



**Misty Maza, J.D.**  
**Legislative Aide II**

**CITY OF NEW HAVEN**  
**BOARD OF ALDERS**  
**OFFICE OF LEGISLATIVE SERVICES**

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**To:** Legislation Committee  
**From:** Misty Maza, J.D., Legislative Aide II  
**Date:** Friday, December 6, 2019  
**Re:** Items under consideration at meeting scheduled on Tuesday, December 10, 2019.

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**In this set of handouts, please find enclosed letters and a petition with supporting documentation in support and opposition of the Gateway Corridors rezoning for Grand Avenue.**

December 10, 2019

Honorable Tyisha Walker-Myers, President  
Members of the Legislative Committee  
Board of Alders of the City of New Haven  
165 Church Street  
New Haven, CT 06510

Re: Grand Avenue Commercial Gateway District – Neighborhood Request for Delay

Dear President Walker-Meyers and Members of the Legislative Committee:

We are writing to request that consideration of the portion of the proposed zoning ordinance amendments related to establishing the Grand Avenue Commercial Gateway District be delayed for not more than three months to allow time for neighborhood concerns to be heard and addressed. We are seeking this delay only for the proposed Grand Avenue Gateway District.

Grand Avenue has different conditions than Dixwell and Whalley Avenues so it is appropriate to consider this proposed corridor separately. The proposed district is only three blocks long, and the combined street and sidewalk width of Grand Avenue is at least 24 feet less than that of the narrowest portion of Whalley Avenue. In addition, buildings in the proposed Grand Avenue Commercial Gateway District will abut streets lined with two- and three-story houses. We share the city's interest in improving this section of Grand Avenue. We are only asking for a three month delay so the concerns of the more than 400 residents who will be affected be adequately heard and addressed. We have outlined some initial concerns and proposed solutions below.

#### Neighborhood Concerns

#### Proposed Solutions

Allowing **six-story high buildings** on Grand Avenue is problematic for the following reasons:

- There is no designated height limit, just a story limit so height is essentially limitless
- Six-story buildings will tower over the rear yards of 2 – 3 story residences on Lyon and St. John Streets, blocking sunlight and potentially trapping exhaust fumes from the nearby interstates
- Six-story buildings are inconsistent with the existing urban fabric on Grand Avenue. Buildings 100 years old and older are 3-4 stories, with newer buildings typically 1-2 stories
- This section of Grand Avenue is only 3 lanes wide, with five-foot wide sidewalks. Six-story buildings on each side will create a shaded, windy canyon hostile to pedestrians.

*(continued on next page)*

- Reduce the allowable building height to 4 stories and 45 feet on Grand Avenue between Olive and Jefferson Streets. This is the block that backs 2 and 3 story dwellings on adjacent streets
- If the lot depth on Grand Avenue is less than 120 feet, then increase the minimum rear yard to 25 feet
- Conduct solar, wind, air quality, and acoustical studies to determine the impact of higher structures.

## Neighborhood Concerns

## Proposed Solutions

*(continued from previous page)*

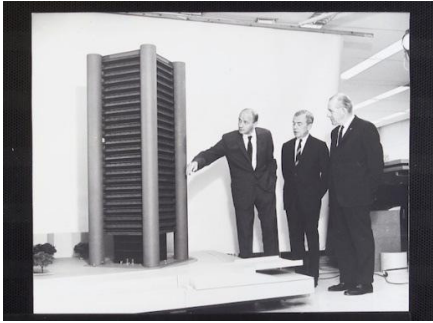
- Six-story buildings are out of scale for the neighborhood, especially between Olive and Jefferson Streets
- Grand Avenue divides residences on Lyon and Williams Streets from the rest of the Wooster Square neighborhood; increasing the height of Grand Avenue buildings to six stories will increase this division rather than knit together the urban fabric.
- Limiting **parking** in new developments on Grand Avenue to a maximum of 1 space per unit (minimum of no parking provided) will result in Grand Avenue residents parking on adjacent streets, where parking is in high demand by current residents—many homes don't have driveways because they predate cars
- Create a unique residential parking zone on Grand Avenue so residents of new developments cannot legally park on adjacent streets
- Extend Zone 5 residential parking limitations to be in force 24 hours/day, 7 days/week.
- Businesses might use rear yards and rooftops for **noisy assembly** uses like bars and restaurants, interfering with nearby residences' sleep and quality of life
- Limit assembly for the commercial use of rear yards and rooftops to the hours of 8:00 a.m. to 9:00 p.m.
- If the purpose of the new zoning is to **connect** the area to downtown, then the properties between State and Olive Streets should be included in the zone
- Include all properties in the wedge between State and Olive Streets on each side of Grand Avenue in the zone.
- Improve infrastructure (lighting, crosswalks, traffic patterns) for pedestrians and vehicles in this connecting zone bounded by State, Olive, and Grand (see Wooster Square study by outside consultant for suggestions).
- Not requiring side yards could limit access to **maintain rear yards** of Grand Avenue properties
- Require that access to rear yards be provided to adequately maintain the property.
- The proposed density and site access limitations could present a **fire-fighting** challenge

Thank you for considering a short delay to allow time to address these and other issues affecting the livability, health, and safety of our neighborhood.

Sincerely,

Concerned Citizens – see the end of this document for pages of petitioners' names, addresses, etc.

July 28, 2016 • [Architecture](#), [Historic Preservation](#), [New Haven](#), [Politics and Government](#)



McDevitt, Kevin Roche and Mayor Lee (center) of New Haven, looking at Knights of Columbus building model, 1965 - [New Haven Museum and Historical Society](#)

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### **Mayor Richard Lee...**

From the start of his tenure, Lee focused on improving New Haven through massive urban development initiatives. By the 1950s, New Haven's urban center was largely derelict: slums encompassed entire neighborhoods... Crime was on the rise and poverty proliferated. ... Mayor Dick Lee made it his mission to clean up New Haven. In his years as mayor he ... transform[ed] New Haven from a slum to a "Model City," as part of President Lyndon Johnson's War on Poverty programs.



Night demolition, corner of Church and Crown Streets, New Haven, 1959 – [New Haven Museum and Historical Society](#)

### **New Haven as a "Model City"**

Richard Lee initiated and championed much of New Haven's urban renewal efforts during his eight-term run as the city's mayor (1954–1969). Hiring a crack team of developers and architects, Lee set out to rebuild New Haven. His efforts had both benefits and devastating consequences.





Standard Beef Co., State Street, New Haven, prior to redevelopment, 1964 – [New Haven Museum and Historical Society](#)

... urban redevelopment... aimed to rehabilitate decaying residential areas—of which New Haven had plenty. ... entire neighborhoods were decimated...

... residents displaced, businesses, too, felt the pains of the urban renewal...

The consequences were not all negative, however. In the first years of his tenure, Lee became somewhat of a national celebrity for his dedication to renewal in New Haven. Even HUD's Robert Weaver speculated that "New Haven is coming closest to our dreams of a slumless city," and Labor Secretary Willard Wirtz told a reporter that Lee's New Haven was "the greatest success story in the history of the world."

### Reflecting on the Urban Renewal Process

By the early 1960s it was clear that transforming New Haven into a "Model City" was an effort too large for any one man. While urban renewal addressed buildings, it failed to address the people who lived there and the social causes for decline...

A pioneer of urban renewal and thinking about cities in new ways, [Richard Lee] ... reflected on the shortcomings of his efforts, declaring, "For everything we've done, there are five things we haven't done, or five things we've failed at. If New Haven is a model city, then God help urban America."



Demolition Day, corner of Church and Chapel Streets,  
New Haven – [New Haven Museum and Historical Society](https://connecticuthistory.org/richard-lees-urban-renewal-in-new-haven/)  
<https://connecticuthistory.org/richard-lees-urban-renewal-in-new-haven/>

# Top 50: 75 years later, New Haven still reshaping ‘urban renewal’

By Mark Zaretsky

Updated 7:09 pm EDT, Saturday, October 6, 2018

*Editor’s note: This is the 47th story in the Register’s Top 50 series.*

NEW HAVEN — If you just moved to [New Haven](#) during the past few years, you may not think what went on during the “urban renewal” years that began in the late ’40s and continued for a half century or so has anything to do with you.

But it does — whether you know it or not.

New Haven was shaped and changed — some would say improved, many would say scarred — by the sweeping redevelopment that took place as part of efforts to “save” a city seen as being in decline.

For decades, New Haven was a laboratory and proving ground for ambitious urban planning ideas, many spawned at [Yale University](#), which subsequently were put to use in the nation’s largest cities.

The city was described in some texts as “a national leader ... for its efforts in pioneering urban renewal” — although not by the people who were pushed out of their homes or businesses.

Like giants bowling down whole neighborhoods in the name of “slum clearance,” the city officials of the time remade New Haven.

Some of those demolished neighborhoods never were replaced.

