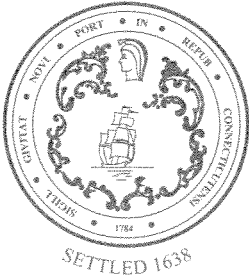




# Wooster Square / Water Street “Move Forward” Planning Study

City of New Haven  
Toni N. Harp, Mayor

Application for OPM TOD Planning Grant Assistance  
November 14, 2014



# CITY OF NEW HAVEN

TONI N. HARP, MAYOR

165 Church Street  
New Haven, Connecticut 06510  
T: 203.946.8200 F: 203.946.7683  
[www.CityofNewHaven.com](http://www.CityofNewHaven.com)



November 14, 2014

Dan Morley  
State of Connecticut Office of Policy and Management  
450 Capitol Avenue  
MS# 54ORG  
Hartford, CT 06106-1379

RE: City of New Haven Application for Transit Oriented Development Planning Grant Assistance

Dear Mr. Morley:

I am pleased to submit to you the City of New Haven's application for a \$125,000 transit oriented development planning grant in support of the sustainable growth and development of the Downtown, Wooster Square and Hill districts within walking distance of Union Station.

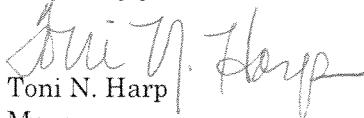
The State of Connecticut has been a strong and steadfast supporter of the City's revitalization efforts including Downtown Crossing, the Hill to Downtown Plan and numerous neighborhood-based investments which collectively are helping to improve the quality of life and economic standing for all of our residents. With this particular grant application, we are seeking support for two projects that need to be addressed more aggressively in the coming years.

The first is a planning study for the southern section of Downtown and Wooster Square. This is an area characterized by surface parking and underused properties within a strong neighborhood fabric. With a housing pipeline of over 1,500 new units, now is the time to develop a more comprehensive community plan to bolster the entire neighborhood and connect it better to Union Station and State Street Station (both within walking distance).

The second project is a comprehensive transportation demand management program for the Downtown Crossing district. Working with major employers (many of whom are doing incredible work in this area), we intend to further the overall goals for Downtown Crossing by reducing single-occupant trips to work and increasing bike/ped/transit mode splits. This is an important and timely effort given that Phase 1 is now under construction and Phase 2 is launching later this year.

Together, these projects will fill in some missing links to our overall development framework and I thank you for your consideration. If you have any questions, please do not hesitate to call.

Very truly yours,

  
Toni N. Harp  
Mayor

Follow us on / Síguenos En / 跟隨我們  
[www.InfoNewHaven.com](http://www.InfoNewHaven.com)



# Executive Summary

The City of New Haven is seeking a \$125,000 Transit-Oriented Development (TOD) Planning Grant from the State of Connecticut to implement two critical planning elements of a broader TOD implementation effort and job creation strategy for downtown New Haven and neighborhoods surrounding Union Station.

**[1] The first element will develop future land use and transportation concepts for the southerly portion of the Wooster Square/Water Street neighborhood.** This area is experiencing a surge in permitted new housing projects: the Live Work Learn and Play redevelopment of the Coliseum site, along with two private developments along Olive Street, will result in approximately 1,500 new housing units over the next several years. The significant remaining underused land in the area, coupled with the pending vacancy of the C. Cowles Manufacturing Company site, opens up additional opportunities for new, properly-planned TOD projects. This planning element will include zoning analysis and recommendations; land use/design concepts for up to five (5) key sites within the district; technical analysis of Complete Street connectivity at Fair Street, State Street, Chapel Street and four (4) key intersections; and a retail positioning report to support business attraction to new storefront retail spaces.

**[2] The second element will develop a comprehensive transportation demand-management program in partnership with leading employers in and around the Downtown Crossing district.** Downtown Crossing, including the Route 34 tear-down, is changing travel patterns throughout the district. While Downtown Crossing is designed to meet CDOT travel demand forecasts, the community has made a priority of further reducing single-occupant vehicle trips and accelerating the shift to mass transit, bike and pedestrian modes of travel. This planning element will include an assessment of existing employer- and state-programs; an evaluation of transportation alternatives to create a comprehensive TDM model; a work plan for the selected TDM model and its future implementation efforts; and a performance evaluation system for ongoing reporting.

**Vision:** Both elements support the broader transit-oriented growth position of the City, which is currently anchored by the Downtown Crossing project and the Hill-to-Downtown Plan, and the resurgence of Downtown New Haven as a bike/ped and mass transit-rich community, which affords its residents opportunities to live in close proximity to living-wage employment.

