



# Brenner, Saltzman & Wallman LLP

Attorneys at Law – Established 1963

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June 26, 2020

VIA EMAIL (CEzyaguirre@newhavenct.gov)

Pedro Soto  
Chair  
City of New Haven Development Commission  
City of New Haven  
165 Church Street  
New Haven, CT 06510

Re: Downtown Municipal Development Plan- -Application for  
Approval of Proposal for the Development of 101 College Street

Dear Mr. Soto:

This office represents WE 101 College Street LLC, the proposed developer (the “Developer”) of a 1.75 acre parcel of land to be known as 101 College Street (the “101 College Street Parcel”). The 101 College Street Parcel is currently a portion of State Route 34 and is owned by the State of Connecticut.<sup>1</sup> Pursuant to Special Act No. 15-1 of the Connecticut Legislature, the State will transfer the 101 College Street Parcel to the City of New Haven together with other land within the Route 34 corridor to create two development parcels as well as a future bridge that will connect Temple Street to Congress Avenue and which will be known as “Temple Street Crossing”. The 101 College Street Parcel is the westernmost development parcel that will be created from the State conveyance and will be bounded on the west by College Street, on the north by Martin Luther King, Jr. Boulevard (“MLK Blvd”), on the south by South Frontage Road, and on the east by the future Temple Street Crossing. The site is located proximate to the York Street campus of the Yale-New Haven Health System and the Yale School of Medicine and its development as a life sciences center, as described below, will significantly promote New Haven’s growth in the biosciences, biotechnology and healthcare technologies sectors.

Pursuant to a proposed Development and Land Disposition Agreement Among the City, the New Haven Parking Authority (“NHPA”) and the Developer, which is pending before the City’s Board of Alders, the City will convey the 101 College Street Parcel to the Developer. Winstanley Enterprises LLC, which is a member of the

<sup>1</sup> The 101 College Street Parcel will also include a small sliver of land in the southwest corner of the parcel which is currently owned by the City.

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(1963-2006)  
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Developer, is also a member of other related entities that have constructed more than 1,000,000 square feet of laboratory and office space in New Haven, including the 100 College Street project, 300 George Street, 25 Science Park, 275 Winchester Avenue (the Higher One Building), and 344 Winchester Avenue.

The 101 College Street Parcel is within the Downtown Municipal Development Plan Area (the “Plan Area”) created under the Development Plan-Downtown Municipal Development Program adopted in May 1996 and amended by Amendment No. 1 in May 1998 and Amendment No. 2 in February 2005 (the “Plan”). Pursuant to Subsection E.2. of the Plan, specific proposals for the development of any parcel of land within the Plan Area must be evaluated by the Development Commission as to the manner in which the project achieves the objectives of the Plan to stabilize and revitalize the downtown and whether the proposed development complies with the criteria set forth in the Plan.

On behalf of the Developer, we are writing to request that the Development Commission approve the project planned for the 101 College Street Parcel, as described below (the “Project”), and approve the preliminary and final plans, outline specifications and elevations, which were submitted to the Development Commission on June 18, 2020 and which have been referred to the City Plan Commission for those items for which the Plan requires a referral.<sup>2</sup> It is anticipated that the City Plan Commission will consider the referral at its July 15, 2020 meeting.

I. Overview of the Project

The 101 College Street project (the “Project”) is the second development project to be constructed as part of the Downtown Crossing Project which aims to reconnect the Hill Neighborhood and the Medical District with the City’s central business district by creating development parcels and City streets in the former Route 34 limited access highway. The first development, known as 100 College Street, is a 14 story 513,000 square foot laboratory, research and office building with an 850 parking garage, which was completed in 2015. It is currently occupied by Alexion Pharmaceuticals and the Yale School of Medicine.

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<sup>22</sup> These items are vehicular and pedestrian access to the site, parking, loading, landscaping, compatibility with surrounding properties, design and quality of building materials, signs, and lot coverage (see Section E.2. of the Plan).

