

Opening Remarks

Request to Remove Grand Avenue Corridor from the Whalley/ Grand Avenue Commercial Gateway Corridors District

We thank the City, Economic Development, City Plan, LCI, and other agencies for all their hard work on this project and understand and support the intentions of rezoning and the Commercial Gateway Corridors.

We fully understand that developers on Whalley Avenue are ready to go and that holding up action on this ordinance can become costly for them in light of the new tax abatement changes for developers. ***We do not want to halt the project completely, but wish to have the Grand Avenue Corridor withdrawn from this proposal until such time as the neighborhood and its concerns have been fully heard, resolved, and realized.***

It has already been acknowledged that these three corridors are individual entities, each with its own unique issues, advantages, and problems. The Dixwell Ave Corridor has already been excluded from the initial three Corridor proposal because of the neighborhood's concerns about gentrification, affordability, etc.

Since precedent has been set for a specific inclusion, we respectfully request the same courtesy be granted to the Grand Avenue Corridor which is one of the most important historic areas of our city and therefore requires special consideration to maintain that standing.

Fair Haven residents have also expressed concern to us and to the City Plan Commission about how the development of this section of Grand and its possible gentrification might affect affordability in Fair Haven. That is best presented by those residents.

As we prepared for this meeting it became obvious that we cannot cover all concerns in such a short time frame. We would very much like more time to provide our thoughts, opinions, and our solutions. To date, we have had only two meetings with City Plan that directly affect Grand Avenue only, and one of those was called on a Friday night of a holiday weekend.

Again, we urge you to allow us to continue the promised discussions between City Plan and our neighborhood prior to passing the Ordinance as it now stands and withdraw Grand Avenue from the proposal before you tonight..

The following testimony details specific problems, questions, addresses some solutions, etc.

Testimony and Attached Documents Submitted by Mona Berman on behalf of Pat McCardle, Linda Reeder, and Richard Lee supported by signatories to the attached petition

Mona Berman
78 Lyon Street
203-562-4720

The attached are notes that
I had hoped to submit verbally.

In light of the 3 limitation
for testimony I am submitting the notes
for that testimony—



Mona Berman
78 Lyon St
203 562 4720

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

From: Bill Iovanne Jr. (billjr@iovanne.com)

To: mona.berman@yahoo.com

Date: Monday, December 9, 2019, 07:53 PM EST

Hi Mona,

I spoke with Mike Piscitelli today. He has no problem delaying the Grand Ave. portion of the plan. If you are going to the meeting tomorrow night, speak to Adam Marchand about delaying this. I will contact some of the alders and ask them to also recommend a delay on Grand Ave. portion. We want to get this right.

Bill

William G. Iovanne
President
Iovanne Funeral Home, Inc.

On Dec 8, 2019, at 12:49 PM, Mona Berman <mona.berman@yahoo.com> wrote:

your word is one of the most respected in the neighborhood so we here on Lyon Street working to help the community at large greatly appreciate your support-

Thanks Billy

M

On Sunday, December 8, 2019, 12:46:49 PM EST, Bill Iovanne Jr. <billjr@iovanne.com> wrote:

I'll pass the word

On Dec 8, 2019, at 12:41 PM, Mona Berman <mona.berman@yahoo.com> wrote:

Any chance you could get some signatures in your area- I think our proposals will really benefit this zong change--- so many thanbks

On Sunday, December 8, 2019, 12:36:06 PM EST, Bill Iovanne Jr. <billjr@iovanne.com> wrote:

William Iovanne, 11 Wooster Place New Haven! 203-865-8961, billjr@iovanne.com

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

Dear Neighbors and Other City Residents-

This legislation is going before the Legislation Committee of the Board of Alders on Tuesday evening, 6 pm in City Hall Alder Chambers. We are asking for a **delay** on only the Grand Ave Corridor so more community input can be heard. (Dixwell Ave has already been removed for similar reasons.)

If you would care to sign this petition you can reply to this email with your name, address, phone, and email address indicating your support

and/or

add your own statement of support for this petition.

Please feel free to print the attachment and gather signatures in support of this proposal. If you print this petition and gather signatures, kindly let me know and we, neighbors on Lyon Street and others, can make arrangements to get that from you so we can include it in our presentation to the Committee.

Please do not hesitate to contact me if you would like more information.

We thank you in advance for your support and welcome comments, suggestions, and solutions.

Best
Mona
203-562-4720

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

Please see circled items
that require discussion

SCHEDULE 3 CONT
TABLE 3. USE TABLE

Key: R - Permitted As-of-Right SP - Special Permit SE - Special Exception X - Not Permitted NA - Not Applicable																	
In case of conflict between this Table 3 and the text of the Zoning Ordinance, the text shall prevail.																	
	Use	BA	BA-1	CGD	BA-2	BB	BC	BD	BD-1	BD-2	BD-3	BE	IL	IM	IH	Parking ⁽⁵⁾	Loading ⁽⁵⁾
A.	Residential Uses																
	1. Dwelling units in multi-family dwellings located above first stories of structures at a maximum density of one unit per 1000 sq. ft. of gross floor area of entire building and limited to gross floor areas as defined in the New Haven Zoning Ordinance. Except that properties subject to Development or Land Disposition Agreements involving the City of New Haven shall not be subject to the above density limitation	R	R	R	R	R	SP	R	R	R	R	X	NA	X	X	c	y
	2. Dwelling units in multi-family dwellings located on first stories only in combination with upper story residential use (if applicable) at a maximum density of one unit per 1000 sq. ft. of gross floor area of entire building and limited to gross floor areas as defined in the New Haven Zoning Ordinance. Except that properties subject to Development or Land Disposition Agreements involving the City of New Haven shall not be subject to the above density limitation	SP	SP	SP	R/ SP ¹	SP	SP	SP	SP	SP	SP	X	NA	X	X	c	y
	3. Dwelling units in existing structures of at least 50,000 sq. ft. gross floor area and no less than two stories in height built prior to 1963, at a maximum density of one unit per 1000 sq. ft. of existing gross floor area and limited to gross floor areas as defined in the New Haven Zoning Ordinance except that a maximum five percent increase in building gross floor area for non-habitable areas of interior circulation (i.e., elevators, stairwells and common hallways) is permitted regardless of site floor to area ratio. Commercial Use in such structures or on such properties limited to those permitted in both the IL District by right or Special Permit and either in BA, BA-1, BD-2 or BD-3 Districts by right, Special Exception or Special Permit and excluding all uses listed in Sections M. (Automotive) and O. (Construction and Related Goods and Services) of this table (Table 3)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	SP	NA	NA	c	
	4. Custodial care facilities (See § 19)	SE	SE	SE	SE	X	X	SE	SE	R	X	X	X	X	X	See Section 19	y
	5. Live-Work Loft Residences Pursuant To Article III Section 18A	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	See Section 18A(a)(3)	y
	6. Live-Work Unit—(Post 1963 and new structures) (See definition)	X	X	X	SP	X	X	X	X	X	SP	X	X	X	X	See Section 18A(a)(3)	y
	7. Assisted Living (see definition), Elderly and Disabled Housing	R	R	R	R	X	X	R	R	R	R	X	X	X	X	c	y
B.	Transient Lodging																
	Rooming or boarding house.	R	X	SP	X	X	X	R	X	X	X	X	X	X	X	b	none
	Hotel, Bed Breakfast or Tourist Home, 12 or fewer guest rooms	R	R	SP	R	X	SP	R	R	R	R	X	X	X	X	a	y
	Hotel, Bed Breakfast or Tourist Home, 13 or more guest rooms	R	X	SP	SP	X	SE	R	R	R	R	X	X	X	X	a	y
	Motel.	R	X	X	X	X	SE	R	X	X	X	X	X	X	X	a	y
C.	Sale of Food, Drink & Pharmaceuticals																
	STORE SELLING ITS GOODS PREDOMINANTLY AT RETAIL ON PREMISES, AS FOLLOWS:																