## Budget:

Request: \$125,000  
Local Match: \$15,000  
**Total Project: \$140,000**

## Partners:

Live Work Learn and Play  
 Gateway Community College  
 EDC of New Haven

South Central Regional COG  
 Yale University  
 PARK New Haven



# Current Conditions

New Haven is the social and economic center of Southern Connecticut and is among the fastest growing cities in New England in terms of both population and economic significance. Job growth is supported by economic drivers in education, the life sciences, advanced manufacturing, health care, IT/new media and service industries. New Haven’s employment base increased through the Great Recession with over 78,000 jobs now based in the City proper. Bolstered by the strong transit-oriented environment around Union Station, high tech and innovative companies are increasingly drawn to the City. In fact, the Workforce Alliance estimates that 30% of the region’s available jobs are now based in New Haven. Recent growth also comes with challenges. These include workforce development needs (connecting residents to work), inconsistent land use and zoning policies, deteriorating infrastructure and a disconnected transportation system in certain locations. The City is working aggressively on all of these matters, but identified the two elements in this grant application for specific attention:

## [1] Wooster Square / Water Street

The Wooster Square/Water Street area identified for this project has a population of just 1,237 residents due to a large number of surface parking lots and underused buildings. The recent burst in housing development in New Haven is concentrated here, with over 1,500 residential units planned to be constructed at three sites: former New Haven Coliseum (surface parking lot); former Comcast Building (surface parking lot and vacant building); and Torrington Supply Company (active distributor relocating to new location). These projects all have been subject to lengthy planning and zoning reviews. The Comcast development, for which the Board of Alders approved new BD-3 zoning, is being challenged in court even though the project enjoys broad community support. This is particularly noteworthy since it highlights the need to plan for future growth in districts within walking distance of major transit stops. For Wooster Square, the process started anew in July with a community visioning meeting. Residents are extremely proud of their neighborhood. It is nationally-recognized for its historic characteristics, immigrant heritage, Italian-American restaurants and tree-lined streets. The southern section of the neighborhood was also part of an urban renewal district and the land use pattern reflects the distinct change from mixed-use/residential structures to commercial buildings on larger lots. As the economy evolves, the underlying land is proving to be attractive to residential developers following the resurgence in rail transportation and the success of 360 State Street, a 500-unit high rise structure across from State Street Station.

- Key Topics:**
- Vacant / Underused Buildings
  - Comcast Service Center
  - C. Cowles Manufacturing Company
  - Worldtech Travel
  - Infrastructure
  - Street Connectivity (Fair Street, State Street)
  - Complete Streets (Bike/Ped, Integration w/Farmington Canal)
  - Urban Design
  - Land Use Planning & Density
  - Design Concepts





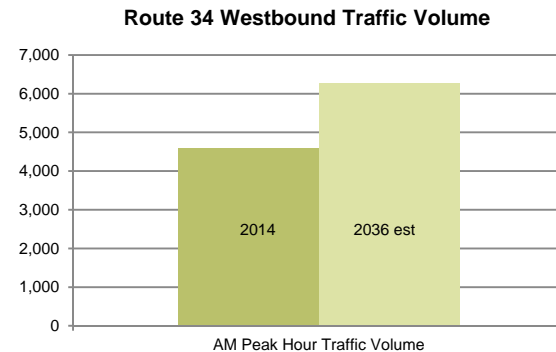
# Current Conditions

## [2] Transportation Demand Management

In 2013, construction started on Phase 1 of Downtown Crossing and the long-term conversion of CT-34 from a grade-separated highway to an integrated street network with enhanced opportunities for infill development, bike/ped mobility and street connectivity. Three highway ramps are now closed permanently and motorists are adjusting to the new travel patterns. With Phase 2, the traffic pattern will change again as the fourth ramp (Exit 2 EB) is closed permanently and the Orange Street / CT-34 signalized intersection is installed. Overall project success will be determined in part by the operational performance of the system during peak travel times. In 2014, an estimated 4,600 vehicles take CT-34 westbound to enter the city in the AM peak hour. That number increases to 6,280 in 2036 due to a CDOT-forecasted 0.75% increase in background traffic per year, coupled with over 2.0 million s.f. of new development in/around Downtown Crossing.

A number of initiatives are underway that are all designed to reduce peak hour travel demand. CT Rides, Yale University and Yale-New Haven Hospital are leaders in the field. According to Yale’s Transportation Options Program, driving alone to campus has decreased from 44% in 2007 to 37% in 2013. Likewise, Gateway Community College recently announced a \$250,000 gift from Alexion Pharmaceuticals that will subsidize CT Transit student bus passes for the next five years. These efforts not only support Downtown Crossing but also a sustainable transportation vision for the City. Two recently-launched projects will further inform this element. The first is the FTA Alternatives Analysis study, which is a detailed study of public transit needs and is supported by both the FTA and CDOT. The second is the PARK New Haven Mobility Study, which makes short- and long term recommendations to reduce the demand for new high-cost structured parking in part by reducing overall demand. The study includes an inventory of existing TDM programs with recommendations to dramatically enhance participation in future years.

