



WHALLEY AVE DIXWELL AVE GRAND AVE

REMINDER OF CONTINUED PUBLIC HEARING

# COMMERCIAL CORRIDORS ZONING UPDATE

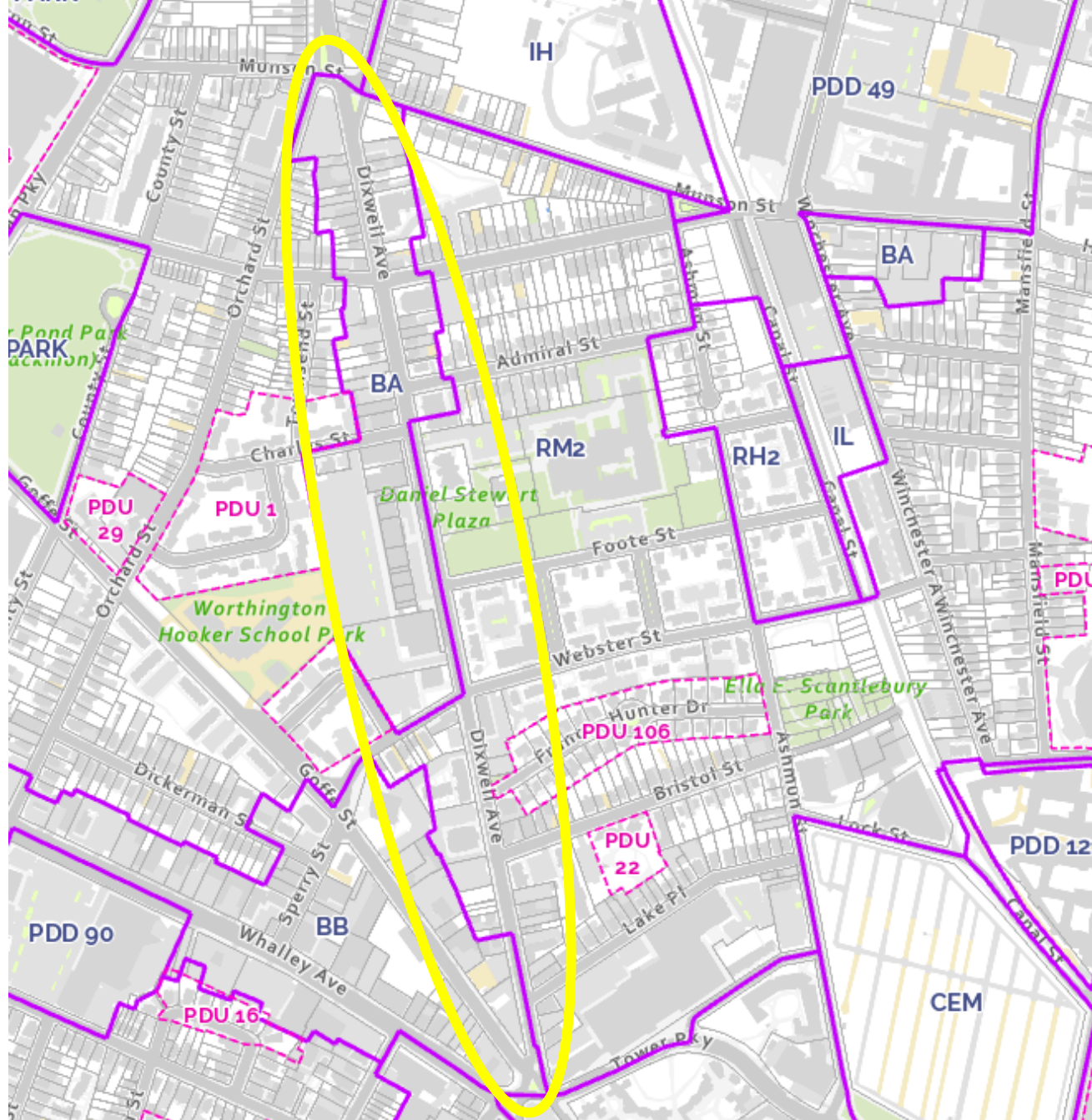
CITY PLAN COMMISSION MEETING  
165 CHURCH ST Meeting Rooms 1 & 2  
October 16, 2019 7:00 PM