Most notably, the late Democratic [Mayor Richard C. Lee](#) led the charge. Lee, New Haven’s 44th mayor, served for a then-record eight terms, from 1954 to 1969, the Register has previously reported.

## Displaced

Lee, who took office on New Year’s Day 1954 as the youngest mayor in the city’s history, recast New Haven in broad strokes in the 1950s and 1960s — for better and, in the minds of many present and former New Haveners, for worse.

Under Lee, [New Haven became a blueprint upon which much of the national war on poverty was modeled.](#)

New Haven received more federal money per capita than any other city in the country during the presidencies of John F. Kennedy and Lyndon B. Johnson, when \$180 million was sent to the Elm City, the Register reported.

Lee and his administration, led early on by Development Administrator Edward Logue, were responsible for huge chunks of the city’s modern landscape: the Chapel Square Mall, the Veterans Memorial Coliseum and the Knights of Columbus building, Dixwell Plaza and the Dixwell Community “Q” House, schools, fire houses, a revived Wooster Square and the Long Wharf commercial strip.

But redevelopment, including much of the early planning, began under Lee’s predecessor, the late Mayor William C. Celentano, a Republican who served four terms from 1945 to 1953 — and the seeds were planted well before Lee was elected in late 1953, said Matthew Nemerson, the city’s economic development administrator.

Enabled by the expertise of Yale urban planners such as Maurice Rotival and vast amounts of federal money funneled to the city, those in power did things here that in some cases had never been tried.

While they were heralded at the time, those dramatic solutions didn't always work.

Even the one ones that worked didn't always last.

Some of the biggest initially successful projects ran out of steam over time and, like the Chapel Square Mall and the Macy's and Malley's department store buildings that once stood where Gateway Community College stands now, became problems that had to be replaced.

In the case of the Oak Street and Legion Avenue neighborhoods, the city cleared block after block of coldwater flats and other substandard housing — described as the worst slums in the city at that time — for a Route 34 highway extension that ultimately never happened, the Register reported.

More than 600 families and businesses were displaced.

### **Business decisions**

Only now — more than half a century later — is the city finally building things along the area between Martin Luther King Jr. Boulevard/North Frontage Road and South Frontage Road/Legion Avenue that once was a vibrant, if decayed, neighborhood.

The land between the two Route 34 frontage roads sat for decades before it was put back into use for biotech space and other amenities for Yale and Yale New Haven Hospital's vast medical complex.

What we now know as downtown New Haven is vastly different from what was here in the late 1940s — and even from what was here in the 1980s, when the Edw. Malley Co. and later Macy's department stores closed and were demolished between Church and Temple streets.

The former Chapel Square Mall, which faced the New Haven Green, held on for a few years, but closed, as well, only to be carved into apartments, with some first-floor stores facing the street, years later.

But New Haven ultimately began pursuing different, more modest forms of redevelopment — with an emphasis on historic preservation and blending the new with the best parts of what already was there — as times and urban planning styles changed.

"On balance, I think urban renewal was disastrous for New Haven," said former Mayor John DeStefano Jr., who finally broke Lee's record for longevity decades later, serving 10 terms from 1994 to 2013.

"I think it's fair to say it was admirable in its ambition — and it did have its successes," he said. "But overall, I think it undermined the city," as an estimated 25 percent of the city's residents and many of its businesses were relocated.

Among other things, urban renewal "just tore the guts out of the business district," said DeStefano, who chose to make his administration's lasting mark with a huge \$1.6 billion project — still underway — to rebuild the city's schools.

"The fallacy was that if you got rid of low-quality housing full of poor people, something good would happen in its place ..." said Yale University political scientist Doug Rae, who was the city's chief administrative officer in 1990 and 1991, during the administration of DeStefano's predecessor, the late Mayor John Daniels Jr.

"But that whole thing was a fiasco — for the poor people who were displaced and for hundreds, maybe thousands of small retailers," said Rae, the Richard Ely professor of political science and management at Yale.

"And the tragedy of the small retailers was this: They were predominantly renters and they had been there for quite a while — and the rules for condemnation were that the government owes the property owner for his losses," Rae said.

"But the big loser is the retailer who loses his place of businesses but also loses the good grace of his clientele," said Rae, author of ["City: Urbanism and its End."](#) a 2003 book critical of the changes urban renewal brought to New Haven.

"I think" urban renewal "was a mixed bag, in all honesty," said Mayor Toni N. Harp, who has been in office since 2014.

"For at least 20 or 30 years, 40 years even, we experienced neighborhoods cut off from the city, and nobody can think that was a good thing," Harp said.

“I think that one of the things that I can see in my administration is ... a number of parking lots have been there for a generation — and have been used as parking lots — and they were once places where people lived,” she said.

But, there are upsides to that.

“They are now being rebuilt for a new population of millennials who want to live downtown, who appreciate having a cityscape where people live and work and play, ...” she said.

“The fact that we now have space for them ... has made all the difference in the world for us, in terms of attracting developers,” Harp said. “So the fact that we have the land resources ... to accommodate that need is positive and has been helpful.”

One thing Harp has learned as mayor is that “it takes a long time to get things done,” she said. “Some of the things that John DeStefano started got done during my tenure. Some of the things that started during my tenure will get done during my successor’s tenure. ...”

“We’ve got to give ourselves room to do great things ... and if we’re going to fail, fail fast — and fix it,” she said.

Yale’s Rae said under urban renewal, which grew out of the U.S. Housing Act of 1949, “The big idea was, you’re in the suburbs where you can buy a cornfield for very little and start fresh, doing malls” and new schools.

“Well, the Housing Act of 1949 says, ‘Cities can play that game,’” he said.

Using redevelopment laws, cities like New Haven would identify “a few hundred small properties and combine them into large parcels,” and developers would then come and build on the much larger sites that would result, Rae said.

Meanwhile, “These places, the places we’re condemning, are inhabited by poor people and often poor people of color ... and they’re getting poorer ... because the factories” they used to work at had closed, he said.

But as it turned out, “Where you rolled up the fabric of small properties, you got dead space,” Rae said, “and that was happening everywhere, but nowhere more than New Haven.”

“If there was a lesson from urban renewal in New Haven, it’s that that strategy was a colossally bad idea,” he said.

Lee “really did think he was going to make the city better,” Rae said. “He was mistaken.”

But even one of the most vociferous critics of the changes brought to New Haven during the Lee years, the late Vincent J. Scully Jr., an internationally respected architectural historian, didn’t blame Lee directly for that.

“He followed the very best advice that he could get from the very best architects and planners of the time,” Scully told the New Haven Register in 1998. “They were the ones who were wrong.”

The centerpiece of Lee's redevelopment effort, a gargantuan, \$80 million Church Street project that knocked down dozens of businesses to build the Chapel Square Mall, Macy's, Malley's and what was then the Park Plaza Hotel (now the Omni) "failed," DeStefano said.

Well, that wasn't immediately true.

"It succeeded for 20 years," and then, "it took 10 years of dealing with it," DeStefano said.

One big widely acknowledged problem today was the way in which the Church Street project was configured, with the mall up front facing the Green, Macy's behind it, with a pedestrian bridge connecting across Crown Street, and Malley's one huge block further.

So, anyone wanting to shop at Malley's had to go all the way through Macy's to get to it.

"I think it's ... interesting that having put together this mall with one of the most amazing parking garages in the country" in the Temple Street Garage, "that they couldn't do it in such a way" that it would be successful, said Nemerson, the economic development administrator.

Nemerson, who was president of the Greater New Haven Chamber of Commerce in the 1990s, said he finds the urban renewal years interesting in that "there's a whole alternative history.

"At a local and national level, it was engineered by Yale for the purpose of cleaning up New Haven for their campus," he said.

Born "out of the master planning that was done by Maurice Rotival ... his plans for the early '40s were the blueprints," Nemerson said.

He said it was "not surprising Yale ended up being one of the leading beneficiaries in the whole country" of the results of urban renewal.

Two goals were "to build a city that could compete with the suburbs and to build a city that could compete with Harvard and MIT" and the areas around them, Nemerson said.

Not that improvement wasn't needed, he said.

"At the time, Oak Street was a complete mess," Nemerson said.

Lee's giant remaking of the city, coupled with the work that followed, did have some positive effects, he said.

"New Haven was maybe more successful than other cities for 10 or 20 years ...," Nemerson said. "It was not like Boston. But it wasn't Elizabeth," N.J. "It wasn't Patterson."

## **Identity**

As a result of urban renewal, “walls of concrete highways separated neighborhoods, disrupted communities” and the large-scale projects that replaced them followed “built space that was thoughtless and largely unconnected to how people lived their lives, at work, in their homes and in their neighborhoods,” DeStefano said.

DeStefano, who came up as a staffer for the now late Mayor Biagio “Ben” DiLieto, one of Lee’s successors, said not all of New Haven’s problems were the result of bad housing.