if allowed
if comm in
front

	Bakery (Wholesale bakery, see § 42.5. Heavy Commercial).	R	R	R	R	K	X	R	R	R	R	R	R	X	X	n	x
	Pharmacy or Cosmetic store, including sale of goods and services customarily incidental thereto.	R	R	R	R	K	SE	R	R	R	R	R	R	X	R	n	x
	Convenience store	R	SP	SP	X	K	SP	R	R	R	R	R	X	R	R	n	x
	Food specialty store, including but not limited to following lines: Eggs, fish, meat (excluding slaughtering and eviscerating), poultry (excluding slaughtering), fruits, nuts, candy, teas, coffee, confection, dairy products, health foods, vegetables.	R	R	R	R	K	SE	R	R	R	R	X	R	X	X	n	x
	Grocery, Delicatessen, Supermarket or other store carrying a variety of food and related goods.	R	R	R	R	K	SE	R	R	R	R	X	R	X	X	n	
	Package Alcoholic liquor, subject to § 42.1. provisions.	R	SE	SE	SE	R	X	R	R	R	R	R	R	X	R	n	x
	Poultry market, including slaughtering of poultry for sale on the premises (for other slaughtering, see § 42 T.).	SE	SE	X	X	K	X	SE	X	X	X	X	X	X	X	n	x
D.	Personal Services																
	Barber shop, beauty shop, reducing salon.	R	SE	R	R	K	SE	R	R	R	R	X	R	X	X	n	y
	Laundry, cleaner, dyer, clothing storage establishment (all, including pick-up station), or self-service laundromat, all performing services entirely for retail trade on premises. (For wholesale cleaning, laundering, dyeing, diaper service see § 42.5).	R	SE	R	SE	K	SE	R	R	R	R	X	R	X	X	n	x
	Health clubs, gyms, personal training, with associated classes	R	R	R	R	K	X	R	R	R	R	X	R	X	X	n	x
	Tailor, dressmaker, shoe shine or shoe repair shop.	R	R	R	R	K	X	R	R	R	R	X	X	X	X	n	x
	Repair shop for repairs or adjustments to appliances, watches, locks and similar items.	R	R	R	R	K	X	R	R	R	R	R	X	X	X	n	x
	Photographic studio.	R	R	R	R	K	X	R	R	R	R	X	X	X	X	n	y
	Travel agency, travel ticket office.	R	R	R	R	K	X	R	R	R	R	R	X	X	X	n	y
	Vocational, trade or business school.	R	SE	SE	SE	K	X	R	R	R	R	R	R	X	X	r	y
	Driving school.	R	SE	SE	SE	R	X	X	X	X	R	X	X	X	X	r	y
	Funeral home.	R	SE	SE	X	K	X	R	R	R	R	X	X	X	X	p	y
	Gun and weapons repair, firearms training.	SE	X	X	X	K	X	SE	X	X	X	SE	SE	X	SE	n	y
	Firing range.	X	X	X	X	K	X	X	X	X	X	X	SE	X	SE	n	y
X	Pawn shop or swap shop (may include second-hand goods, precious metals purchase or resale), provided no location is within 1,500 feet from the outside entrance to another such use.	SE	SE	SE	X	K	X	SE	X	X	X	X	X	X	X	n	y
E.	Eating, Drinking Places & Entertainment																
	ESTABLISHMENTS SELLING FOOD OR BEVERAGES FOR IMMEDIATE CONSUMPTION ON OR OFF PREMISES, INCLUDING ESTABLISHMENT WHERE LIVE ENTERTAINMENT IS A PRINCIPAL OR ACCESSORY USE.																
	FOR PURPOSES OF THIS ZONING ORDINANCE A CHANGE FROM ONE CLASSIFICATION OF EATING, DRINKING OR ENTERTAINMENT ESTABLISHMENT TO ANOTHER SHALL BE CONSIDERED A NEW USE.																
	EATING AND DRINKING PLACES																
	Establishment selling food for immediate consumption on or off premises.	R	R	R	R	R	SE	R	R	R	R	R	R	SP	R	p	x
	Restaurant, as defined in Article I, Section 1, selling or serving alcoholic beverages for immediate consumption on or off premises, including accessory entertainment, or permitting immediate consumption of alcoholic beverages on or off premises, including accessory entertainment.	SE	SE	R	SE	SE	SE	R	R	R	R	SE	R	SP	R	p	x
	Other establishment selling or serving alcoholic beverages for immediate consumption on or off premises, including accessory entertainment, or permitting immediate consumption of alcoholic beverages on or off premises, including accessory entertainment.	SE	SE	SE	SE	SE	SE	R	SE	SE	R	SE	R	SP	R	p	x