See [www.newhavencorridors.com](http://www.newhavencorridors.com) for more info

# Agenda

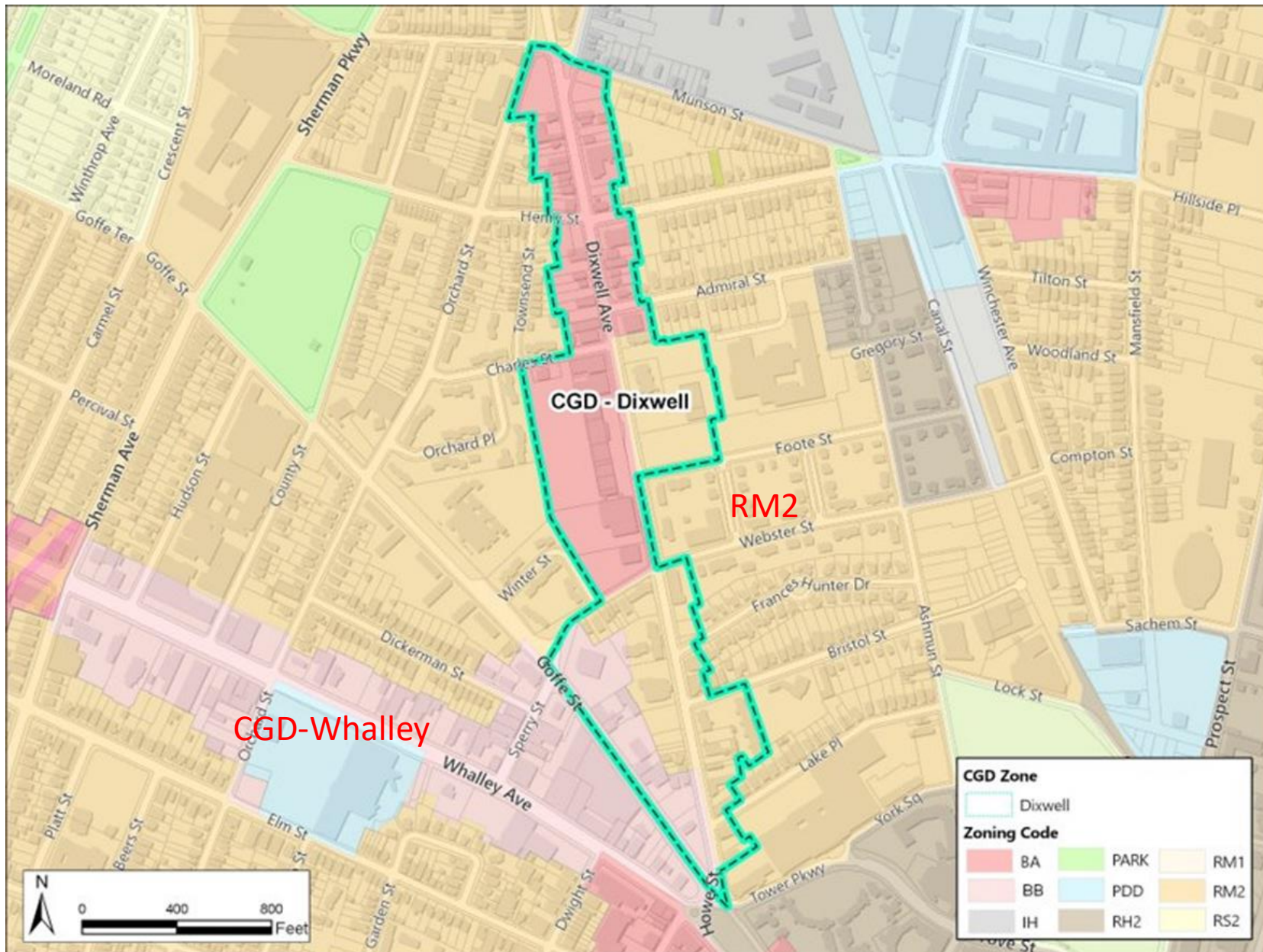
- Zoning Map & Diagrams
- Examples from Dixwell
- Understanding the Impacts
  - Uses
  - Sustainability
  - Affordability & Density
  - Walkability
  - Parking
- Summary: Benefits of this Rezoning Effort