“I think there were lots of other things going on in the ‘60s that affected the city,” including “school desegregation, fleeing for the suburbs” and “people aware of social injustice,” DeStefano said. “So a transition was going to occur in New Haven. ...”

But while “I think (redevelopment) had some success in some neighborhoods ... I think one of the most vibrant neighborhoods in the city is Grand Avenue,” DeStefano said, “and one of the reasons why I would argue” that’s the case “is because it was largely unscathed by urban renewal.

“To me, it was, ‘What does it mean when you destroy the social capital of a place?’” DeStefano said. “When people don’t feel ownership of a place, bad things happen” and there is a “loss of a cohesive identity.”

In DeStefano’s estimation, good things that came out of urban renewal were some of the “human renewal” programs, such as Head Start. *“But fundamentally, this idea that you can rewrite people’s lives solely by investment in the built space” is just wrong, he said.*

While it was clear the city had big problems that needed to be dealt with, “I just think ... that the cure made the patient sicker,” he said.

The best approach “was more gardening ... pulling some weeds and putting in new plants ... where you retain some strong sense of ownership of the neighborhood,” DeStefano said.

In that regard, the redevelopment strategy in Wooster Square — *where, in large part as a result of the strong efforts of residents,* the city took a different, less overwhelming approach and chose to operate with a “scalpel” instead of a hammer, worked better, he said.

Despite the failures of urban renewal, former state Treasurer Henry E. “Hank” Parker, who came to New Haven from Poughkeepsie, N.Y., in 1957 to be program director for Winchester Community School as part one of Lee’s “human renewal” programs, has called Lee “a great mayor.”

During the Lee years, New Haven was one of six cities to initiate “human renewal” programs using Ford Foundation grants that fostered programs that were precursors to the national “Model Cities” legislation.

Parker, a longtime resident of that Wooster Square neighborhood who has been in poor health, was unavailable to speak for this story. But he told the New Haven Register in a story that ran on



Feb. 3, 2003, after Lee's death, that Lee "opened the door to a city that needed the urban renewal that he indeed pioneered.

"Without that, we would have been even further behind," said Parker, who became the first president of the New Haven Black Coalition in 1968 and ran for mayor in 1969, the year Lee bowed out.

Lee managed the tumultuous changes New Haven and all cities were going through in that era "better than anyone else of his time," said Parker, who made history of his own when he became the first black state treasurer in 1974.

Lee used his Community Progress Inc. and other programs to **blend urban and human renewal** "like nobody else," Parker said.

Many years before his death, Lee came to terms with the fact that some of his grandest plans either didn't work or had faded.

"Well, we still have the hotel," he said with a laugh, throwing up his arms in a shrug as he referred to the Omni New Haven Hotel at Yale when asked about the state of downtown in 1998.

Lee outlived some of the huge public works projects intended to be his memorials: The Richard C. Lee High School closed in 1986. The Oak Street/Route 34 connector, which later was named for him, was never finished.

At the 1994 dedication of the four-block connector, one of his greatest disappointments, as the "Richard C. Lee Highway," he joked privately, "Let's just say it's an awfully short highway."

In 1998, the federal government renamed the federal courthouse on Church Street after Lee — a memorial likely to remain standing for some time. Appropriately, it was a building he once sought to knock down.

Lee recognized the contradictions of his legacy long ago and commented on it in a speech in 1980, when the U.S. Conference of Mayors gave him a public service award.

"We would dream, and we did; we would try, and we did," he said. "When we failed, we failed magnificently, and, when we succeeded, we succeeded sometime beyond our fondest expectations, and, after all, what's wrong with a record like that?"

**He recognized monumental plans have a limited shelf life.**

"You know, we were swimming against the tide," Lee once said, referring to the social and economic forces, led by the federal highway system, that literally took people and commerce to the suburbs in the second half of the 20th century.



*One lesson New Haven and many other cities have learned from urban renewal is to no longer seek to implement **the kind of sweeping changes that urban renewal brought without bringing the community on board**, Nemerson said.*

“There are so many checks and balances now, that we’re all humbled ... and I think that **what we’re working for now**” is to **build broad-based relationships with the community “so that you don’t move forward in a way that’s going to fail,”** Nemerson said.

That means *moving forward “with more voices,”* he said.

“I think it’s made things more complicated,” Nemerson said, but it has “built that most amazing infrastructure *to avoid the problems that we had in the ’50s and ’60s.*”

### ***Grand/ Whalley Comparisons***

#### **Length (approx.)**

Grand	1,210' long to I-91+ 438' (one side only W I-91 to Hamilton)
Whalley	6,175' long

#### **Depth (approx.)**

Grand	103-120 (NW Grand, N side), NE Grand to max 133', S side Grand
Whalley	Wide range from similar to Grand up to over 200'