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	Bank or other credit agency.	R	R	R	R	R	X	R	R	R	R	R	R	X	X	n	y
	Broker investment company.	R	R	R	R	K	X	R	R	R	R	R	R	X	X	o	y
	Insurance company or agency.	R	R	R	R	R	X	R	R	R	R	R	R	X	X	o	y
	Renumeration, money order, notary establishments	SE	SE	SE	X	SE	X	SE	SE	SE	R	SE	X	X	X	n	y
	Check cashing or payday loan establishments	SP	SP	SP	X	SP	X	SP	SP	SP	X	SP	X	X	X	n	y
K.	Office																
	OFFICE - NO STORAGE OF A STOCK IN TRADE (EXCEPT SAMPLES) OR HEAVY MATERIALS OR EQUIPMENT, & NO COMMODITIES SALE ON PREMISES, AS FOLLOWS:																
	General, charitable, philanthropic, other professional.	R	R	R	R	K	X	R	R	R	R	X	R	X	X	o	y
	Radio or television stations studio and/or offices only.	R	R	R	R	K	X	R	R	R	R	R	R	X	X	o	y
	Utility, including exchange.	R	SP	SP	SE	SE	SE	R	R	R	R	R	R	X	X	o	y
	Wholesale or distribution.	R	SP	SP	SP	K	X	R	R	R	X	R	R	X	X	o	y
L.	Amusements																
	ESTABLISHMENT SO ARRANGED THAT LIGHTS, NOISE, VIBRATION, AND ALL OTHER POSSIBLE DISTURBING ASPECTS CONNECTED WITH ITS OPERATION ARE ENCLOSED, SCREENED OR OTHERWISE CONTROLLED TO THE EXTENT THAT THE OPERATION OF THE ESTABLISHMENT WILL NOT UNDULY INTERFERE WITH THE USE AND ENJOYMENT OF STREETS OR PROPERTIES IN THE SURROUNDING AREA, AS FOLLOWS:																
	Adult businesses, including adult bookstores, adult theaters, adult entertainment centers, massage parlors, saunas, subject to § 42.3 provisions.	X	X	X	X	K	X	X	X	X	X	R	R	X	R	n	x
	Assembly hall.	SE	SP	SP	SP	K	X	SE	SE	SE	SE	SE	SP	X	X	p	y
	Bowling alley, billiard or pool hall, indoor amusement center.	SE	SE	R	SE	K	X	SE	SE	X	SE	SE	SE	X	X	q	y
	Fair, carnival.	SE	SP	SP	SP	K	X	X	X	X	X	X	SE	X	SE	q	y
	Game machines as an accessory use, subject to § 42.2 provisions.	R	R	R	R	R	SE	R	R	R	R	R	R	X	R	NA	NA
	Game rooms, subject to § 42.2 provisions.	SE	SE	SE	SE	SE	X	SE	X	SE	SE	SE	SE	X	SE	q	y
	Miniature golf, golf driving range.	SE	X	SE	X	K	X	X	X	X	X	X	SE	X	X	q	y
	Music or dancing school.	R	X	R	R	K	X	R	R	X	R	X	R	X	X	r	y
	Public access park (passive or action recreation), open space or community garden	R	R	R	R	R	R	R	R	R	R	R	R	R	R	NA	NA
	Social club, athletic club, lodge, veterans or fraternal organization, recreation facilities and community centers.	SE	SP	R	SP	K	X	SE	SE	SE	SE	SE	SE	X	X	q	y
	State sponsored off-track betting facilities and teletrak facilities, teletheater or other legalized wagering systems, facilities & services.	X	X	X	X	K	X	SE	X	X	X	X	X	X	SE	q	y
	Theater, excluding drive-in, 250 or fewer seats.	R	R	R	R	K	X	R	R	X	R	X	X	X	X	p	y
	Theater, excluding drive-in, 251 or more seats.	R	SP	R	SP	K	X	R	SE	X	R	X	X	X	X	p	y
	Trampoline center.	SE	X	SE	X	K	X	X	X	X	X	X	R	X	X	q	y
M.	Automotive																
	ESTABLISHMENT CONFORMING TO STATE OF CONNECTICUT REGULATIONS AND § 45, AS FOLLOWS:																
	Sale of automotive accessories, parts, tires, batteries, other supplies.	R	X	R	X	R	X	R	R	X	X	R	R	X	R	See 45(b)	See 45(b)
	Gasoline station, as defined by Ch. 250, C.G.S.	SE	X	SE	X	R	X	SE	SE	SE	SE	SE	SE	X	SE	See 45(b)	See 45(b)
	Car wash (a/k/a auto laundry).	SE	X	P	X	R	X	X	X	X	X	X	X	X	X	See 45(b)	See 45(b)
	Motorcycles: Sale or rental with inventory, repair.	X	X	SE	X	R	X	X	X	X	X	X	R	X	X	See 45(b)	See 45(b)
	Automobiles, automobile trailers, and trucks.																
	1. Repair of such vehicles, no full body paint spraying or body and fender work except replacement.	R	X	X	X	R	X	SE	X	X	X	R	R	X	R	See 45(b)	See 45(b)
	2. Repair of such vehicles, including full body paint spraying and all body and fender work.	SE	X	X	.	R	X	SE	X	X	X	SE	R	X	R	See 45(b)	See 45(b)

[illegible]

[illegible]

[illegible]