# Zoning Map

Current zoning on Corridor  
is BA- Business, RM-2  
Residential and BB-  
Automotive

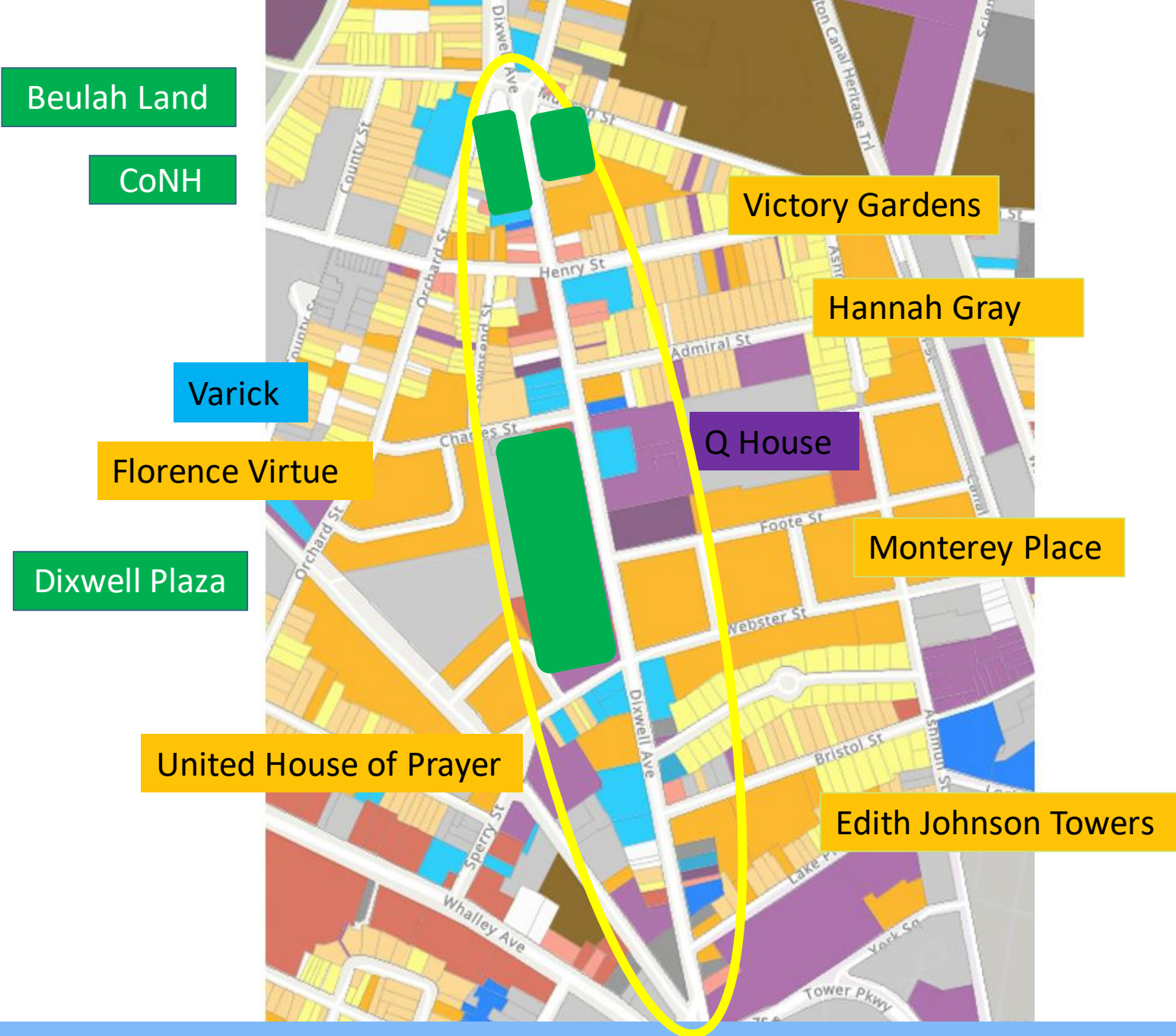