#### **Sidewalk to sidewalk (approx.)**

Grand	45 ft
Whalley	116 ft

#### **# Lanes with Parking (as stands)**

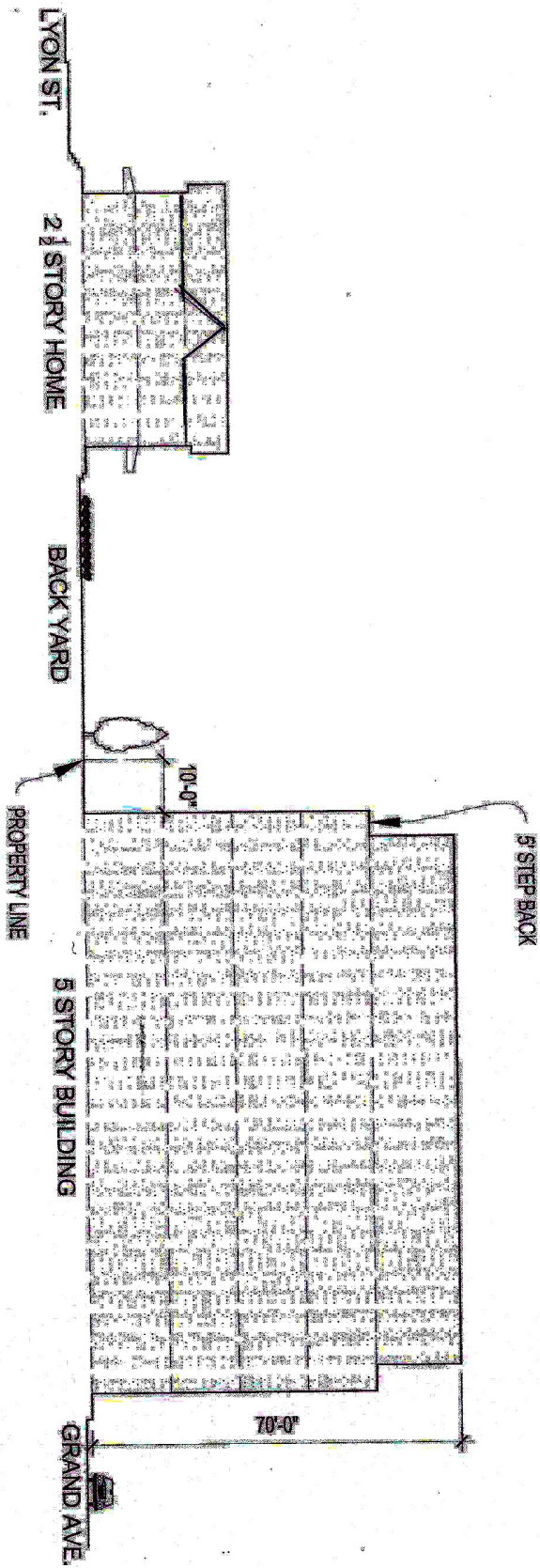
Grand	3
Whalley	6+

#### **# Properties in new CGD zone**

Grand	29 total (13 each side to I-91 + 3 S Side I-91-Hamilton)
Whalley	100+

#### **# immediately adjacent residences**

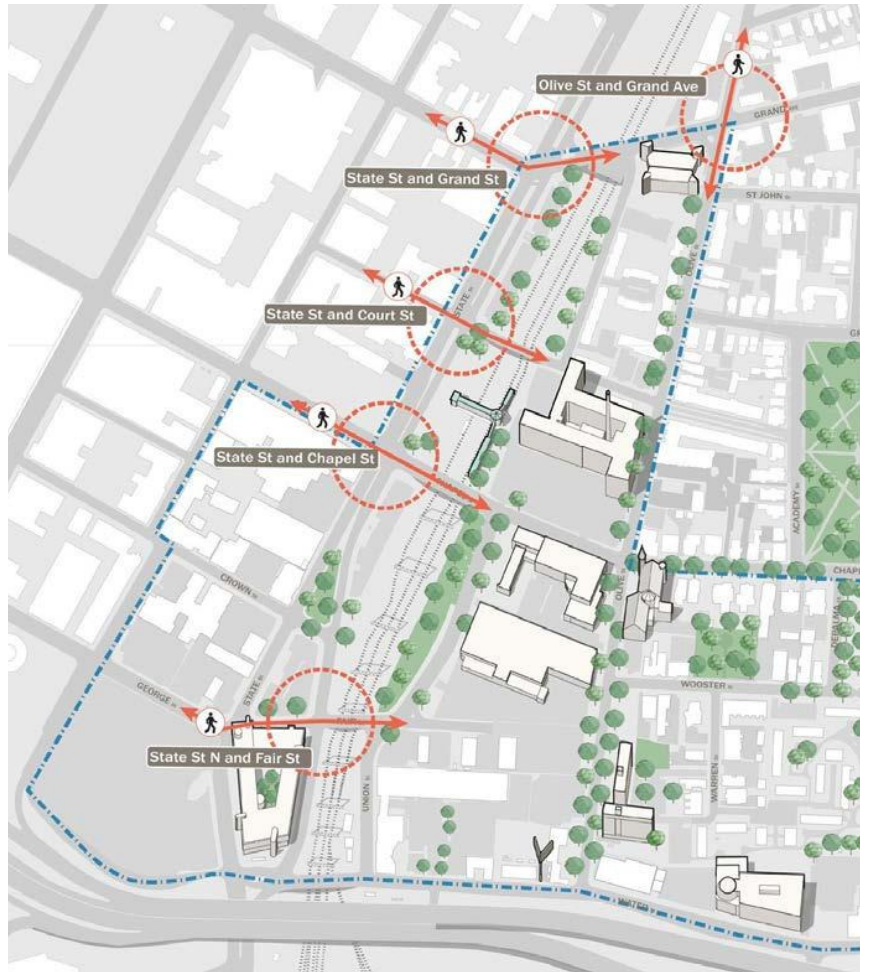
Grand	almost all abut residential properties, most 2 family
Whalley	many, but not all abut residential properties, not determined # families



SECTION DIAGRAM AT 1/32" = 1'-0"



State Street connections between Downtown and the neighborhood were a primary focus of the planning assignment. Mitigating the actual and perceived distance between these areas was achieved through new infill development, safer street crossings and suggested enhancements to the bridges.





## **Grand Avenue Commercial Corridor Meeting**

**DATE: Friday, October 11, 2019**

**TIME: 5:30 – 7:00 p.m.**

**LOCATION: City Hall**

**165 Church Street**

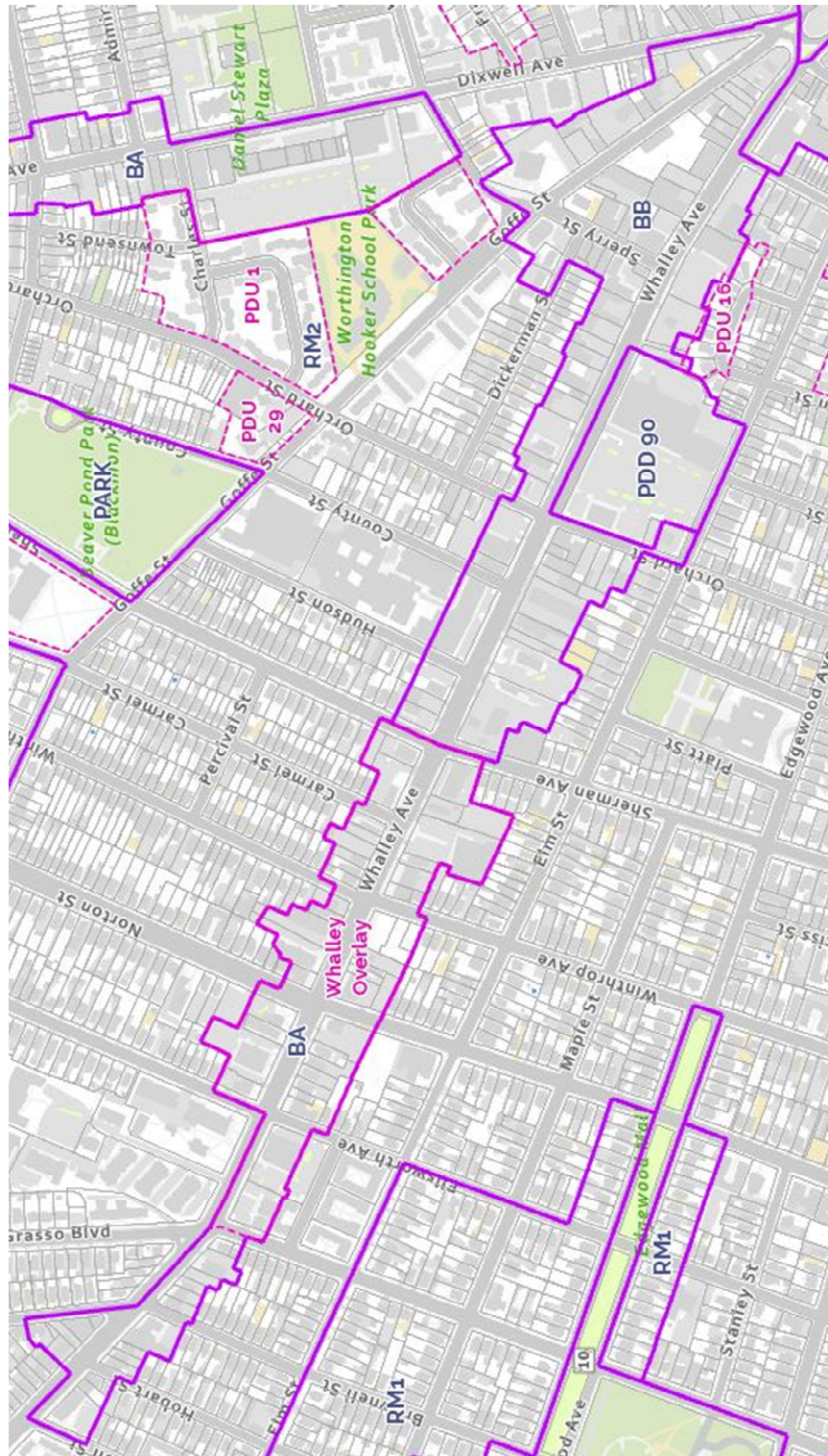
**2<sup>nd</sup> floor, Meeting Room 2**

Please come to this very important meeting. We want to hear your thoughts, ideas and concerns regarding the proposed zoning changes to the Grand Avenue Commercial Corridor.