	Motor vehicle recycling facility, as defined and regulated by § 46 and subject to all State of Connecticut & other applicable regulations.	X	X	X	X	X	X	X	X	X	X	X	X	X	SP	s	x
	Nitrating process.	X	X	X	X	X	X	X	X	X	X	X	X	X	SE	s	x
	Outdoor storage of fuels, chemicals or building materials (whether in tanks or other containers), except as incidental to other activities.	X	X	X	X	X	X	X	X	X	X	X	X	X	SE	s	x
	Outdoor storage of materials related to boat manufacturing.	X	X	X	X	X	R	X	X	X	X	X	X	R	X	NA	NA
	Outdoor storage of up to 500 square feet of materials, customary and incidental to principal use of the property.	R	R	R	R	R	R	R	R	X	X	R	R	R	R	NA	NA
	Outdoor storage of more than 500 square feet of material.	X	X	X	X	X	SP	X	X	X	X	X	SP	X	SP	NA	NA
	Petroleum refining.	X	X	X	X	X	X	X	X	X	X	X	X	X	SE	s	x
	Public sewage disposal plant or incinerator.	X	X	X	X	X	X	X	X	X	X	X	X	X	R	s	x
	Quarry, as defined and regulated by § 46(f)	X	X	X	X	X	X	X	X	X	X	X	X	X	SE	s	x
	Slaughterhouse or stockyards, rendering or reduction of animal matter.	X	X	X	X	X	X	X	X	X	X	SE	X	X	X	s	x
	Sulfurous, sulfuric, nitric, picric or hydrochloric or other corrosive acid manufacture or the manufacture of poison gases, bleaching powder or chlorine, except as incidental to a permitted use.	X	X	X	X	X	X	X	X	X	X	X	X	X	SE	s	x
	Transmitting tower for radio or television station.	X	X	X	X	X	X	X	X	X	X	X	X	X	SE	s	y
	Waste processing and transfer.	X	X	X	X	X	X	X	X	X	X	SE	SE	X	SE	s	x
	Wood or bone distillation.	X	X	X	X	X	X	X	X	X	X	X	X	X	SE	s	x
U.	Medical																
	Nursing Homes/Rest Homes/Residential Care Homes as defined in Conn. Gen. Stat. §§ 19a-490 and 19a-521	R	SP	SP	SP	X	X	SE	SE	R	R	X	X	X	X	l	y
	General and Special Inpatient Hospitals	R	SP	SP	SP	X	X	SE	R	R	X	X	X	X	X	k	y
	Home Health Care Agencies/Assisted Living Service Agencies as defined in Conn. Gen. Stat. § 19a-490	R	R	R	R	X	X	R	R	R	R	X	X	X	X	o	y
	Health Practitioners' Office (See definition)	R	R	R	R	X	X	R	R	R	R	X	X	X	X	m	y
	Health Care Clinic (See definition)	R	SP	R	SP	X	X	R	R	R	R	X	X	X	X	m	y
	Outpatient Surgical Facilities/Ambulatory Surgical Center licensed by the Connecticut Department of Health pursuant to Conn. Gen. Stat. § 49a-493b	R	SP	SP	SP	X	X	R	SE	R	R	X	X	X	X	m	y
	Recovery Care Centers licensed by the Department of Public Health pursuant to Regs. Conn. State Agencies §19a-495-571	R	SP	SP	SP	X	X	R	SE	R	R	X	X	X	X	k	y
V.	Institutional and Public Uses																
	Religious institutions including parish houses, rectories, convents, and other facilities normally incidental to places of worship but excluding funeral homes and cemeteries.	R	R	R	R	R	SP	R	R	R	R	X	X	X	X	g	
	Cultural activities not carried on as a gainful business, including art galleries, libraries and museums.	R	R	R	R	R	SP	R	R	R	R	X	X	X	X	h	
	Public and private elementary and secondary schools meeting all requirements of the compulsory education laws of the State of Connecticut, and adult education facilities connected with such schools, including dormitories connected with such schools	R	R	R	R	R	SP	R	R	R	R	X	X	X	X	l	
	Public and private colleges and universities, including dormitories connected with such institutions but excluding: fraternities and sororities, trade/or business schools and colleges, and schools and colleges operated as commercial enterprises.	R	R	R	R	R	SP	R	R	R	R	X	X	X	X	j	
	Fraternities and sororities located on land owned by an educational institution.	R	R	R	R	R	SP	R	R	R	R	X	X	X	X	b	
	Fraternities and sororities located on land not owned by an educational institution.	X	X	X	X	X	X	R	R	R	R	X	X	X	X	b	
W.	Public Amenity, Service and Utility Uses																
	Reservoirs, dams, public utility substations and pumping stations, telephone exchanges, police stations, fire stations and post offices.															AS NEEDED	AS NEEDED

	Parks and other public facilities for passive recreation, and public playgrounds.																	AS NEEDED	AS NEEDED
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Notes:

¹ In the BA-2, first floor dwelling units are permitted by Special Permit along Whalley Avenue between Fitch Street and Harrison Avenue. First floor dwelling units are permitted as of Right in other locations.

² Parking lots and structures located entirely on parcels subject to a development agreement with the City of New Haven entered into prior to June 1, 2007 require only site plan approval.

³ Only where part of a mixed-use development of 500,000 or more square feet.

Schedule C. ZONING ORDINANCE TEXT AMENDMENT AND ZONING ORDINANCE MAP AMENDMENT TO CREATE NEW COMMERCIAL GATEWAY CORRIDORS DISTRICT dated 11-8-19, Section 41 – Description and purpose of business and industrial districts that one of the goals is to "preserve the scale of the mixed-use main street."

Most of the properties and buildings on this stretch of Grand Ave, are small in scale and the buildings only two stories high. Only a few buildings are taller than three stories and even fewer are four and five story buildings. Perhaps the taller buildings would work at the perimeters, on corner lots, but they are not appropriate for the entire street and specifically not appropriate where the properties directly abut residential properties

So if the intent is to preserve the scale, character, and identity of the greater Wooster Square neighborhood (many of us are looking forward to Grand Avenue re-envisioned as Wooster Square Village) and assure a low or improved impact on the quality of life of the residential streets immediately surrounding Grand Avenue, we feel the **height requirement** must be held to 45'. We are not expecting it to be limited to two stories, but we all agree that five is much too high.

Note regarding designation the height of building for zoning by number of stories vs. number of feet:

There is little or no precedent for zoning to dictate the number of stories. Typically height is dictated.

Historic buildings generally have taller stories so a five (as example) story building in this style could be significantly higher than a 5 story building most typically designed today.

Example: In NYC some stories are as much as 40' high because zoning was designated in stories not by height. This allows a 40 story foot building to far exceed the anticipated height limit implied in the zoning ordinance.

The key to the height issue is that Grand Avenue runs east and west and increased building heights on the Avenue will sharply limit the amount of **sunlight** our properties will receive, particularly those properties on the south side of Lyon Street.