- Key Topics:**
- District-wide Best-Practices Program
  - Integrated Travel Demand Management Program
  - Baseline and Performance Goals per Employer
  - Public / private collaborations (eg. shuttle efficiencies)
  - Implementation of PARK New Haven Mobility Study  
*(planning work completed in 2013)*
  - Implementation of FTA Alternatives Analysis Study  
*(project approved by BOA w/CDOT matching funds in 2014)*



# Study Areas

Element [1] - Wooster Sq. / Water Street



Element [2] - TDM / Downtown Crossing



Study Area	Study Area Population	Households	Poverty Rate	Household Median Income
[1] Wooster Square / Water Street Planning Area	1,237	856	5%* *weighted average for all of census tracts #1401 and #1422	\$33,800* *weighted average for all of census tracts #1401 and #1422
[2] Downtown Crossing (and related Hill district)	186	484* *for all of census tract #1403	25%* *for all of census tract #1403	\$14,836* *for all of census tract #1403



# Vision for Housing & Development

As mentioned previously, the southern section of Wooster Square is positioned for significant growth in the residential sector. The planning process will result in a series of goals and objectives in support of a transit-oriented growth position of the City. Growth and development are currently anchored by the Downtown Crossing project and the Hill-to-Downtown Plan, and the resurgence of Downtown New Haven as a bike/ped and mass transit-rich community, which affords its residents opportunities to live in close proximity to living-wage employment. This effort is therefore intended to improve and encourage responsible development as a critical mass of new projects takes shape around Union Station.

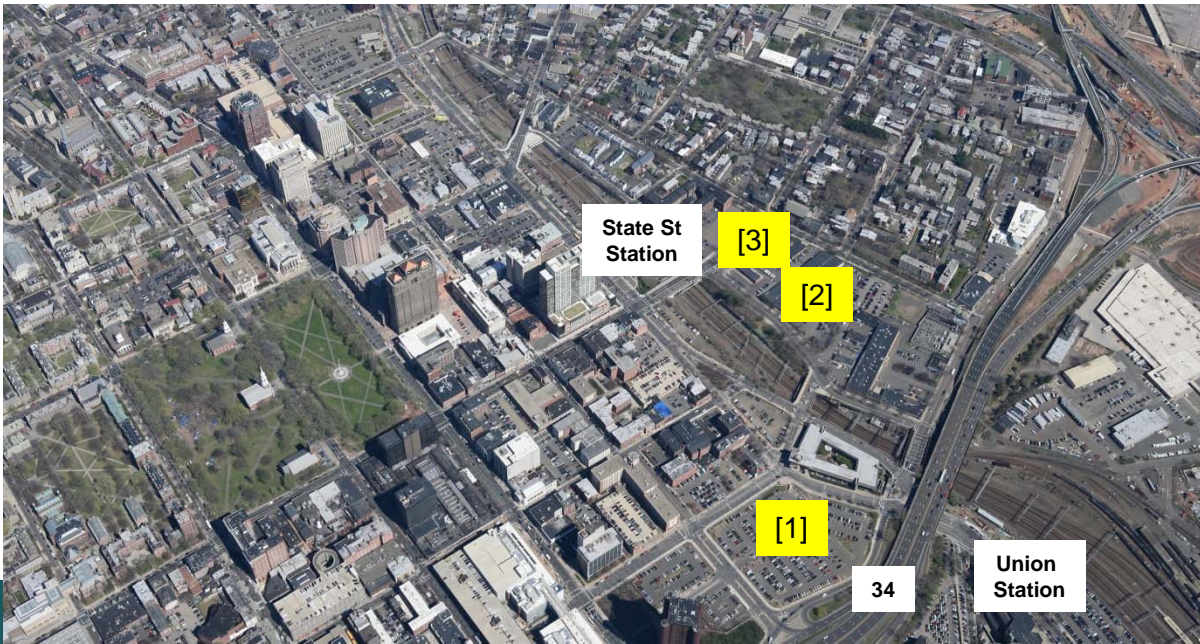
[1] Coliseum Site: \$395M / 1,000 units



[2] Torrington Supply: \$50M / 325 units



[3] Comcast Site: \$35M / 220 units



# Work Plan and Budget

The City is seeking \$125,000 from OPM to support an overall project budget of \$140,000. The budget is allocated based on the two primary elements of work, with sub-tasks listed to better inform the actual process and work products that will be delivered through this effort.

A project coordinator will be engaged to manage both elements of work. For Element 1, the Wooster Square planning study, specific technical skills will be required to complete the design concepts and transportation work. These tasks will be completed either through an RFQ for consulting services or in-house staff supported as needed by technical experts in landscape architecture and transportation engineering. As shown in the picture below from the July, 2014 community meeting, outreach is a significant part of the project. For Element 2, the project coordinator will lead the effort and complete tasks 9 – 13. For task 14, legal assistance is required to provide support for changes to the City's Zoning Ordinance as may be needed to support TDM initiatives.