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A. The Improvements

1. The Building

The building (the “Building”) to be constructed on the 101 College Street Parcel will be ten stories, plus two stories above the 10<sup>th</sup> floor which will house mechanical equipment. The Building will be 216.4’ tall and contain 491,960 square feet of laboratories, research facilities, offices, and a café/restaurant. The Building will include a two-story laboratory incubator for early to mid-stage bioscience companies which will be provided with a high level of support services. Space within the incubator space will also be made available at discounted rates to small businesses qualifying through programs operated by the Elm City Innovation Collaborative, the New Haven Small Business Academy, iHaven, and Gateway Community College. Other anticipated tenants of the Building will be more mature life/bioscience companies and Yale University School of Medicine. It is anticipated that the presence of the School of Medicine will facilitate the transfer of intellectual property to the other tenants. The Building will also include three large conference rooms and a classroom that will be made available to New Haven public school students for STEM academic programs without charge.

A café will be located in the northeast section of the Building, which will connect the inside of the Building to an outside public plaza (the “Public Plaza”). An interior corridor will run along the north face of the Building from College Street to the Public Plaza, which walkway will be open to the public during business hours. The corridor will make travel to destinations, such as the Train Station, possible along a level service (otherwise a pedestrian would have to navigate significant grade changes along MLK Blvd and South Frontage Road) and will provide protection to pedestrians during inclement weather.

The core and shell of the Building will be designed and constructed to meet the criteria for certification under the Leadership in Energy and Environmental Design Green Building Rating System developed by the United States Building Council (“LEED”) at the Silver Standard level. The Developer will provide the City with a copy of its Climate Resiliency Plan and will encourage its tenants to design their fit-out spaces with a view to long-term responsiveness to climate change.

2. The Public Plaza

The Public Plaza, which will be 19,912 square feet, will be located to the east of the Building on the 101 College Street Parcel. It will have a large wooden deck on its west and southern sides, trees, planters, lighting, benches, paths, tables and chairs,

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and a stone dust ground covering. The Public Plaza will be designed to include a mix of quiet passive and social active group spaces. Visual arts will be provided in the Public Plaza as well as in and around the exterior of the Building. There will be two entrances to the Building from the Public Plaza, and the café in the Building will have outdoor seating in the Public Plaza. The Public Plaza will be open 24 hours/seven days/week to the public and will be available for temporary events and performances. There will be a terraced staircase from the Public Plaza to the corner of MLK Blvd and the Temple Street Crossing and an ADA accessible entrance to the Public Plaza from the corner of South Frontage Road and the Temple Street Crossing. The Public Plaza has been designed to comply with the City Plan Department's proposed design guidelines for public plazas, and the Executive Director of the City Plan Department along with the City's outside landscape architects have conducted a design review of the Public Plaza.

### 3. The Parking Structure

An underground 117 car parking structure will be located under the Public Plaza. Entrance to the parking structure will be from MLK Blvd. Electric charging stations as well as 72 bike parking spaces will be provided in the Parking Structure. In order to avoid the necessity of constructing a large parking garage on the site, and at the request of the City, the Developer will be entering into a long term parking agreement with NHPA under which NHPA has agreed to issue up to 550 parking permits for employees working at the Building to park in the Temple Medical Garage and the Temple Street Garage. A pedestrian bridge may connect the 101 College Street Parcel to the Temple Medical Garage. (A second pedestrian bridge may connect the 101 College Street Parcel to a location on South Frontage Road).

In addition, eighteen additional bicycle spaces will be placed at the entrance to the Building on College Street and 18 other bicycle spaces will be installed on the Public Plaza. Showers and a private changing area will be made available to cyclists who work in the Building.

### 4. Tunnels and Driveways

The Developer will construct Tunnels and Driveways (the "Tunnels and Driveways") which will run eastbound and westbound under the proposed Temple Street Crossing from the service drives on Parcel B (the remaining portion of the land conveyed by the State to the City which is not part of the 101 College Street Parcel) to the area under the 101 College Street Parcel. The Tunnels and Driveways will provide access to the Parking Structure as well as connect to the existing tunnels and driveways under the 100 College Street parcel. (The 100 College Street tunnels and driveways provide access to the 100 College Street garage and to the Air Rights Garage, which

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then connects to the loading docks at 55 Park Street.) The Tunnels and Driveways under the 101 College Street Parcel and their associated life/safety systems will become City streets once accepted by the City Engineer. The design and construction of the Tunnels and Driveways will be done in accordance with the requirements of the Air Rights Implementation Guidelines, as the same may be modified, which are an exhibit to the DLDA, and such design and construction are subject to an approval/commissioning process by the City.