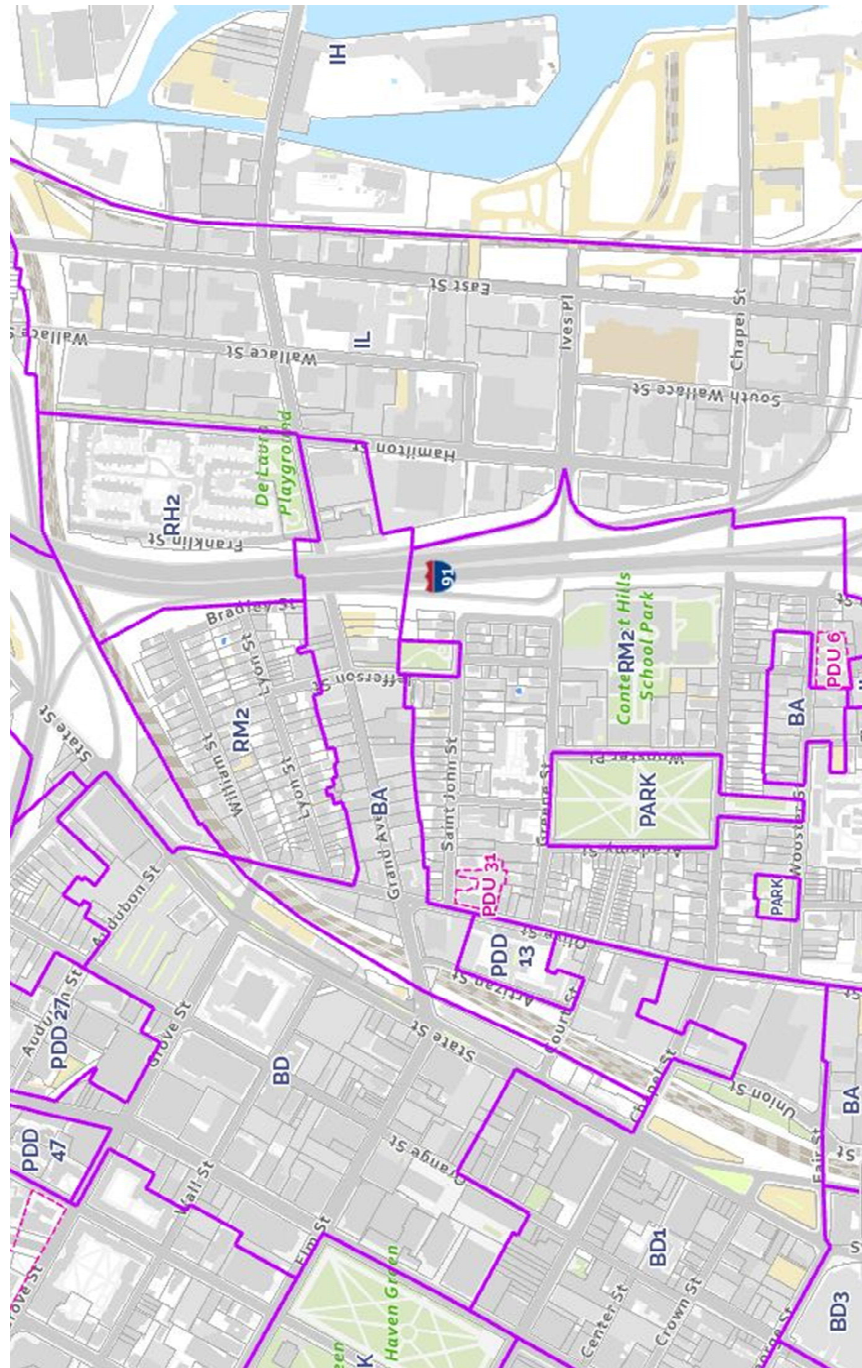


## Schedule B

### Existing Zoning – Whalley Avenue: BB, BA and the Whalley Overlay Zone

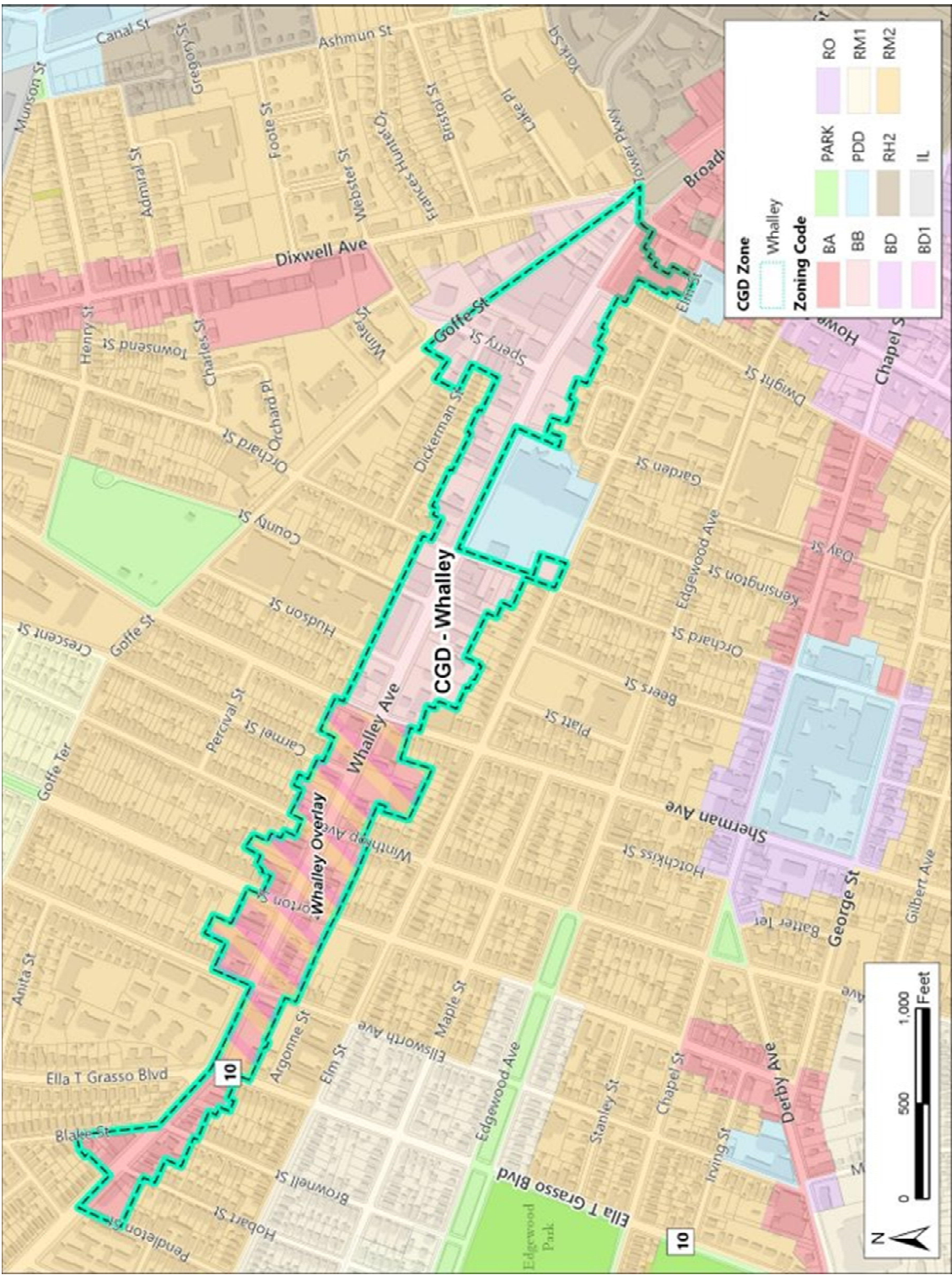


## Existing Zoning – Grand Avenue: BA



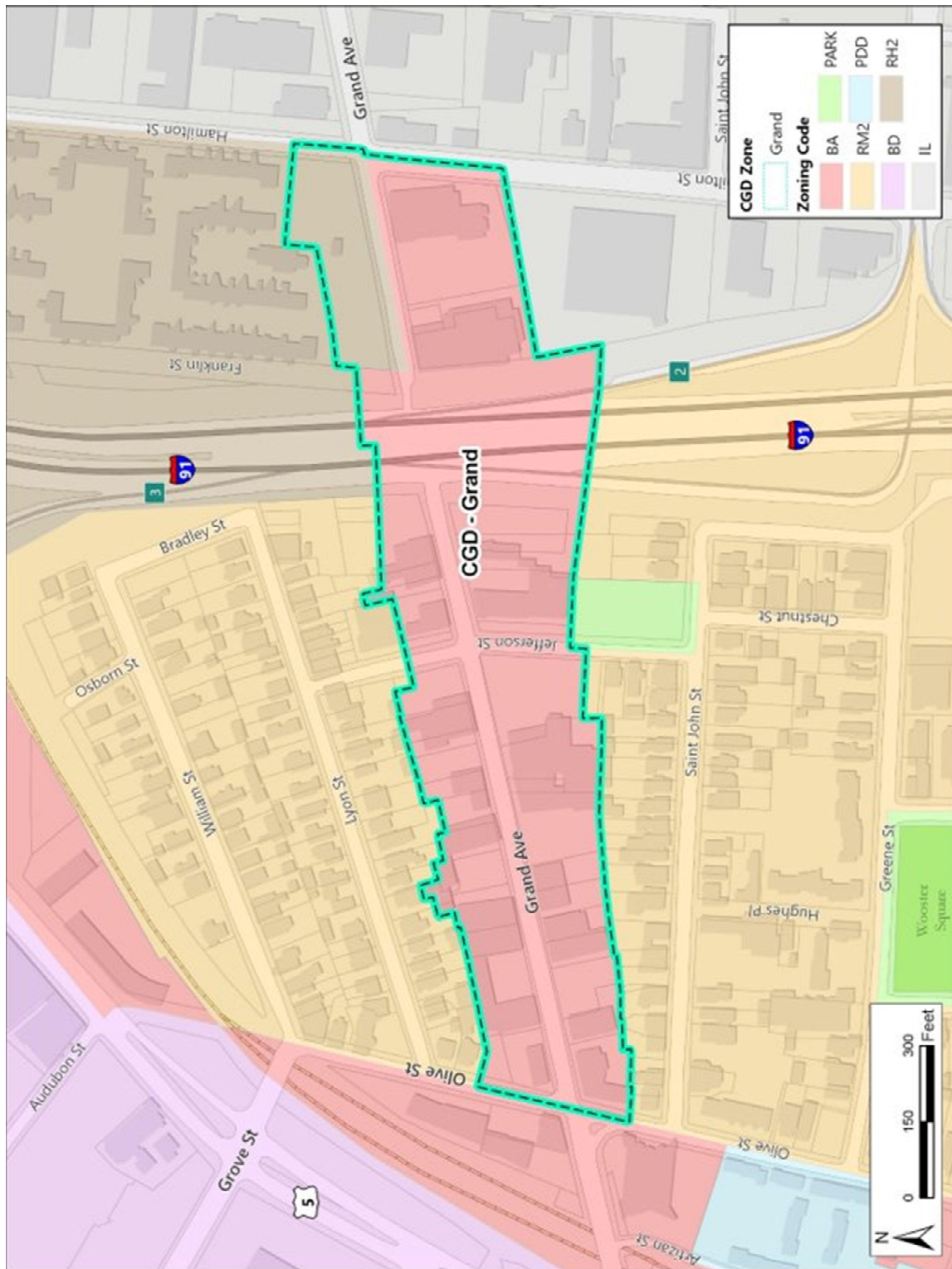


Proposed Zoning—Whalley Avenue