# Zoning Map

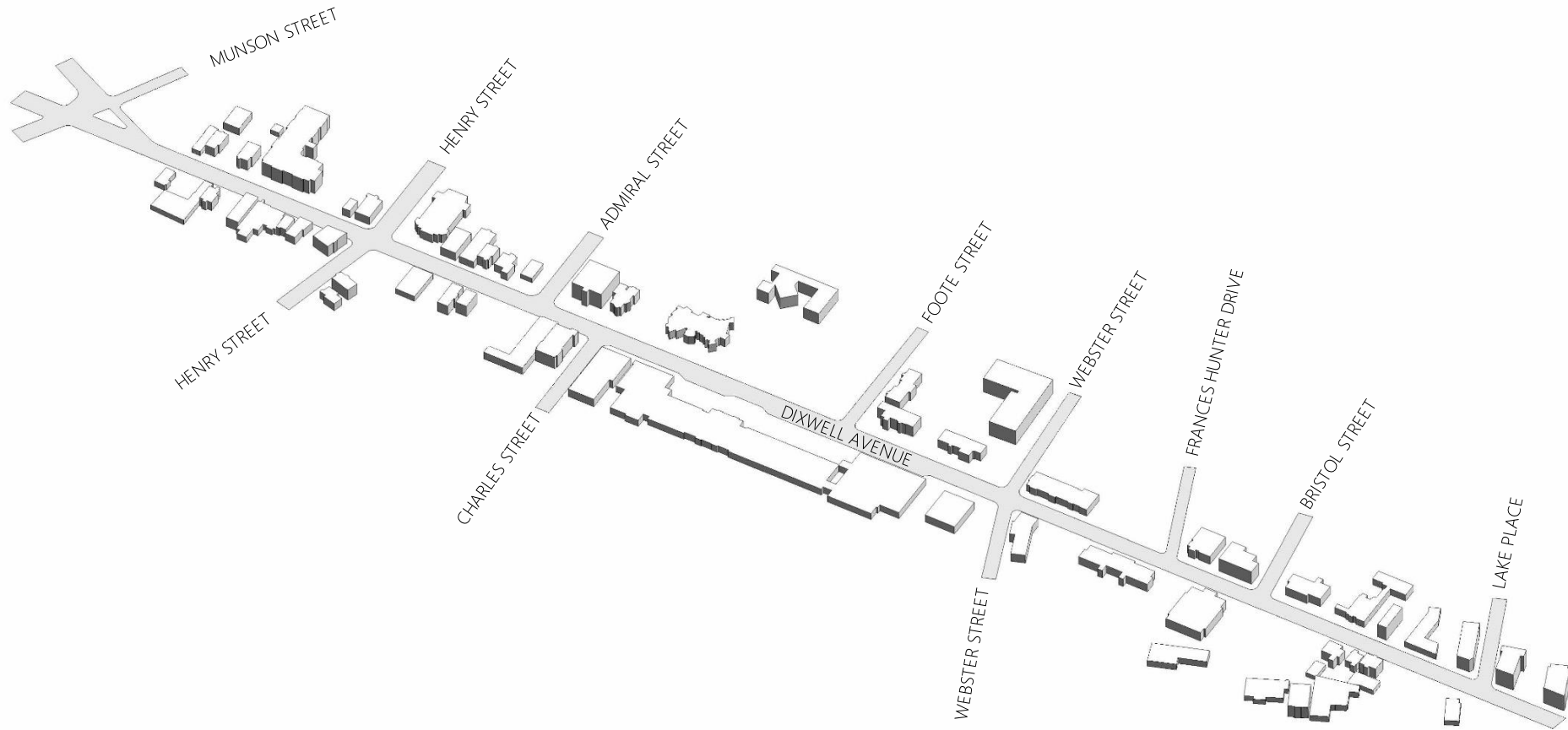
Proposed changes are inside green line. CDG-Whalley is pink area on Whalley.