New Haven Independent, 072514

Project Element	Total
<b>Element 1 : Wooster Square / Water Street Planning Study</b>	<b>\$51,000</b>
1 Conduct all necessary preliminary investigations, research and discovery including plan review and field visits.	
2 Prepare existing conditions study (incl. land use, demographics, building conditions, zoning and environmental considerations)	
3 Conduct community outreach / participation effort to include visioning and strategic plan elements (up to 6 meetings)	
4 Prepare preliminary design concepts for neighborhood at general level and site specific test fits at four (4) sites	
5 Prepare concept level designs for Fair Street / State Street (10% plan set + traffic analysis)	
6 Prepare Farmington Canal Greenway Olive Street enhancement and concept level plans for additional routes through area	
7 Prepare overall transportation plan for the district, based on prior projects, the City's Complete Streets Design Manual and new work in tasks 4-6 above	
8 Prepare up to three overall concept plans to include specific work listed above, together with community vision, land use, urban design, transportation and zoning recommendations	
9 Prepare retail positioning report based on current un-addressed spending power and forecast new demand resulting from new residential projects.	
<b>Element 2 : Transportation Demand Management Initiative</b>	<b>\$70,000</b>
9 Conduct all necessary preliminary investigations, research and discovery including employer records, plan review, existing programs and field visits	
10 Survey up to 10 employers in the district on existing TDM programs	
11 Conduct up to 10 roundtable, strategic planning meetings with employers	
12 Develop best-practices toolbox and system-based protocols for implementation	
13 Prepare cost impact analyses for various toolbox recommendations	
14 Prepare zoning recommendations concerning Overall Parking Plan and other relevant regulations	
<b>General Administration</b>	<b>\$19,000</b>
15 Documents and Printing (\$5,000)	
16 General Administration & Contingencies (10% - \$14,000)	
<b>Total</b>	<b>\$140,000</b>



# Critical Hurdles

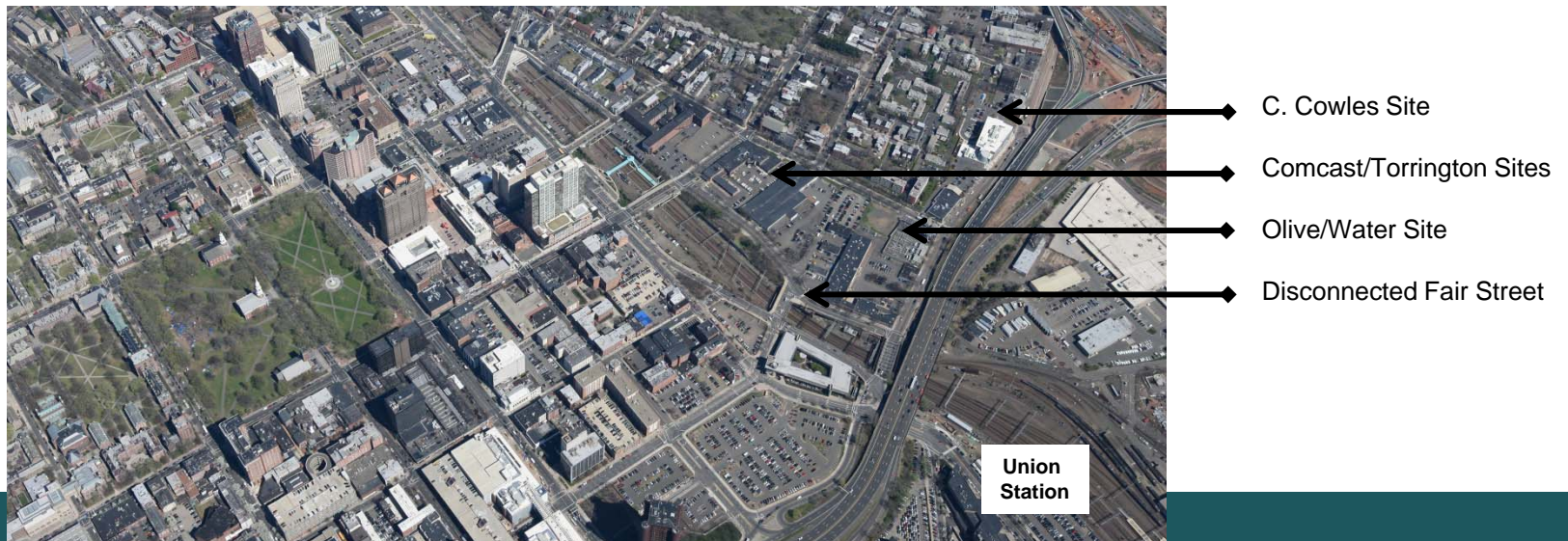
This project, not to mention the overall effort to develop central New Haven in a more dense, transit-oriented fashion, continues to face a number of critical hurdles, including infrastructure needs, a fully built out urban environment, socio-economic conditions which characterize a center city. In spite of healthy growth in the employment base, the City continues to have an unacceptably high unemployment rate (at 8.4% in Sept. 2014, compared to 5.9% statewide) and there remains a critical need to connect residents to work in the city. Critical hurdles to be addressed through this project include the following:

## Element 1 / Wooster Sq & Water Street :

- Significant vacant space threatens the viability of the district. Conceptual reuse plans will be developed for various sites but particularly for the former C.Cowles Manufacturing Company and the Olive/Water Block.
- Street connectivity is a major concern in the Olive/Water/Chapel Street area. Fair Street is currently cut off from State Street. The one-way direction of State Street (southbound) complicates development of properties on the narrow east side of State Street.
- Complete Streets integration is essential. Many streets in the area do not have bike lanes or full pedestrian safety features. These issues will be looked at together with the extension of the Farmington Canal, a major opportunity to enhance connections.