Higher buildings will also keep the **winds** from the south from helping to purge the air of contaminants. Important immediately located sources of the pollution are I-91 to the east and the railroad bordering Williams Street to the north and Olive St to the west. We feel it is **absolutely necessary for air quality studies, shadow studies, and wind studies be initiated** to help determine how the Grand Avenue Corridor development will impact air quality in this neighborhood. We do not want to live in a **diesel hot spot**.

(Metro Business High was conceived to be "green" but was determined to be in a diesel hot spot and two filtration systems were required. That still means students are subject to the pollutants when outdoors)

See details in subsequent part of testimony

Comments on the Proposed Grand Avenue Corridor and commensurate zoning changes

Mona Berman
78 Lyon Street

10 December 2019

Remove Grand Ave Corridor from the existing proposal and allow neighborhood input and changes to be made

We have been hearing from many folks in the Wooster Square area. There is much opposition to the Draft CGD Ordinance as it specifically pertains to Grand Avenue.

We are grateful for seeing changes made to the proposal as a result of our last neighborhood meeting with CP, but all of the people who have contacted me and with whom I have spoken still have many objections.

It is in this context that I provide testimony.

It is important we do not rush into any legislation that has far-reaching and long-term effects on our City. The attached articles provide historic background for prior well-intentioned development and zoning changes in New Haven. We must remember that over the next 50 years the world will not look at all as it does today and that **flexibility** must be built into any and all buildings resulting from the proposed changes before you tonight. If we look at buildings in other city's we are now finding built in parking for example can be converted to other uses when cars no longer rule. This is simply a single, limited example of what can be done. It might be prudent for a further investigation of this concept.

At the same time it is important to be responsive to today's problems. Those are the issues I am addressing today.

The most loudly voiced objection is to the maximum height limit of five stories (what does that mean specifically considering the historic nature of this district with high ceiling heights, etc). I have heard no support for this height allowance from any of those who will be impacted by this specific change in zoning.

Common sense would require that Grand Avenue with its considerably narrower street width, smaller lots sizes, and importantly **immediate adjacency to residential areas** (areas immediately surrounding and abutting almost every site on the proposed corridor) demands a **different approach to zoning and planning** than does the Whalley Avenue Corridor.

From the proposal:

https://www.newhavenct.gov/gov/depts/city_plan/plans_n_projects/commercial_corridor_zoning.htm

The City Plan Department, working with the community and other City Departments, aims to: "(revision and update the zoning ordinance to make these vital corridors more vibrant and livable."

This is upside-down reasoning for the greater Wooster Square/Grand Avenue neighborhood. Our neighborhood IS vibrant but **disrupted** by Grand Avenue. **Changing the character of the neighborhood SHOULD NOT BE the goal.** Instead **Grand Avenue should be rebuilt in character with its surrounding historical neighborhood, its density respected,** and it could be branded as **Wooster Square Village**.

Grand Ave is **DIRECTLY CENTERED** within a RM2 zone. Unlike any other area being considered, **this IS a neighborhood**. As such, the needs and values of that neighborhood must be considered. Almost **every property abut residential properties** and any zoning **MUST take the health, safety, well-being, property values and other investments of the residents, both tangible and intangible, into account**.

Use the pro's to advantage: some interesting buildings remain, continue the small scale throughout this corridor. **A 70' limit on building height is MUCH TOO HIGH** for many reasons, some of which are mentioned below.

The density of this neighborhood has been increasing greatly on its perimeters. It is important to maintain a density on Grand Avenue so it remains within the historic nature of the neighborhood.

Regardless of height and density, at this time we see little of no problem with displacement of existing businesses or residences.

New buildings should emulate the character of the remaining "historical", brick buildings that predate the "new urban(ism)" renewal of the 1960's and 70's. The proposal states that the models of new construction be based upon 50 year old buildings. See Item 4 Building Reuse below

4. Building Reuse

The following strategies are mutually exclusive. To be met to the satisfaction of the Director of City Plan.

4.a	<u>Exterior design of new development is compatible with adjacent neighborhood fabric, built more than 50 years ago, including the use of similar window and door sizes, cladding materials, bays, and other primary structure elements, as approved by the Director of City Plan or demonstrated by a design preservation professional.</u>
4.b	<u>At least 75% of street facing building facades, from structures built more than 50 years ago, are restored and integrated into the new development, in accordance with the standards recommended by the Secretary of the Interior Standards for Treatment of Historic Properties.</u>
4.c	<u>Existing building shell(s) constructed more than 50 years ago is restored and retained for a redevelopment, in accordance with the standards recommended by the Secretary of the Interior Standards for Treatment of Historic Properties.</u>

50 year old buildings are products of the 1960's-70's redevelopment era. We suggest they be developed to more closely resemble the buildings of the early mid-late 19th century.

From Wiki: by the 1840s it had become a residential area where ship captains and wholesale grocers built large houses near the port.^[2] As a result, Wooster Square now includes a concentrated collection of distinctive 19th-century residential architecture, including several buildings by New Haven architect Henry Austin. Included are examples of the Federal, Greek Revival, Islamic Revival, and Italian Villa styles, Late Victorian Italianate row houses, and Second Empire and Queen Anne homes.^[3]

Maintaining the historical character of this neighborhood includes its scale. Tall buildings will further divide the lower part of Wooster Square from the upper part, north of Grand Ave and will destroy not maintain the fabric of the neighborhood.

We ask for improvements, not for disruptions.

Ideas have put forward to do so. Rebranding Grand Ave as **Wooster Square Village**, for example, would help make this a destination, much like Wooster Street does now. By attracting more business traffic to the neighborhood it will be more likely for this project to succeed.

Possible height change in certain areas of the corridor.

It was suggested in a meeting of the Wooster Sq. neighborhood on Friday night, Oct 11, that larger properties proximate to Rt 91 S on the S side of Grand Avenue could be taller. Perhaps the same could be true if the triangle between the railroad tracks, Grand Ave and Olive Street was added to this corridor. These appear to be excellent sites where an increased building height could be considered.

Specific Concerns of overly high buildings in this area affect two street most directly:

Houses in this area are generally multi-family homes, often owner-occupied. Years of hard work and much financial investment have transformed **William, Lyon, Jefferson, and St. John Streets**. We urge you to consider the neighborhood in all of your decisions that affect it.

decrease privacy of adjacent homes (that's over 400 residents and almost 50 multi-family homes on one side of 2 streets)

Property values could be greatly diminished and a relatively robust tax base could be destroyed in favor of developers and development.