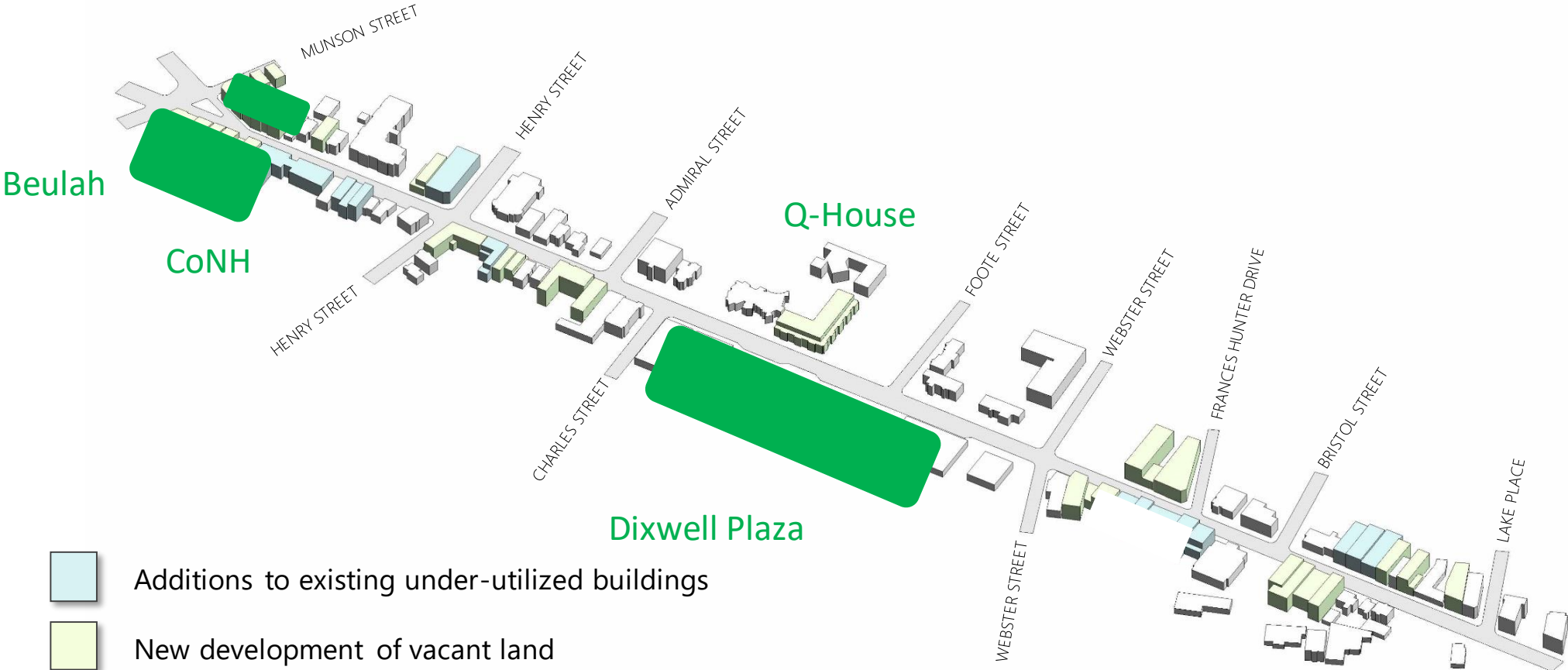
# Current Uses + Future Development Sites