## Element 2 / TDM:

- Major employers, including Yale and YNH, already have robust TDM programs. While there is room to improve, the effort must also focus on further enhancing transit and the “final leg” between a transit stop and the employer’s work location. Therefore, the transportation alternatives analysis and PARK New Haven Mobility Study are critical elements.
- Bike/ped mobility with “live-close-to-work” options are equally important. Therefore, the product mix in new housing development must be marketable to employees who work in the district. This is one of the more sustainable aspects of the plan and consistent with the City’s ranking – over 15% of the City’s residents currently walk or bike to work.

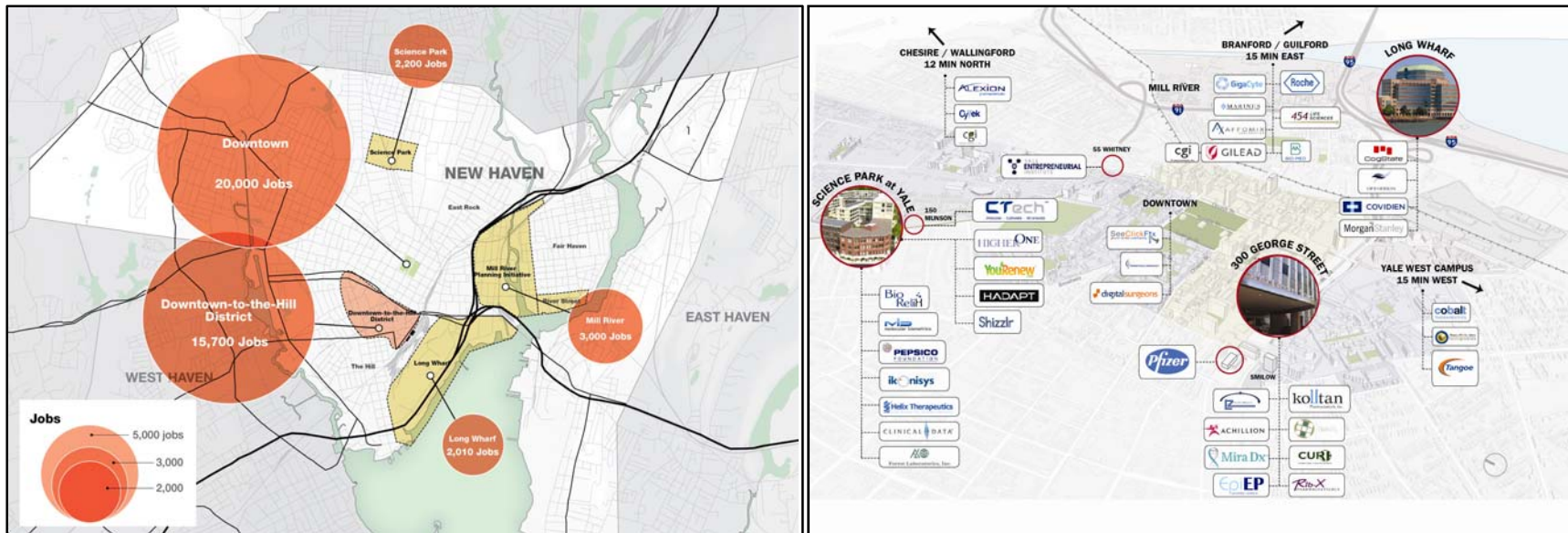


# Supporting Transit & Ridership Growth

Both elements of work strongly support City and State objectives to promote transit and ridership growth. The Wooster Square/Water Street district is located between the City's two train stations, State Street and Union Station. With the second platform to be constructed at State Street, the district will have unparalleled access to Hartford/Springfield, Amtrak and Metro-North services. New Haven is a Top 10 Amtrak station in terms of ridership and Union Station carries over 11,000 passengers every day (2011).

With renewed interest in housing developments, the City has expanded its high-density BD-3 zoning into the Wooster Square neighborhood. With floor-to-area ratios ranging from 2.0 to 6.0, the City is now well-positioned to attract more viable projects that do not rely on a public subsidy. In addition to the projects mentioned on page 6, new projects are also being constructed at the Chapel / Howe block and College / George block (total 304 units). When taken together with the City's Hill-to-Downtown plan, it is clear that the City fully intends to grow in a mixed-use, transit-oriented manner. The City, in no uncertain terms, is at the threshold of reaching that important critical mass which will support expansion of transit and dramatic reductions in "drive-alone" to work commuters.