The eco-system:

Light:

Sun-blocking effects

The Grand Ave corridor could become a **dark, airless, claustrophobic and windy non-pedestrian-friendly corridor**. This would most certainly have a negative impact on its development and any potential business and residential growth.

Shadow studies must be undertaken.

Such sun-blocking effects would significantly **change the eco-system** in this area; **yards will be destroyed- shadows will cover most of the properties**. Shadows might reach as far as the north side of Lyon Street, but will most probably cover the south sidewalks on Lyon Street.

This poses **potential health issues** as the amount of **oxygen gets depleted** from dying plants, shrubs and trees. (see **Noise Pollution, Air Pollution, Wind Tunnels** below)

Impact on Solar power:

Tall buildings will also impact **solar panels** that were encouraged and, in part, supported by the city of New Haven rendering those systems useless.

Mold and Mildew growth:

Lack of air circulation coupled with the lack of sunlight will create an environment that will easily support mold and mildew.

Noise Pollution, Air Pollution, Wind Tunnels.

Studies should be completed prior to determining building heights as well as possible building relationships (and layouts) along the Grand Avenue corridor. We were presented with some maps that showed possibilities based upon the proposed zoning that includes FAR, height limits, etc.

1. **Noise pollution:** Acoustical studies must be made to determine how activities in rear yards, rooftops and other areas of the project will affect abutting streets
 - a. the **noise** level on areas of Lyon Street is often deafening. Music from outdoor activities as far as the Van Dome sound like they are happening in our living rooms as well as outside.
2. **Air pollution:** Previous studies have shown areas near highways in New Haven to be diesel hot spots. A **study** of air quality in this area can determine if this corridor, or parts of it, is an **environmental/diesel hot spot**. (e.g., the site of Metro Business School on Water Street was determined to be a diesel hot spots prior to building the school.
 - a. Tall buildings will also block air flow from the South. All properties north of Grand Ave can be affected. Lyon, Bradley, William Street would most probably be most affected.
3. **Wind tunnel effects:** A narrow street with east/west orientation surrounded by tall buildings would most probably create a serious **wind tunnel**. A **Wind study** would help determine if high buildings along the length of this narrow three lane corridor would create a wind tunnel effect. If so, this would detract from the attractiveness (aesthetic, physical, economic, etc.) of this corridor and stifle development.

OTHER MAJOR CONCERNS for the neighborhood and adjacent residential properties:

Rear and side yard set-backs, parking, loading docks, safety, traffic control...

Rear Setbacks

Although rear setbacks are highly desired to assure privacy and the "right to quiet enjoyment, use, occupancy and tenancy" of neighbors in this proposed Corridor, solutions to problems related to side and rear setbacks must be considered.

See noisy assembly on our accompanying doc for concerns about restaurants, bars, etc. using rooftops and rear yards for dining and entertainment.

Trash Removal

A new model must be created in which trash bins are stored and trash is delivered to the street.

Trash removal can create problems both on and exterior to any specific property. In the past private properties that abut businesses on Grand Ave have been adversely affected. Pick-up of trash behind the buildings, especially from dumpsters, has created serious problems over the years. Those situations should be examined so we can learn from them.

Garbage trucks that drive down the side yards to access dumpsters are excessively noisy, and have damaged abutting buildings.

Unfortunately, homeless and others use side and rear yards for unsavory, unhealthy, unsanitary purposes as well as for shelter. Dumpsters often act as shields for these activities.

Overflowing dumpsters are the norm. They are filthy, often contain food that attracts rodents (especially from restaurants and other businesses handling food items), and have caused neighborhood-wide problems.

Zoning must take these problems into account.

Loading docks

Again, rear loading docks are going to create an ongoing nuisance and noise for the adjacent residential properties, particularly outside of regular business hours.

Safety.

Perhaps too little consultation with safety and police officers has been considered in previous zoning variances and generally, in building and streetscape design. **Consult safety experts** (e.g. police) to help establish parameters that meet their safety criteria.

From an email I sent to Jenna and Aisha 16 November 2019: "Furthermore I suggested to Jenna on Friday night that you reach out to our police and security leaders who are very familiar with this area. I thought she indicated to me that this was a good idea and I therefore assumed this would be part of the work done to help improve this project and its neighborhood. Based on general conversations with various officers over the years and in meetings of GAMA, DWSCMT, Fair Haven's Management Team, etc. I believe those ideas, perspectives, and suggestions are MOST important and should be heard and considered in the planning of this very unique stretch of Grand Avenue."

Examples of design elements that could be addressed would include (1) entry doors flush with building facades to discourage loitering in the recessed area and to increase the safety of those using that building, (2) creating good visibility in all areas of the corridor so police can easily monitor activity, etc.

Parking:

There is too much reliance on what appears to be the trend of those living in downtown New Haven to not own cars. Residents who commute to other towns can take public transportation only if their employer is located along the shoreline or north to Hartford/Springfield. But CT does not have a good infrastructure and many drive to work because they must. That means cars are here until CT provides adequate and fast transportation services statewide.

Perhaps CP should work with Traffic and Parking and determine the number of cars that are housed on the streets of our neighborhood. Parking is a constant problem. Remember most of our homes pre-date cars and do not have driveways on which to park. Please refer back to our Document Re: Grand Avenue Commercial Gateway District- Neighborhood request for Delay for specific solutions for at least part of the problem.

The Grand Avenue Corridor should **take advantage of the high amount of vehicular traffic** that passes through the Avenue daily and consider those potential customers for businesses along this new Corridor. It is this traffic that can help sustain businesses that locate in this corridor.

These potential customers ought to be able to park their cars so as to patronize these businesses with minimum cost. In early talks with some in the City, we heard that a City owned parking lot might be built on the lot most proximate to I-91 lot on the south side of Grand Ave. I personally believe this would be an asset to Grand Avenue's growth. And with good planning this building could be designed so it could be converted to commercial use in the future. (See Herzog's Miami parking building that houses commercial businesses, public space, and parking.) Flexibility is key.

There is also a concern that parking in the rear of buildings would cause an increase in pollution and poor air quality where buildings abut residences. We are aware that parking will be determined by each developer/ building owner, but ownership and use can and will change while the building will remain. Again, a flexible approach to parking is key.