# Dixwell Avenue: Existing



# Dixwell Avenue: Potential Growth



# Example: 265 Dixwell Avenue



## Zoning Analysis

- BA Zone – nonconforming
- Under current zoning, could not:
  1. Lease to any commercial use without parking relief
  2. Rebuild single story commercial storefront
- Under the proposed ordinance:
  1. Could entice many different commercial tenants by right without parking relief
  2. Rebuild single story commercial storefront



# Example: 287 Dixwell Avenue

## Zoning Analysis

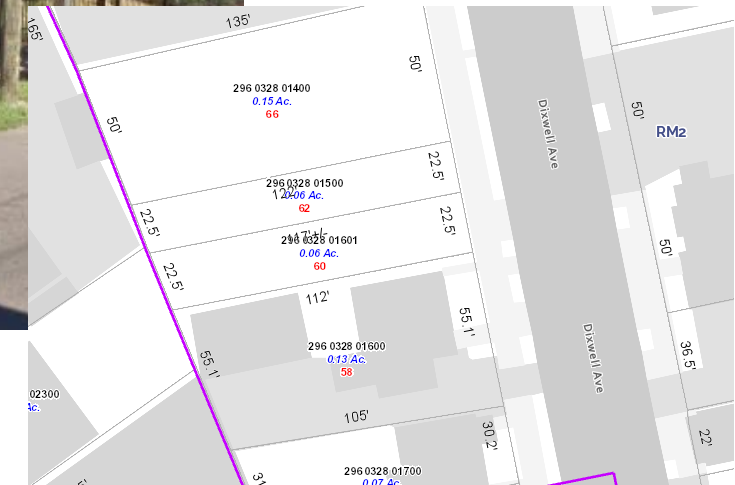
- BA Zone – nonconforming
- Under current zoning, could not:
  1. Build higher than 2 story building across entire parcel, and
  2. Would not trigger affordability requirement.
- Under the proposed ordinance:
  1. Could build up to 4 stories (with "green" bonus),
  2. First floor commercial required, and
  3. More density permitted  
e.g. 3 residential floors at 6,000 sq. ft. each = 18 units (of which 2 units are rented at \$570/mo. or less)



# Example: 62 Dixwell Avenue

## Zoning Analysis

- RM-2 – Vacant nonconforming lot
- Under current zoning, could not:
  1. Do anything!
- Under the proposed ordinance:
  1. Build storefront in a building covering the lot up to the sidewalk with residential above.



# Uses

Current Ordinance	Proposed Ordinance
<u>Residential Uses</u> : By right above the first floor, and special permit required for first residential. Transient lodging by right.	No change. Transient Lodging is by Special Permit.
<u>Sale of Food &amp; Drink</u> : Bakeries, Pharmacies, Food specialty stores, grocers, & package stores are by right. Convenience stores by Special Permit.	All by right except: Convenience stores (Special Exception, no change) and package stores (Special Permit).
<u>Personal Services</u> : All permitted by right.	Changed vocational schools, driving schools & funeral homes to Special Exception.



# Uses

Current Ordinance	Proposed Ordinance
<u>Eating &amp; Drinking</u> : Food sale by right. Restaurants with or without alcohol require Special Exception. Bars by Special Exception. Adult uses not permitted.	Restaurants with or without alcohol are by right.
<u>Amusements</u> : Assembly hall, bowling alley, pool hall, indoor amusement center, game rooms, mini golf, and social club by special exception.	Changed bowling alley, pool hall, and indoor amusement center to by right.
<u>Automotive Uses</u> : Gas stations, car washes, repairs, rentals, sales all permitted by right or special exception.	Changed car washes and accessory parts sales by right, gas stations by special exception. All others not permitted.

# Sustainability

How do we build "green"?