*New Haven jobs are concentrated near transit and the City is attractive to high-tech companies that depend on public transportation:*



# Supporting Transit & Ridership Growth

New Haven's position as a rail transportation hub is significant not only for Connecticut but for the Northeast Corridor in general. As shown in the tables to the right and below, New Haven passenger traffic is on par with major stations in the region. As a community, we are moving past the 'commuter only' framework, to the more holistic transit-oriented center.

On a smaller but equally relevant scale as South Street Station in Boston, Union Station is a welcome mat to the City, an essential connection for business and an anchor for new transit-oriented housing projects. This grant application, coupled with ongoing work by the City and the State to improve Union Station, revitalize the Hill to Downtown District and enhance the local transportation system will projects bring new residents within walking distance of transit and support our existing neighborhoods with more vibrancy, customers and tax-payers.

NEC Annual Passengers	Amtrak	Commuter
New Haven/Union Station	741,000	1.81 million
Philadelphia/30 <sup>th</sup> Street Station	3.87 million	2.67 million
Boston/South Station	1.36 million	11.4 million
Baltimore/Penn Station	953,000	926,000
Wilmington/Biden Station	718,000	461,000
Providence Station	626,000	370,000

## Metro North Station Ridership Top Stations on New Haven Line 2011

	Avg Weekday		Total Weekday	AM Peak Share of Ridership
	AM Peak	Weekday Off-Peak		
Stamford	4,163	4,955	9,118	46%
New Rochelle	2,115	1,855	3,970	53%
<b>New Haven</b>	<b>1,697</b>	<b>2,040</b>	<b>3,737</b>	<b>45%</b>
Larchmont	2,318	1,167	3,485	67%
Greenwich	1,577	1,831	3,408	46%
Bridgeport	1,975	1,135	3,110	64%
Fairfield	2,253	756	3,009	75%
<b>New Haven Line</b>	<b>37,826</b>	<b>24,534</b>	<b>62,360</b>	<b>61%</b>

	Weekend	
	Weekend (Both Days)	Weekend Share of Total Ridership
Stamford	8,326	18%
New Rochelle	3,807	19%
<b>New Haven</b>	<b>8,400</b>	<b>45%</b>
Larchmont	1,915	11%
Greenwich	1,983	12%
Bridgeport	3,188	21%
Fairfield	2,282	15%
<b>New Haven Line</b>	<b>53,080</b>	<b>17%</b>





# COG Resolution & Support Letters

**City of New Haven**  
Toni N. Harp, Mayor

**Application for OPM TOD Planning Grant Assistance**  
November 14, 2014



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

*Planning for Our Region's Future*

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Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

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Carl J. Amento, Executive Director

**Resolution In Support of the City of New Haven's TOD Planning Grant Program Application**

**Whereas:** The Connecticut Office of Policy and Management (OPM) has issued a Request for Applications (RFA) for the Transit-Oriented Development (TOD) Planning Grant program;

**Whereas:** The City of New Haven intends to submit an application in response to the RFA issued by OPM for the TOD Planning Grant Program to obtain funding for an in-depth analysis and development of a Plan consistent with TOD as defined in Section 13b-79o of the Connecticut General Statutes;

**Whereas:** The application from the City of New Haven is supportive of transit and both the State and Regional Plan of Conservation and Development based on the criteria identified in the RFA;

**Whereas:** New Haven is the center of Connecticut's passenger rail service and is nationally recognized as the 11<sup>th</sup> busiest station for the entire Amtrak system with opportunities for further growth as the new Hartford-Springfield rail service is started and the City is taking the necessary steps to improve its transportation infrastructure, zoning policies and design guidelines in order to further stimulate mixed use redevelopment within walking distance of the City's rail stations and intends to apply for a TOD Planning Grant in support of these efforts;

**Whereas:** The application from the City of New Haven will leverage the current SCRCOG effort and funding associated with the Regional TOD Feasibility Study and/or previous municipal studies.

**Now, Therefore, Be It Resolved By the South Central Regional Council of Governments (SCRCOG) that:**

SCRCOG supports the City of New Haven's TOD Planning Grant Program Application as it meets the region's goals for sustainable transportation, land use and economic development.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **October 22, 2014**.

Date: **October 22, 2014**

By:

Fillmore McPherson, Secretary  
South Central Regional Council of Governments

# Yale University

BRUCE D. ALEXANDER  
Vice President for New Haven and  
State Affairs and Campus Development  
P.O. Box 208332  
New Haven, Connecticut 06520-8332

Campus Address:  
433 Temple Street  
New Haven, Connecticut 06511  
Telephone: 203 432-8623  
Fax: 203 432-8622

November 12, 2014

Dan Morley  
State of Connecticut Office of Policy and Management  
450 Capitol Avenue  
MS# 54ORG  
Hartford, CT 06106-1379

RE: City of New Haven Application for Transit Oriented Development Planning Grant Assistance

Dear Mr. Morley:

On behalf of Yale University, I am writing to endorse the City of New Haven's application for a transit oriented development planning grant in support of the sustainable growth and development of the Downtown, Wooster Square and Hill districts within walking distance of Union Station.