Redistribution of Social Services

The **density of social services** has remained a hindrance to Grand Avenue's development. We hope that the City will consider a redistribution of these services and that all Wards will participate in such a change.

Make State at Grand a True Gateway

Improve infrastructure, cleanliness, signage, pedestrian crossings, especially at entry areas to this Corridor.

Increase foot traffic from Wooster Square proper, downtown, and other nearby residential and commercial areas means there **MUST** be an emphasis on cleaning up and redesigning that area to make it more walkable and inviting.

1. Add **graphic identification** in the entry areas to the Gateway.
2. The Elm Street and the Olive Street **railroad bridges** and their immediate surroundings (filthy and unwelcoming areas).
 - a. Better use of the **area near the bridge on the side of the Firehouse**- small, park, dining area for take-out food, etc.... (see *Main Street Study* for more details, ideas)
3. **Easier pedestrian crossing** by reconfiguring the intersection of Grand and Olive, adding more crosswalks and devices such as exist on Olive Street..
4. **Improve lighting** to the bridges, between State St and Olive, and down Grand Ave thru Hamilton Street, including the underpass.
5. **Increase aesthetics of underpass crossing** to improve safety of pedestrians and bicyclists.
6. must be added to the bridge area as well as to the entire Grand Avenue Corridor.
7. **Plantings** can make this area more attractive.
8. **Community** use should be encouraged with small park-like areas, outdoor eating areas, etc.
9. Configuration of buildings toward **Lensi Park** must be considered.

10. **Traffic calming** measures must be taken.
11. **Consider traffic around Grand Ave.** Cars regularly by-pass traffic lights by cutting through neighborhoods (Lyon, Jefferson to Green St). Dozens of cars go the wrong way on the one-way part of Lyon Street. Better routing of traffic can help solve these problems.
12. **Move bus stops further from the corner** (CT laws need addressing) as this creates bottlenecks at intersections and impedes safe crossing by pedestrians and bicycles.

Finally the use chart needs to be addressed.

Successful negotiations with the neighborhood and City Plan

Live-work allowed

Live-work spaces along the Grand Avenue corridor will increase foot-traffic and activity in the area making it more vibrant for more hours of the day. We have worked with City Plan which has agreed to allow rear residential units (live-work) on the first floor.

We do want to assure that all businesses taking advantage of the live-work allowance are legitimate and verifiable,

It would be well-suited to the new economy where many people work from home, businesses are often smaller and run by one or two people.

Required fenestration on the first floor remains mandatory.

NEW HAVEN CITY PLAN COMMISSION ADVISORY REPORT

RE: **ZONING ORDINANCE TEXT AND MAP AMENDMENT** to create a new Commercial Gateway District. (Submitted by: Aicha Woods, Executive Director of the City Plan Department)

REPORT: 1558-06

ADVICE: Approval, as appended hereto, with references to CGD – Dixwell Avenue struck.

BACKGROUND

In 2015, shortly before the Comprehensive Plan (Vision 2025) was written, the City of New Haven Department of Economic Development hired Burnes Consulting to perform a feasibility study of 5 key neighborhood commercial districts. The New Haven Main Streets Study was a robust public process. The results were the first step toward a zoning update for 3 of those corridors—Grand Avenue, Whalley Avenue, and Dixwell Avenue.

The Comprehensive Plan, Vision 2025, specifically charges the City Plan Department with the task of updating the zoning in these corridors, stating that in 3 years from adoption, there should be "...distinct identity for the city's neighborhood commercial corridors through the amendment of current zoning standards to better define the type, nature, and intensity of uses allowed..." and to build "...transit-oriented developments with reduced parking requirements and appropriate densities in suitable locations to facilitate further transit use."

The draft appended to this report is a result of continued collaboration with community members from all three of the subject corridors. (A list of public out-reach before this application and log of all community participation since the first public hearing were submitted into the public record.)¹ better legislation as a result. These corridors have different cultural aspects, architectural styles, and development patterns.² However, they share the same challenges as identified in the New Haven Main Street Study. Outdated zoning creates barriers to the commercial viability of these corridors. The zoning code was written in 1963—an era that prioritized the car over pedestrians, the separation of uses over mixed-use, and sprawl of the urban footprint. New Haven can do better for its commercial corridors. This is the first zoning update of its kind in New Haven to create design standards, sustainability goals, and right-sized parking requirements.³ It creates maximum flexibility for the types of uses that can coexist in the corridor. It takes a broad view⁴ enough flexibility to apply to all three corridors without treating them identically. This zoning update⁵

- Creates 21st-century zoning to address the needs of the community today; provides the most opportunities for local entrepreneurs to reuse existing vacant spaces and housing opportunities;
- Requires affordable housing in accordance with Task Force Recommendations;
- Creates flexible and predictable requirements and bulk-area standards informed by the community members who live on each corridor;
- Removes barriers that prevent the use of vacant store fronts and empty lots; promotes local business and street level activation;
- Retains and strengthens zoning incentives that promote "green" buildings and the productive use of vacant lots and commercial spaces; and
- Right-sizes the parking requirements, which are a proven barrier to affordable housing and local entrepreneurship.⁶

Summary of Comments on 1558-06 Commercial Gateway District Map and Text Amendment.pdf

Page: 1

Number: 1	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:05:54 PM
appropriate ^{destines} for this historic neighborhood are not what is described.			
Number: 2	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:06:24 PM
2 meetings w/ Grand Ave only			
Number: 3	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:08:26 PM
Exactly because these corridors are different and only Grand has historical significance at this point, it must be considered in that context			
Number: 4	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:08:56 PM
sustainability can be traded for \$			
Number: 5	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:09:37 PM
exactly why they must be treated the same and since Dixwell was already excluded there is no reason not to exclude or delay action on Grand			
Number: 6	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:10:32 PM
again can be traded			
Number: 7	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:11:49 PM
it seems that the existing conditions here with few properties having driveways should be considered. Parking requirements should be phased in and ^{buildings} bldings can be developed that can adapt to changing requirements			

PUBLIC HEARING

City staff introduced this item at the City Plan Commission meeting on September 18, 2019. A robust public hearing process occurred the same night. This Commission held that public hearing open until the October 16, 2019 meeting so that City Staff could continue to have community meetings, accept public testimony and draft comments, and revise the draft as needed. At the October meeting, the item was removed from the table for additional discussion. At the meeting on November 20, 2019, the public hearing continued and was closed before the Commission voted.