## 5. Streetscape Improvements

The Developer will install landscaping, lighting, sidewalks, and bioswales along the public rights-of-way adjacent to the 101 College Street Parcel. City standard lighting fixtures (LED Pedestrian level) will match the lighting fixtures used for the 100 College Street project and will be mounted on 12' poles and spaced approximately 30' apart in the public rights-of-way.

### B. Traffic

The City will undertake a number of traffic improvements in connection with the Downtown Crossing Phases II and III projects which will enable the Project. This work includes raising the grades of MLK Blvd and South Frontage Road, relocating the Route 34 service drives on Parcel B for travel under the proposed Temple Street Crossing, installing new traffic signals and pedestrian accommodations, and eliminating the Exit 2 Ramp on South Frontage Road. The City's traffic improvements will be paid for from a \$20 million TIGER 8 grant from the United States Department of Transportation and \$12 million in City bond funds. In addition, the On-Site Public Improvements for the Project and the Streetscape Improvements (landscaping, lighting, the Public Plaza) will be paid for in part by \$8 million in funds to be provided by the State Department of Economic Development ("DECD"), funds to be provided by the Developer and a proposed reallocation of State Department of Transportation funds.

In addition to the City's traffic improvements work, the Developer conducted a traffic study of the Project in connection with its application to the Office of State Traffic Administration for an administrative determination and its submission of the DLDA to the Board of Alders. The Traffic Study concluded that the intersections in the areas proximate to the 101 College Street Parcel will experience little or no changes to level of service and vehicular queue lengths with the addition of the trips to be generated by the Project. The Traffic Study recommended speed management and design considerations for the service drives on Parcel B, the Tunnels and Driveways and the tunnels and driveways under 100 College Street and concluded that the Project and the City's

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Downtown Crossing Phase II and Phase III projects will provide acceptable traffic operations in the study area upon completion of the 2025 design year.

With respect to traffic conditions during construction, under the DLDA, a Working Group that includes the City, the Developer, the NHPA and their respective contractors has been created to coordinate construction activities of the City and the Developer because these parties will be working in close proximity to each other. The Working Group and the Developer have also developed a construction logistics plan to address traffic flow and access to the 101 College Street Parcel during construction. At all times during construction, access will be maintained to the 100 College Street Parcel, the Under the Air Rights Garage parking area used by the employees at Connecticut Mental Health Center and the loading docks for Yale New Haven Hospital located in the lower level of 55 Park Street. Additionally, during peak hours, access will be continued through the 101 College Street Parcel for parkers in the 100 College Street garage and the Air Rights Garage. There will be an awareness campaign which will publicize alternate routes.

C. Economic Impact of the Project

It is anticipated that 1,000 construction jobs and between 700-1,000 permanent jobs will be created in connection with the Project, which will generate \$78 million in wages. In addition, in accordance with a recent study conducted by the Connecticut Economic Resource Center which found that each job in the bioscience sector supports an additional 2.9 jobs, it is anticipated that the Project could create/support 3000 more jobs in the local/regional economy, which would generate \$179 million in indirect wages for the regional economy.

D. Community Benefits

There will be numerous community benefits as a result of the Project as set forth in the DLDA. The Developer has agreed to contribute \$500,000 to create a Community Fund which will be administered by a committee to be created by New Haven Works, Inc. ("New Haven Works") and which will provide scholarships to students and members of New Haven Works who live in the Hill, Dwight and Downtown neighborhoods to study biosciences at Gateway Community College ("Gateway") and Southern Connecticut State University ("SCSU"). The Community Fund will also be used to support other community initiatives as described in the DLDA.

