since the City Plan Commission review, those changes do not address in an substantial way, the concerns raised by that Commission regarding impacts on the historic train station, the impacts of the concentration of transportation use conflicts on the West lot, the proposal's lack of cohesive development with either parcels across the street or transit planning, the need for additional substantial community engagement, and the appropriateness of the "Transit Oriented Community" zone for potential use in other parts of the city.

Considering these major flaws, we ask that the Committee recommend leave to withdraw or that the petition be denied.

Yours,



Anstress Farwell
President