## Menu of Strategic Sustainability Options

- LEED scorecard
- On-site Energy Generation
- Stormwater run-off management
- Building Reuse – **Encourages Preservation**



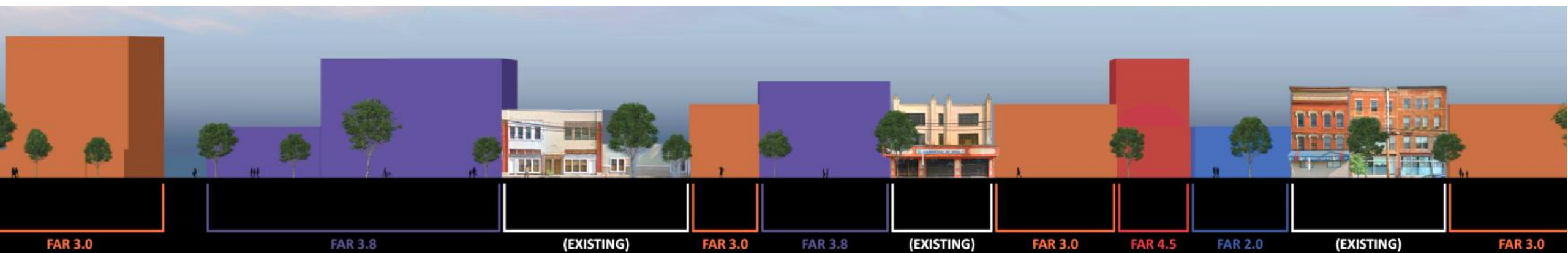
**Earn points for a greater permitted FAR above the 3.0 maximum in the CGD Zone.**

# Affordability & Density

How do we support housing in a mixed-use zone?

“Affordability” = 60% or less of AMI in the City of New Haven (\$37,508) deed-restricted for 40 years.

- Density requirement around **transit hubs**
- **Inclusionary Zoning**
  - Affordability requirement for 9 or more units
  - Affordable units must be distributed proportionally throughout the development and phases
- **Incentivized Affordability**
  - More density for more steeply subsidized units.





# Affordability & Density

How do we support housing in a mixed-use zone?

*“Affordability” = 60% or less of AMI in the City of New Haven (\$37,508) deed-restricted for 40 years.*

Current Ordinance	Proposed Ordinance
No connection between residential spaces and transit stops.	Required density of 35 units per acre around transit stops.
No affordable housing required.	10% affordability requirement over 9 units at 60% AMI in New Haven.
No affordable housing incentivized.	Incentivizes steeply affordable units with density bonus.
Unintentionally encourages development across multiple parcels.	Purposefully encourages vertical expansion to avoid displacement.

# Walkability

What will it look and feel like?

- Rezone to activate storefronts
- Defines **setbacks** from the sidewalk for each corridor
- Prioritizes Privately-Owned **Public Spaces** (POPS)
- Applies **design standards** to projects going through site plan review
  - Maintains character of each neighborhood
  - Provides design oversight for infill developments
- Reduced parking = **reduced curb cuts**



# Walkability

What will it look and feel like?