As you know, our community is growing. This growth is concentrating in the Downtown, Wooster Square and Hill districts in large part because of the State's investment in public transit both along the Metro-North line and in the new Hartford-Springfield service. These investments, coupled with an aggressive effort to redevelop underused parcels, are transforming the City with new residential developments, large scale commercial/institutional growth and parallel growth in arts, cultural and dining activities. In addition, the Downtown Crossing project is changing travel patterns in and around Route 34.

All of these activities require ongoing strategic planning in order to achieve lasting success. With this proposed planning grant, the City will be preparing a concept plan for the southern part of Wooster Square – an area experiencing a surge in residential development – and preparing a more cohesive transportation demand management program in partnership with major employers. This is a very important and timely effort as more employees live and work within the district. We are looking forward to facilitating that growth as the project moves forward.

Thank you.

Sincerely yours,



Bruce Alexander





RECEIVED

NOV 12 2014

ECONOMIC DEVELOPMENT  
ADMINISTRATOR

November 11, 2014

Dan Morley  
State of Connecticut Office of Policy and Management  
450 Capitol Avenue  
MS# 54ORG  
Hartford, CT 06106-1379

RE: City of New Haven Application for Transit Oriented Development Planning Grant Assistance

Dear Mr. Morley:

On behalf of Economic Development Corporation of New Haven and REX Development I am writing to endorse the City of New Haven's application for a transit oriented development planning grant in support of the sustainable growth and development of the Downtown, Wooster Square and Hill districts within walking distance of Union Station.

As you know, our community is growing. This growth is concentrating in the Downtown, Wooster Square and Hill districts in large part because of the State's investment in public transit both along the Metro-North line and in the new Hartford-Springfield service. These investments, coupled with an aggressive effort to redevelop underused parcels, are transforming the City with new residential developments, large scale commercial/institutional growth and parallel growth in arts, cultural and dining activities. In addition, the Downtown Crossing project is changing travel patterns in and around Route 34.

All of these activities require ongoing strategic planning in order to achieve lasting success. With this proposed planning grant, the City will be preparing a concept plan for the southern part of Wooster Square – an area experiencing a surge in residential development – and preparing a more cohesive transportation demand management program in partnership with major employers. This is a very important and timely effort as more employees live and work within the district. We are looking forward to facilitating that growth as the project moves forward.

Thank you for your consideration. If you have any questions, please do not hesitate to call.

Regards,

  
Ginny Kozlowski  
CEO

195 Church Street, 14<sup>th</sup> Floor, New Haven, CT 06510  
T 203 821 3682 F 203 821 3683 www.rexdevelopment.org

BETHANY BRANFORD EAST HAVEN GUILFORD HAMDEN MADISON MERIDEN MILFORD  
NEW HAVEN NORTH BRANFORD NORTH HAVEN ORANGE WALLINGFORD WEST HAVEN WOODBRIDGE

ONE REGION. 15 TOWNS. UNLIMITED POTENTIAL.



**CITY OF NEW HAVEN  
BOARD OF ALDERS**

***Aaron Greenberg***  
Alder, Ward 8

---

Chair  
Education Committee

Member  
Aldermanic Affairs Committee  
Public Safety Committee

119 Olive Street #3  
New Haven, CT 06511-4938

---

Telephone: (203) 903-1352  
E-mail: [AlderGreenbeg@gmail.com](mailto:AlderGreenbeg@gmail.com)

To Whom It May Concern,

As the Alder for the 8<sup>th</sup> Ward, representing Wooster Square and Water Street I wanted to lend my support to this grant application. As you will see, the neighborhood is busy with exciting new development. In the next few years the edge of the Wooster Square neighborhood will be transformed into a vibrant center of transit-oriented, mixed-use residences. Ours is already one of the most desirable neighborhoods in New Haven; expected developments will only enhance the neighborhood's appeal as it grows in population and amenities.

Throughout the development process residents have shown extraordinary levels of interest and engagement, meeting regularly with developers and also consistently expressing a desire for more comprehensive planning.

Over the summer, through an online survey and door-to-door program, community members contributed their ideas about the neighborhood's future, culminating in a visioning meeting with City Department Heads at the end of July 2014.

Wooster Square is ready for a comprehensive plan: neighbors want it and the neighborhood needs it.

Thank you for your consideration

AARON S. GREENBERG  
Alder, 8<sup>th</sup> Ward

November 14, 2014

Dan Morley  
State of Connecticut Office of Policy and Management  
450 Capitol Avenue  
MS# 54ORG  
Hartford, CT 06106-1379

RE: City of New Haven Application for Transit Oriented Development Planning Grant Assistance

Dear Mr. Morley:

On behalf of Live Work Learn Play, I am writing to endorse the City of New Haven's application for a transit oriented development planning grant in support of the sustainable growth and development of the Downtown, Wooster Square and Hill districts, all within walking distance of Union Station and State Street Station. As the developer of the former Coliseum Site, I wholeheartedly believe that this entire district of New Haven can become a model for transit-oriented development in the State of Connecticut.