The Developer has also agreed to enter into a partnership agreement with New Haven Works under which New Haven Works will refer qualified New Haven residents to the Developer for support services jobs at the 101 College Street Parcel, and the

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Developer will interview such candidates and refrain from considering other applicants for an agreed to period of time.

In addition to providing a classroom in the Building for New Haven Public School Students and the scholarship program described above, the City and the Developer have agreed in the DLDA to take a number of steps to foster New Haven students' interests in biosciences, architecture, construction and engineering, including supporting the Board of Education's Architecture Construction Engineering Mentoring Program (ACE), conducting a class at Hillhouse High School and a field trip to the 101 College Street Parcel for students interested in these fields, providing mentoring for an ACE Team, promulgating information about the application process for the ACE program. and expanding the program. The City has also agreed to work with Career High School, Gateway and SCSU to prepare students to study biosciences at the college level and in particular, the City will seek to designate Career High School as a feeder school for SCSU's Biopath Initiative, train Career High School teachers to prepare their students for enrollment in the program and make information about the program available. The Developer will encourage its tenants to attend these informational sessions.

Other Community Benefits to be provided by the Project include business fairs, one of which will be held in the Hill Neighborhood, for suppliers of goods and services for the Project, with an emphasis on City-based business, and the development of a SOURCE NHV Pilot Project to create a buy local resource guide and a purchasing program for the Project and the Building's tenants.

Additionally, the construction of the Project will comply with the City's labor ordinances regarding hiring of minorities, New Haven residents and women and the City's SBE and MBE subcontracting requirements. Moreover, the Developer has agreed to provide a mentoring program for these subcontractors.

Finally, as stated above, the Public Plaza, the public interior corridor along MLK Blvd and the incubator space for small local start-ups at reduced rates are benefits to be provided by the Project.

#### E. Construction Schedule

It is anticipated that construction of the Project will begin in August 2020 and be completed no later than November 2022.

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## II. Compliance with Plan Requirements

### A. Design Control

The Plan (Section E.2) provides that specific proposals for the development of any parcel of land within the Downtown Municipal Development Area will be evaluated by the Development Commission as to the manner in which each achieves the objectives of the Plan to stabilize and revitalize the downtown. The Plan further provides that developers will be given latitude in concept, design and layout and that review criteria will include the following:

- (i) Vehicular and pedestrian access, including loading and transit access (Section E.2a.(i))

The vehicle entrance to the Parking Structure will be from MLK Blvd. Additionally, cars and trucks can enter the Parking Structure from the Service Drives on Parcel B and the Tunnels and Driveways under the 101 College Street Parcel.

The main entrance to the Building is on College Street. There are two additional entrances to the Building off of the Public Plaza. The Public Plaza can be reached via a staircase at the corner of MLK Blvd and the Temple Street Crossing and by an ADA accessible entrance on the corner of South Frontage Road and the Temple Street Crossing.

There will be two loading docks under the Building. The smaller loading dock will be located in the Parking Structure and will have two loading bays. The larger loading dock will be located between the north and south Service Drives in the Tunnels and Driveways and will have three loading bays (some of the bays in each dock may be used for compactors). Loading for the Building will be available only from the Tunnels and Driveways and during off-peak hours. At all other times, the loading areas will be gated. The access and the loading plans have been extensively reviewed by the City's Department of Transportation, Traffic and Parking and by the Engineering Department.

Additionally, in the DLDA, the Developer has agreed to discuss with Yale University and CTtransit New Haven the feasibility of providing bus stops adjacent to the 101 College Street Parcel.

- (ii) Parking, short-term and long term (Section E.2.a.(ii))

Short-term parking will be in the Parking Structure. Some long-term parking will also be in the Parking Structure, while most long-term parking will be located in the

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Temple Medical Garage and the Temple Street Garage. Parking for Yale University employees will be in the Yale parking system.

(iii) Loading, especially for commercial, retail and food service, and trash and snow removal (Section E.2.a.(iii))

The loading for the Building is described in subsection E.2.a.(i) above. Trash and recycling collection will be private and will occur in the loading dock areas below grade. Hazardous materials, if any, will be segregated and handled separately. The specifics of trash and recycling collection including pick up hours will be determined after consultation with the tenants. Snow storage will be on the Public Plaza where the walkways are not located.