PLANNING CONSIDERATIONS

Considerations under the Charter of the City of New Haven

Section(s) 181 and 182 of the Charter of the City of New Haven requires the following finding:

The City Plan Commission finds that the proposed text amendments comply with Sections 181 and 182 of the Charter of the City of New Haven in that they are (i) uniform for all properties in the city, (ii) made in accordance with the comprehensive plan, (iii) designed to lessen congestion in the streets, secure safety from fire, panic and other dangers, promote health and the general welfare, provide adequate light and air, prevent the overcrowding of land, avoid undue concentration of population, facilitate the adequate provisions for transportation, water, sewerage, parks and other public requirements, and (iv) made with reasonable consideration as to the character and quality of life in all portions of the city and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City.

Considerations under the Comprehensive Plan

New Haven Vision 2025, Housing & Neighborhood Planning, Section IV-8: *Planning Considerations*. The city's most stable neighborhoods, in general, are pedestrian-oriented, aesthetically pleasing and environmentally sound. This contextual urban environment is among the city's most important assets and must be stewarded against inappropriate infill, conversions, encroachments, and other potentially deleterious/ nuisance influences.

This text amendment will spur more vibrant, walkable commercial areas by creating flexibility in the permitted uses; incentivizing sustainability; increasing density; and introducing inclusionary zoning principles and affordable housing incentives. It will enhance each corridor by implementing design guidelines, preservation elements, promoting privately-owned public realm improvements and right- sizing parking requirements to focus on development around public transit hubs.

New Haven Vision 2025, Executive Summary, Land Use, page xxiii: *Build... ...Developments compatible with the character of the surrounding area through the preparation, adoption, and implementation of a city-wide design guidelines manual. ...Mixed-use developments along all of the city's commercial corridors, as indicated within the future land use map, through necessary zoning amendments. ...Distinct identity for the city's neighborhood commercial corridor through the amendment of current zoning standards to better define the type, nature, and intensity of uses allowed and by incorporating form-based standards. ...Transit-oriented developments with reduced parking requirements and appropriate densities in suitable locations to facilitate further transit use.*

Number: 1	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:12:46 PM
debated			
Number: 2	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:13:49 PM
not in the case of Grand Ave and its historic surrounding neighborhood			
Number: 3	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:14:43 PM
if it were to enhance preservation elements, it would have a more historic nature and limit heights to not split the neighborhood			
Number: 4	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:15:36 PM
the scale of this proposal is NOT compatible with the surrounding area			
Number: 5	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:16:03 PM
need to maintain the neighborhood identity			

This zoning update was borne out of a feasibility study and public engagement process launched in 2014 and was codified in the comprehensive plan in 2015. We have a civic duty and responsibility to the community to update these corridors to "Mixed-Use Commercial" as envisioned by the comprehensive plan. It has been suggested that the zoning updates should be done separately for each corridor—this will create an unruly zoning code that is difficult to administer. New Haven already has more zones than is typical for a City of its size. Responsible zoning takes a broader view and builds in the flexibility needed for all the corridors to thrive while maintaining their unique identities.

Considerations under the Zoning Ordinance

The Commission is charged with taking into account the various factors favoring or disfavoring a change in accordance with the Zoning Ordinance, Section 64(d)(2) as follows:

- a. Errors in the existing ordinance, changes that have taken place in the city and in patterns of construction and land use, the supply of land and its peculiar suitability for various purposes, the effect of a map change on the surrounding area, the purposes of zoning and the comprehensive plan of the City of New Haven;

Current patterns of land use have moved away from the segregation of uses and toward mixed-use developments. Studies show that minimum parking requirements are more harmful to cities than they are helpful—they are a barrier to local business development. Form based code is the future of 21st century zoning, and this draft has elements of form-based code such as design guidelines, stepback requirements, and bulk area requirements that create predictability and flexibility. In the draft appended hereto, City Staff revised the draft ordinance to reflect the unique design requests of each corridor while still comprehensively amending the zoning for all of them together.

- b. Whether some other method or procedure under the zoning ordinance is more appropriate; and
At this time, there is no other method for bringing about the restored commercial vibrancy that the community has demanded in these corridors. There are three separate subzones in this corridor that lend themselves to additional corridor-specific regulations. This update sets the general framework that will prepare these corridors for the future.

- c. In the case of a map change, the size of the area involved. As a general policy, the City Plan Commission shall not consider favorably any petition which would result in a total contiguous area (separated only by streets, and excluding the area of streets) of less than two acres in the case of a residence district, less than one acre in the case of a Business District, or less than four acres in the case of an Industrial District.

The area zoned "CGD" under this amendment is much larger than the required threshold.

FINDINGS

The proposed ordinance complies with all the above planning considerations and the charter of the City of New Haven. Because of community concerns with regard to displacement in the Dixwell Community, references to CGD – Dixwell Avenue should be struck. The Commission understand that a community led zoning proposal will follow.

Number: 1	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:16:32 PM
not opposed to mixed use commercial			
Number: 2	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:17:13 PM
maintaining unique identity is paramount and this zoning proposal does NOT do that			
Number: 3	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:17:48 PM
does not do this			
Number: 4	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:18:24 PM
how many acres are we looking at here?			
Number: 5	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:18:52 PM
DOES NOT COMPLY			
Number: 6	Author: Administrator	Subject: Sticky Note	Date: 12/10/2019 4:19:35 PM
we request the same right as Dixwell- to work with CP to create a community led zoning proposal			

RECOMMENDATIONS

Based on all the above, it is the determination of the Commission that the text and map amendments are in full compliance with the standards and requirements of Section(s) 181 and 182 of the Charter of the City of New Haven and Section 62(d)(2) of the New Haven Zoning Ordinance and should be approved, as appended to this Advisory Report. However, the Commission recommends to the Board of Alders that references to CGD – Dixwell Avenue be struck.



ADOPTED: November 20, 2019
Edward Mattison
Chair

ATTEST:

Aicha Woods
Executive Director, City Plan Department

Number: 1 Author: Administrator Subject: Sticky Note Date: 12/10/2019 4:20:24 PM
and strike Grand Ave or allow time to see if it can work with the proposed zoning