## Proposed Zoning—Grand Avenue



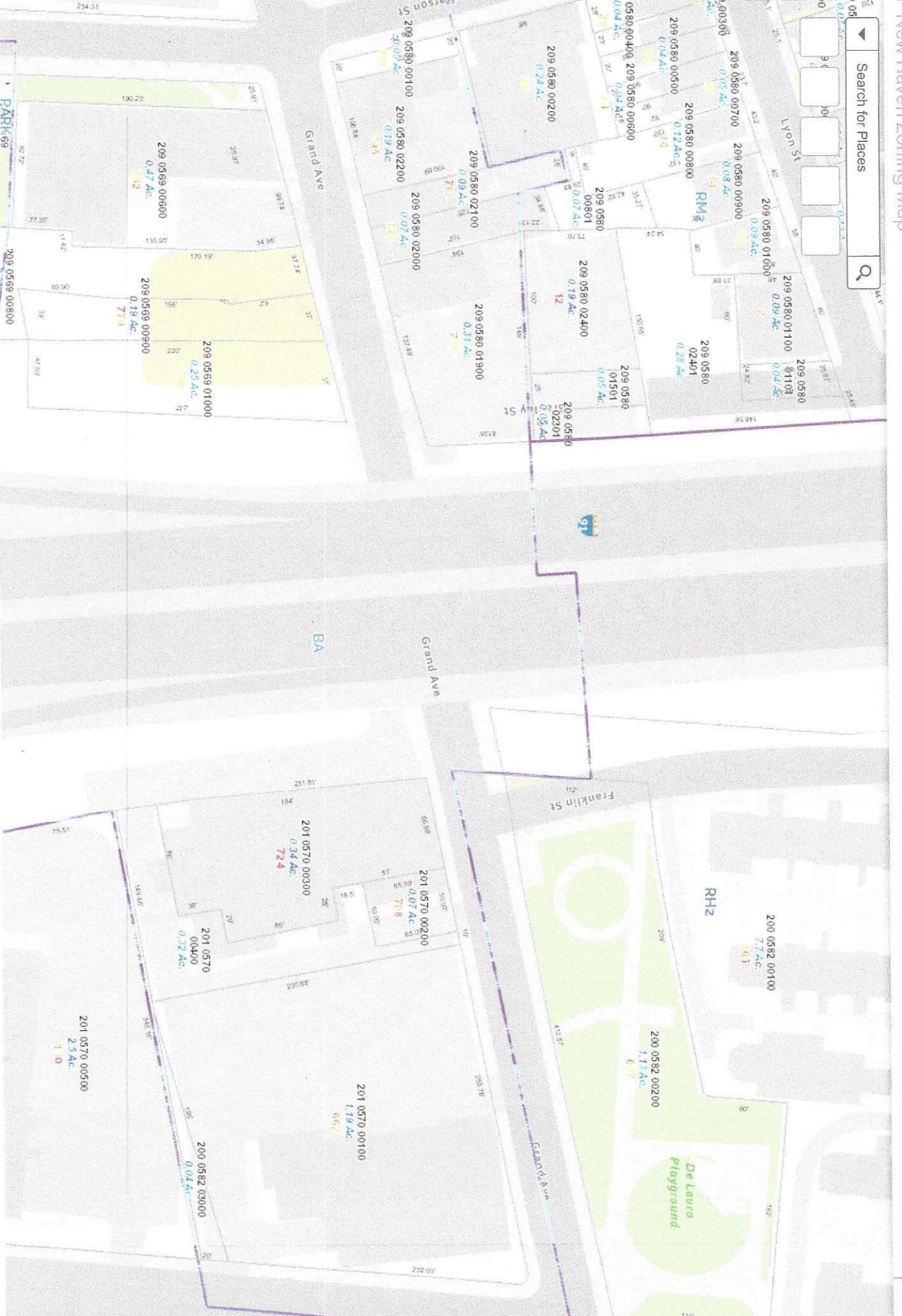


LOT 51225





Search for Places



Proposed Grand Corridor  
Properties E of I-91  
NTS

LOT SIZES

NTS



Search for Places





Search for Places

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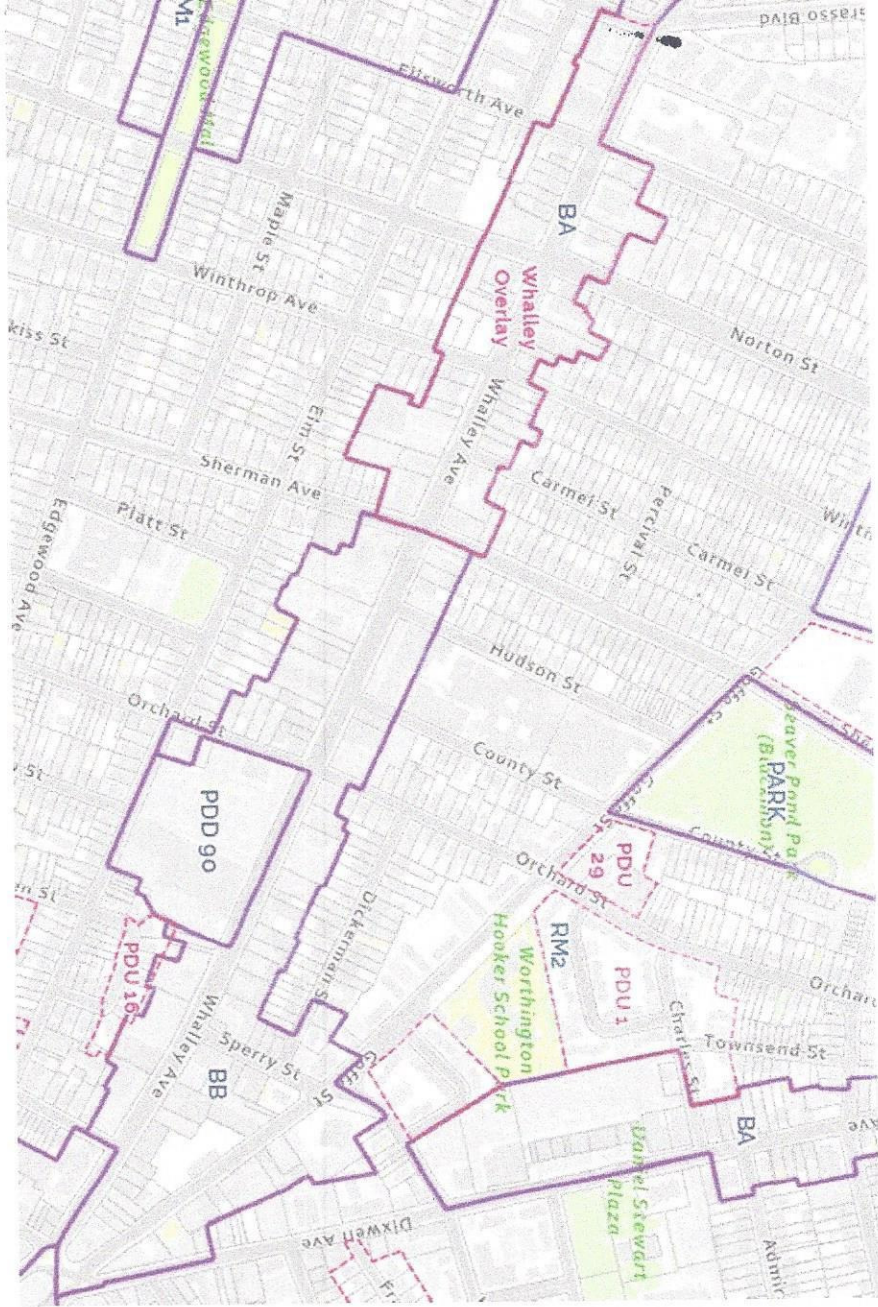