Over the past several years, this area of the City has been transformed through major real estate and infrastructure projects. Traffic patterns, people movement, areas of activity, and the needs of businesses, major institutions and the community have shifted. This transformation will continue well into the future, with the development of the Coliseum Site and Downtown Crossing Phase 2, Alexion Pharmaceuticals Headquarters, Hill-to-Downtown, Gateway Community College, and numerous other development projects and investment in the vicinity. Much of the success of this significant economic development and job growth progress relies on the ability of the City and State to effectively manage transportation demand through the district. This TOD planning grant will enable the City to strategically plan for this growth in a proactive manner.

With the proposed grant, the City will be able to undertake two important planning efforts. First, they will prepare a land use and transportation concept plan for the southern Downtown/Wooster Square neighborhood. Secondly, a cohesive transportation demand management plan will be produced in collaboration with major employers in the Downtown Crossing area. By supporting the City of New Haven's application, the OPM is helping the City truly reach its potential as a place to live, work, learn, innovate and play.

Thank you for your consideration. If you have any questions, please do not hesitate to call me at your convenience.

Sincerely,



Max Reim  
Co-Managing Partner and Founding Principal  
Live Work Learn Play



147 St Paul West, Suite 100, Montreal, QC H2Y 1Z5, Canada

Tel. 514.788.3333 • Fax 514.788.3334



November 13, 2014

Mr. Dan Morley  
State of Connecticut Office of Policy and Management  
450 Capitol Avenue  
MS# 54ORG  
Hartford, CT 06106

RE: City of New Haven Application for Transit Oriented Development Planning Grant Assistance

Dear Mr. Morley:


I am pleased to write this letter in support of the City of New Haven's application for a transit oriented development planning grant in support of the sustainable growth and development of the Downtown, Wooster Square and Hill districts within walking distance of Union Station.

Gateway Community College is the largest of the twelve community colleges with over 12,000 credit and non-credit students. In 2012, we moved our campus to our new downtown location at 20 Church Street. The commute of our students, faculty and staff have added to the new traffic patterns that are emerging in this part of downtown New Haven. In addition, the anticipated opening of the Alexion Worldwide headquarters in 2015, and the proposed development of the New Haven Coliseum site will present even more changes to our dynamic cityscape.

The City of New Haven took an active role in Gateway's transportation planning from the early stages of our move to downtown. As partners, we explored creative public transportation incentives as well as best practices for traffic flow. With their help we transitioned to our new location with very little disruption to the downtown commuter traffic. From our experience, we understand how critical this type of planning is to the successful growth of downtown New Haven

For these reasons as President of Gateway Community College I strongly support our partner, the City of New Haven, in their application for a Transit Oriented Planning Grant.

Sincerely,

  
Dorsey L. Kendrick  
President



**NEW HAVEN  
PARKING  
AUTHORITY**

David B. Panagore  
Acting Executive Director

November 13, 2014

Anthony Bialecki  
Acting Chairman

Mark Pietrosimone  
Treasurer

Donna Curran  
Douglas Hausladen  
William E. Kilpatrick  
Commissioners

Mr. Dan Morley  
State of Connecticut  
Office of Policy and Management  
450 Capitol Avenue  
MS#54ORG  
Hartford, CT 06106-1379

RE: City of New Haven Application for Transit Oriented Development Planning Grant Assistance

Dear Mr. Morley:

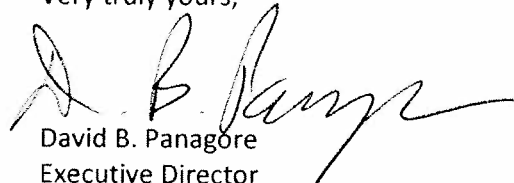
On behalf of Park New Haven, I am writing to endorse the City of New Haven's application for a transit oriented development planning grant in support of the sustainable growth and development of the Downtown, Wooster Square and Hill districts within walking distance of Union Station.

As you know, our community is growing. This growth is concentrating in the Downtown, Wooster Square and Hill districts in large part because of the State's investment in public transit both along the Metro-North line and in the new Hartford-Springfield service. These investments, coupled with an aggressive effort to redevelop underused parcels, are transforming the City with new residential developments, large scale commercial/institutional growth and parallel growth in arts, cultural and dining activities. In addition, the Downtown Crossing project is changing travel patterns in and around Route 34.

All of these activities require ongoing strategic planning in order to achieve lasting success. With this proposed planning grant, the City will be preparing a concept plan for the southern part of Wooster Square – an area experiencing a surge in residential development – and preparing a more cohesive transportation demand management program in partnership with major employers. This is a very important and timely effort as more employees live and work within the district, and we are looking forward to facilitating that growth as the project moves forward.

Thank you for your consideration. If you have any questions, please do not hesitate to call.

Very truly yours,



David B. Panagore  
Executive Director

DBP/fh