## Current Ordinance (BA)

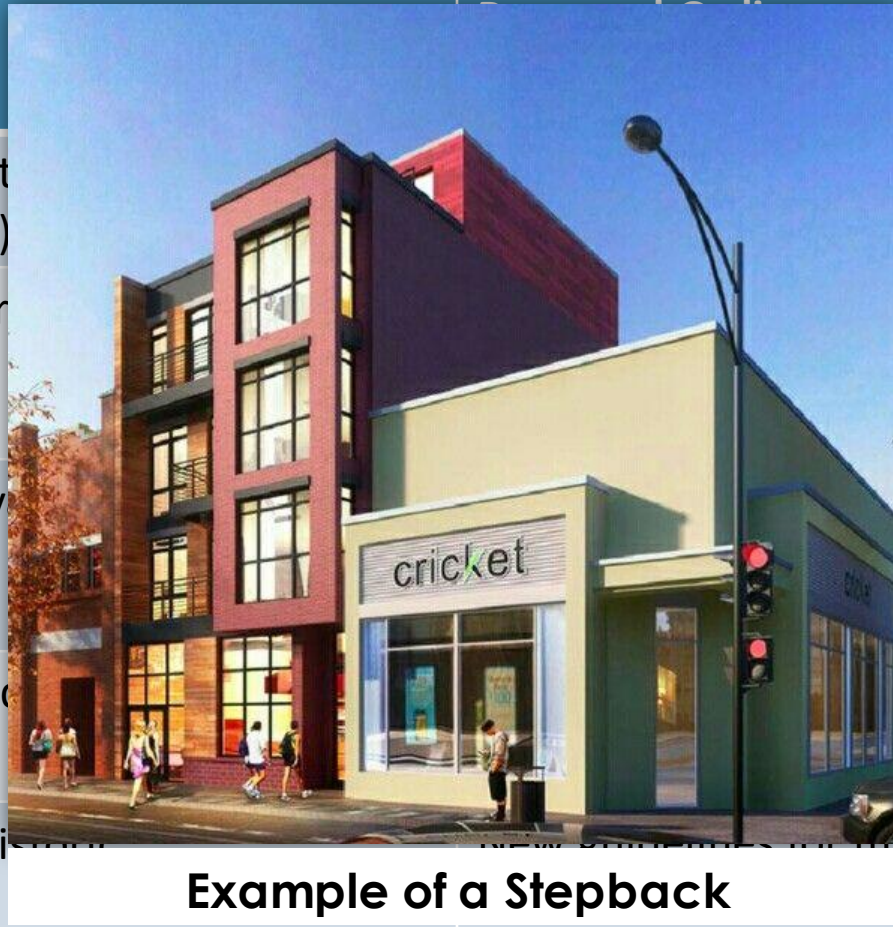
No direct limit on building height (indirect limits by floor area ratio)

No stepbacks required or encouraged

There are no front, side or rear yard requirements

There are no requirements or guidelines for publicly available open space.

No architectural review unless historic



**Example of a Stepback**

limited to ~7 stories (and there are indirect limits by floor area ratio).

Stepbacks above the 4<sup>th</sup> story on Dixwell Corridor open up sky views from the street.

Requirements for each corridor. Only require front yards to open up the street.

For the street yard, there are rules and guidelines for public open space.

Guidelines for materials, scale, façade



# Parking

How do we remove barriers to commercial businesses?

- Locates **parking to the rear** of buildings
- Sets parking **maximums**
- Encourages **shared parking** models
  - Requires shared parking loading spaces for large residential developments and development near transit stops
- Creates **flexibility** to go over the imposed maximum with:
  - Demonstrated need with a travel demand management study, and
  - Designated spaces for vehicle charging and shared vehicles

# Parking

How do we remove barriers to commercial businesses?

Current Ordinance	Proposed Ordinance
General prohibition of front yard parking. There are no other requirements. The unintended consequence is side yards and entire parcels being used for parking.	Parking must be located to the rear of buildings.
Sets parking minimum requirements based on the use.	There are no parking requirements for most uses. For residential, childcare, restaurants, medical, and commercial uses, there is a maximum.
There are no provisions for shared-vehicle loading spaces or electric charging spaces.	When asking for more than the maximum allowed spaces, there must be designated spaces for car sharing and charging.
Requires a bicycle parking spaces as a proportion to car parking spaces.	Requires secure bike parking and temporary bike parking independently.

# Benefits of this Zoning Update



**21<sup>st</sup>-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.



Require & incentivize **affordable housing** in accordance with Task Force Recommendations.



**Create flexible & predictable requirements** & bulk area standards.



**Remove barriers** that prevent the use of vacant store fronts and empty lots; promote local business and street level activation



**Retain & strengthen zoning incentives** that promote "green" buildings & the productive use of vacant lots & commercial spaces.



**Right-size the parking requirements**, which are a proven barrier to affordable housing and local entrepreneurship.



# Next Steps

- Public Hearing Continued:  
City Plan Commission  
City Hall, 165 Church Street  
2<sup>nd</sup> Floor, Meeting Rooms 1-2  
October 16 @7pm
- Subcommittee of the Board of Alders
- First & Second Reading at the full Board of Alders