ST JOHN RM2  
Lot sizes  
Not to scale



**Schedule B**

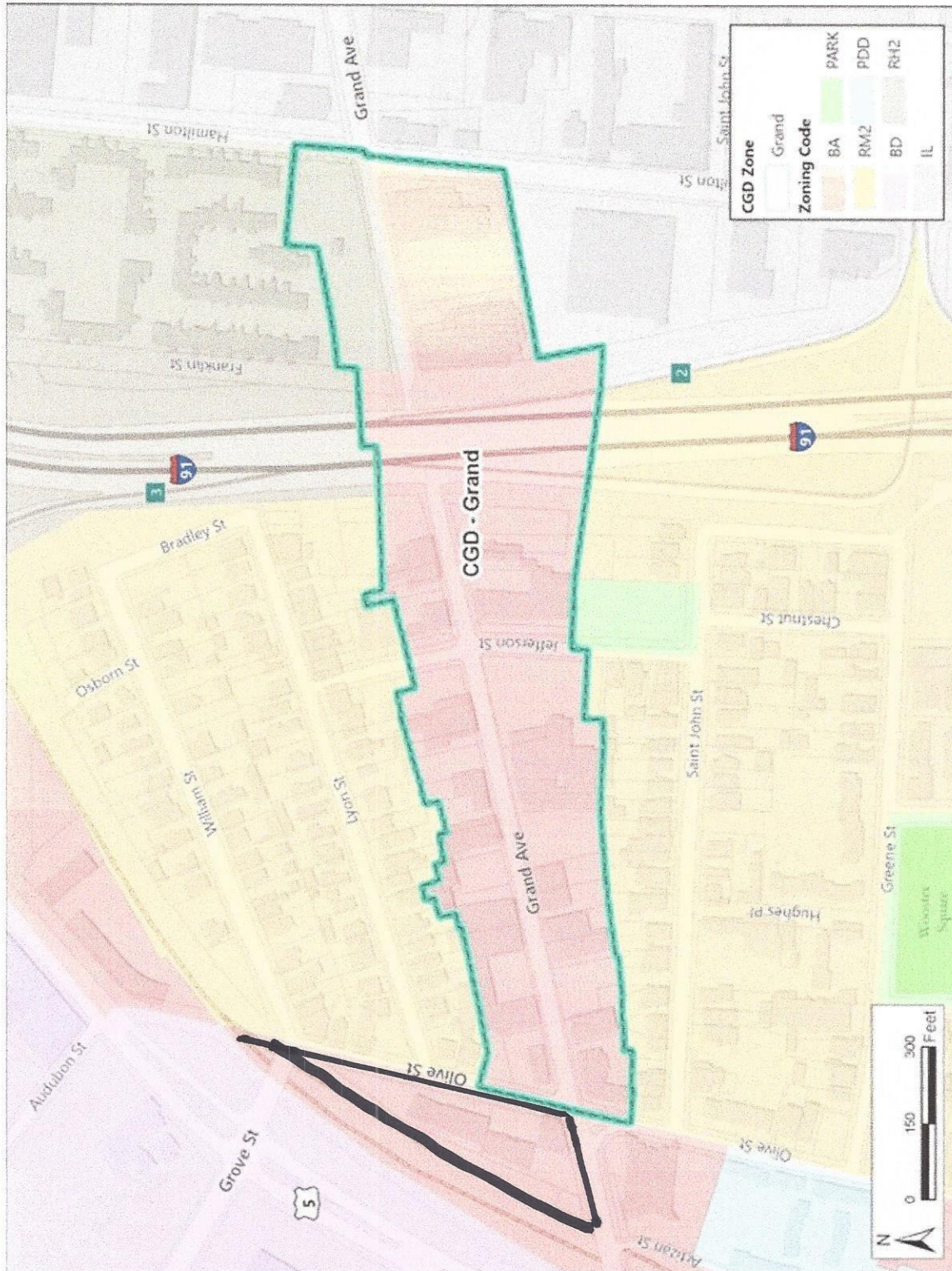
Existing Zoning - Whalley Avenue: BB, BA and the Whalley Overlay Zone  
 \* - 6145 ft long





# PROPOSED ADDITION TO

Proposed Zoning—Grand Avenue



To: Legislation Committee, Board of Alders

CC: City Plan, LCI, Economic Development, and all related agencies

7 December 2019

We, the below signed, request the removal of the Grand Avenue Commercial Development Corridor from the new Commercial Gateway Corridors District Zoning proposed to the Legislative Committee of the Board of Alders on Tuesday, December 10, 2019 until more community input can be solicited and incorporated into the current proposal.

While we recognize the need for zoning changes, this petition only addresses a delay in the section regarding the Grand Avenue Commercial Corridor. It should not, and does not, imply any objection to the proposal for the Whalley Avenue Corridor.

SIGNATURE	PRINT NAME	ADDRESS	PHONE	EMAIL
	Patricia McCordle	83 Lyon St	(203) 606-1396	patricia.mccordle@yale.edu
	Anna Zagarony	62 Lyon St	(617) 788-0257	ankank@yale.edu
	Sylvia Lach	58-60 Lyon St	203 624 1126	slack@gaylord.org
	M. Drott	65 Lyon St		
	N. Mead	65 Lyon St		
	Carissa Duran	61 Lyon St		
	Leanne Parent	55 Lyon St	860-301-8788	Leanne.Parent@yahoo.com
	Shawn Tuban	92 Lyon St	203-641-0136	
	Linda Ruder	96 Lyon St	203 710 0317	LCRuder@sbccglobal.net
	Alec Barrett	84 Lyon St APT 2	979 988 9978	alec.barrett@yale.edu
	Richard Lee	70 Lyon St	203 777 8517	WILDESTRAM@gmail.com
	Yarrow Dunham	62 Lyon St	508 878 7434	Yarrowd@gmail.com
	Miguel Acosta	132 HUBBARD ST		
	Ann Acri	100 BURN ST		
	T. Capenue	271 Humphrey St		
	B. Palin	055 E. Pearl, 06513		brahngaberg@gmail.com
	Brian Virtue	229 Townsend Ave		
	Jason Adolph	140 Cottage St	203.724.7410	Jay.Adolph@yale.edu
	Emily Bortan	140 Cottage St		
	Christina Bullock	15 Pearl St	203 605 5415	
	Margaret Rogers	73 Lyon St	203.530.2486	pennyrogers@hotmail.com
	Wes Wright	121 Greenwich	203 745 9300	metathwstray@gmail.com
	Christopher Anderson	96 Lyon St	203-70-8633	anderson3@yale.edu
	MARY LEE	70 Lyon St	203 747 0577	marylee@yale.edu
	F.K. NELSON	79 LYON ST	203 542 7189	Kenneth.nelson@YNET
	Nicole Birkis	74 Lyon St		nicolebirkis@gmail.com
	PIERRE STRAUCH	70 LYON ST	203 281 1917	PIERRE.STRAUCH@yale.edu
	MONA BARAN	70 LYON ST	203 562 4720	mbpsnh-ct@yahoo.com



Grand Avenue Commercial Gateway Petition

From: John Berkett (jsberkett@gmail.com)  
To: mona.berman@yahoo.com  
Cc: jennyberkett@gmail.com  
Date: Monday, December 9, 2019, 07:41 PM EST

Dear Mona:

You have my support of the petition you have prepared to delay passage to allow time to improve it.

Thank you,

John Berkett  
817 Grand Avenue, Unit 201  
203=804-0163

**Georgiann DOGOLO** <mariconde@comcast.net>

**To:** Georgiann Dogolo, Mona Berman

Dec 8 at 10:39 PM

----- Original Message -----

From: Georgiann DOGOLO <mariconde@comcast.net>

To: Mona Berman <mona.berman@yahoo.com>

Date: December 8, 2019 at 10:34 PM

Subject: Re: Petition to Delay inclusion of the Grand Avenue Corridor in the Commercial Gateway Corridors Project

Greetings Mona-

I am providing the following information in support of this petition.

Georgiann Dogolo

104 OLIVE ST. unit B

06511

[mariconde@comcast.net](mailto:mariconde@comcast.net)

475-254-0794

The inclusion of the Wooster Square portion of Grand Avenue within the Commercial Gateway Corridors Plan must consider residential concerns about potential degrading Quality of Life issues.

Several years ago an attempt was made to remove parking along Olive Street for the installation of a Bike Lane. This Clandestine plan orchestrated by Traffic, Transportation, and Parking Director Doug Hausladen, was scheduled for a one-month "Pop-Up" trial without any outreach to all Olive Street residents affected by the loss of parking impact.

I am proud to say when I became aware of this fact, I took action by creating and distributing flyers to my neighbors to show up at a followup City Hall meeting or call the Mayor's, Engineer and Traffic and Parking Offices to voice their collective outrage.

We succeeded in preventing this fiasco and learned when a community is united, WE CAN FIGHT CITY HALL! :)

On December 8, 2019 at 10:41 AM Mona Berman <mona.berman@yahoo.com> wrote:

To: Legislation Committee, Board of Alders

CC: City Plan, LCI, Economic Development, and all related agencies  
7 December 2019

Grand avenue corridor delay

From: Suzanne Friedbacher (sfriedbacher@gmail.com)  
To: mona.berman@yahoo.com  
Date: Monday, December 9, 2019, 05:09 PM EST

I support a 3 month delay to secure more community feedback.

Thank you.

Suzanne Friedbacher  
6 Lyon St.

Re: Petition to Delay inclusion of the Grand Avenue Corridor in the Commercial Gateway Corridors Project

Yahoo/Inbox

- **Sarah B Greenblatt** <sarahbgreenblatt@gmail.com>
- 

**To:** Mona Berman

Dec 9 at 7:47 AM

Hi Mona -

Please add my name to the petition - to request the removal of the Grand Avenue Commercial Development Corridor from the new Commercial Gateway Corridors District Zoning proposed to the Legislative Committee of the Board of Alders on Tuesday, December 10, 2019 until more community input can be solicited and incorporated into the current proposal. While I recognize the need for zoning changes, this petition only addresses a *delay* in the section regarding the Grand Avenue Commercial Corridor. It should not, and does not, imply any objection to the proposal for the Whalley Avenue Corridor.

Thanks for all you are doing to address this issue.

*Sarah B. Greenblatt*

*190 Wooster Street #40*

*New Haven, CT 06511*

Sarah B. Greenblatt, Manager

SBGreenblatt Consulting, LLC

[sarahbgreenblatt@gmail.com](mailto:sarahbgreenblatt@gmail.com)

203-836-6022 - cell

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<GCD Petition.pdf>

Fwd: Please read TODAY: Grand Avenue Corridor Proposal - Board of Alders' Legislative Committee Review

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From: Diana Saylor (dlsaylor@gmail.com)

To: mona.berman@yahoo.com

Date: Tuesday, December 10, 2019, 07:35 AM EST

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Hi, Mona,  
I would like to add my signature to your petition.  
Diana Saylor  
1D Hughes Pl  
203.581.3340  
[dlsaylor@gmail.com](mailto:dlsaylor@gmail.com)

Grand Avenue Corridor

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From: Joann Young (joann.young@hotmail.com)  
To: mona.berman@yahoo.com  
Date: Monday, December 9, 2019, 09:53 AM EST

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John and Joann Young, 69 Lyon Street, 203-6767913, joann.young@hotmail.com

In favor of a delay for more input on Grand Avenue Corridor.

# Repaved Portion Of Grand Avenue Opened

ALOV



Grand Avenue, minus the trolley tracks which once served to impede traffic in the narrow thoroughfare, is shown above after completion of the repaving project from Hamilton Street to State Street which permitted that section of the project to be thrown open. The view is facing cityward from Hamilton Street.



COMMUNITY AND ECONOMIC DEVELOPMENT CLINIC  
YALE LAW SCHOOL

*SENT VIA ELECTRONIC MAIL*

December 9, 2019

City of New Haven Board of Alders  
Legislation Committee  
165 Church Street  
New Haven, CT 06510  
Attn: Misty Maza (mmaza@newhavenct.gov)

Dear Chairman Santana and Honorable Members of the Legislation Committee of the Board of Alders:

On behalf of the Greater Dwight Development Corporation ("GDDC"), we write to express GDDC's continued support for the creation of the Commercial Gateway District zoning designation on the Whalley, Grand, and Dixwell corridors. City Plan staff members have been extremely receptive to the feedback that was communicated to them over the past few months. They have demonstrated willingness to amend the regulations in light of these suggestions and concerns. We have reviewed the most recent Draft Use Table for the CGD zone, dated August 23, 2019, and attached it to this letter. After our review, we would like to propose a modification, though our overall support for the project remains strong.

The use table indicates that the development of a "hotel, bed breakfast or tourist home, 12 or fewer guest rooms" will require application for a special permit. GDDC believes that a small hotel or bed and breakfast should instead be permitted as-of-right for a number of reasons. These establishments are permitted as of right in the BD and BA-1 zones, and we see little reason to offer differential treatment in the CGD zone. Further, small establishments like this would offer benefits to both community entrepreneurs and visitors of New Haven. A smaller project like this represents a promising business opportunity and creates a welcoming community for guests from out of town. Access to small-scale, short-term accommodations is important in a city like New Haven that attracts both recreational and academic visitors. Finally, small establishments like this would contribute to the overall diversity of business in the CGD zones and enhance the pedestrian-friendly, urban character that the District seeks to embody.

Thank you for undertaking and constantly refining this initiative to rezone outdated zoning, particularly in the BB zone along Whalley Avenue. We support the proposed CGD rezoning and urge the Committee members to vote favorably on the project, encouraging the revitalization that our community needs and desires.

If you have questions please contact me at [emilee.gaebler@ylsclinics.org](mailto:emilee.gaebler@ylsclinics.org) or by phone (203) 432-6127.

Best,



Emilee Gaebler  
Ludwig Center for Community and Economic Development

COMMUNITY AND ECONOMIC DEVELOPMENT CLINIC  
YALE LAW SCHOOL

SENT VIA ELECTRONIC MAIL

December 9, 2019

City of New Haven Board of Alders  
Legislation Committee  
165 Church Street  
New Haven, CT 06510  
Attn: Misty Maza (mmaza@newhavenct.gov)

Dear Chairman Santana and Honorable Members of the Legislation Committee of the Board of Alders:

On behalf of our client, St. Luke's Development Corporation (SLDC) we write to express SLDC's continued support for the Community Gateway District (CGD) zoning and its desire for the CGD zone's expedient implementation as it will replace the outdated and restrictive BB zoning along Whalley Avenue, allowing mixed-use, dense and diverse development that will strengthen our community.

SLDC would like to reiterate an earlier request that in conjunction with the text change a minor map adjustment, to fix a historic anomaly, should also be made to include SLDC's property at 12 Dickerman in the CGD district. The 12 Dickerman lot is currently zoned RM-2 district but it has historically been used in conjunction with the rest of the Nizen property, a former automotive repair shop, zoned BB and located at 34-36 Sperry Street & 10 Dickerman. We ask that 12 Dickerman be included and zoned as a CGD district.

In response to the most recently released draft of the CGD zoning regulations which were published on the Commercial Corridors website on November 15, 2019,<sup>1</sup> SLDC would like to request the following issues be considered and updates made to the draft.

The "FAR Bonuses in CGD" table was updated, among other things, to require higher levels of sustainability in order to gain points. Additionally, points offered in certain categories were capped at a lower point value. SLDC has already requested further discussion on these changes with City Plan staff but have not yet received a response. A full understanding of this table, and the potential effects the changes may have on SLDC utilizing sustainable strategies in its anticipated project, is not possible. SLDC respectfully requests that further discussion and potential updates to this part of the regulations be considered.

In "CGD Residential Density" at Section 43(c)(1), new language has been added that for mixed-use or residential developments within ¼ mile radius of a transit stop or smaller than 500,000 square feet, units must average 750 square feet. This adds to the existing density requirement of 35 units per acre. In order to best encourage affordable housing developments, it is recommended that this become more flexible through the addition of a second option to satisfy density through either meeting a bedrooms per acre or the units per acre. The current Qualified Allocation Plan published by the Department of Housing<sup>2</sup>, encourages and rewards developments that incorporate larger units with more bedrooms, suitable for low-income families. The addition

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<sup>1</sup> 11/15 Draft Zoning Regulations, available at <https://www.newhavencorridors.com/blog/2019/11/15/wpq7luasx1k47odshstvwxfot04agx> (last accessed November 20, 2019).

<sup>2</sup> CT Housing Finance Authority, 2019 Qualified Allocation Plan, available at [https://www.chfa.org/assets/1/6/QAP\\_Blackline\\_\(2019\\_vs\\_2018\).pdf](https://www.chfa.org/assets/1/6/QAP_Blackline_(2019_vs_2018).pdf) (last accessed November 20, 2019).

of a bedroom per acre to this would align these programs and provide developers the option to create dense projects through either having more units, designed as smaller studios or one-bedrooms, or having fewer units, designed as larger two- or three-bedrooms.

In “Yard Regulations” at Section 43(g), language that CGD zones were not subject to Section 47 of the existing New Haven Zoning Ordinance was removed. Section 47 requires transitions where business districts abut residential districts. This would subject projects that had abutting yards to a residential lot meet the residential yard minimum, instead of the CGD zone yard maximum. It is requested that, at least for the Whalley Avenue corridor, this exception from Section 47 be re-inserted. Due to the scale of Whalley Avenue and the anticipated developments to make this a thriving mixed-use landscape, the need to satisfy more restrictive requirements for a residential district could impede the optimal use of lots and is unnecessary.

Finally, recent discussions have led SLDC to believe removal of the “Affordability” language at Section 43(c)(2) is warranted. Although SLDC is fully supportive of inclusionary zoning requirements on a city-wide basis, it cannot support the imposition of this unique requirement in only the CGD zones. The inclusion of this requirement would place these historically disinvested-in corridors at a disadvantage, exactly what this CGD zoning hopes to alleviate.

Thank you for your ongoing work to thoughtfully rezone and revitalize these corridors in New Haven. SLDC is supportive of the effort and looks forward to the prompt implementation of the CGD zoning to help ensure the community along Whalley Avenue is no longer held back by outdated zoning.

If you have questions please contact me at [emilee.gaebler@ylsclinics.org](mailto:emilee.gaebler@ylsclinics.org) or by phone (203) 432-6127.

Best,



Emilee Gaebler

Ludwig Center for Community and Economic Development