(iv) Landscaping (Section E.2.a.(iv))

The Public Plaza will be extensively landscaped with trees and planters, the design of which has been reviewed by the City's independent landscape architect and which complies with the City Plan Department's new proposed design guidelines for public plazas. There will be a planting curb along most of the northern boundary of the 101 College Street Parcel which will contain plantings that will grow up along the northern foundation wall of the Building. Street trees and bioswales will be installed along the periphery of the site in the public right-of-way.

(v) Compatibility with surrounding properties in design, scale and materials (Section E.2.a.(v))

The Building and site improvements are compatible with the surrounding properties. The Building, which will be located directly across the street from the 100 College Street building, is similar in massing, design and materials to the 100 College Street Building. Both buildings use significant amounts of glass and are of similar size. The recessed entrances to each of the 101 Building and the 100 College Street building are reflective of each other, and both buildings include setbacks to break up the massing of the buildings. The Building also is compatible with nearby structures to the north and in the Medical District to the south of the 101 College Street Parcel due to the massing, articulation, materials proposed, and the detailing of the facades. The designs of the Building and the Public Plaza were reviewed by independent architects engaged by the City.

(vi) Design and building material quality (Section E.2.a.(vi))

The materials for the Building and the Public Plaza will be of high quality. Terracotta and metal panels with a checkered center will be placed on the south, east

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and west sides of the Building. The north façade will be all glass to permit daylight to enter the offices and laboratories located on this side of the Building. The two story base of the Building will have a wood element as will the café and the lobby in order to connect the outside of the Building to the inside and to make the Building inviting.

B. Sign Controls (Section E.2.b.)

Under the Plan, signs are restricted to signs identifying the establishment and the nature of its products. Additionally, the Plan requires that signs be integrated with the structure to which they relate. Signs may not adversely affect the aesthetic qualities of the architectural design of the structure or the larger design of the Plan Area. The design, placement and number of signs must be approved by the Development Commission.

The main entrance located along College Street will have backlit metal letter signage over the entry canopy similar to the signage at 100 College Street, which the Development Commission approved. Additional backlit metal letter signage is planned for the corner of Temple Street and MLK Blvd on the north and east walls bordering the staircase to the Public Plaza. Another sign will be located over the entrance to the parking structure on MLK Blvd. There may be some additional retail signs and some smaller signage at the two Building entrances off of the Public Plaza. Finally, there may be a tenant identity sign at the top corner of the Building similar to the Alexion sign on the 100 College Street building, which this Commission also approved. The signs are restricted to identifying the Building and its tenants and will be integrated with the Building and not adversely affect the aesthetic qualities and the Building and the Plan Area, as the Plan requires.

C. Easements (Section E.2.c.)

The Plan requires that all existing and proposed utility, drainage, access, facade and vehicular easements shall be maintained and/or recorded on the land records of the City of New Haven.

Numerous easements are contemplated by the DLDA, including temporary construction easements and permanent easements for pedestrian walkways and for utility lines from the City to the Developer, as described in Exhibit T to the DLDA. The DLDA also requires easements from the Developer to the City, including temporary construction easements and permanent easements for the Tunnels and Driveways, easements to locate and maintain the City's drainage pipe on the 101 College Street Parcel, and easements for the maintenance of the public rights-of-way adjacent to the

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101 College Street Parcel, as described in Exhibit U to the DLDA. All of the easements will be recorded.

D. Development Criteria (Section E.2.d.)

The Plan requires that in order to insure the most intensive use of land for both employment and tax base, a project in the Plan Area shall seek to create at least 20 jobs per acre or an investment level of \$500,000 per acre. The Parcel is 1.75 acres. It is anticipated that the Project will create approximately 1,000 construction jobs and between 700-1,000 permanent new jobs. The Project will also generate revenue for other businesses in the City. The Project cost is in excess of \$100 million, and the Project will be fully taxable for 30 years.

Additionally, the Plan requires that the Developer comply with the nondiscrimination provisions of Conn. Gen. Stat. §§ 4a-60(a)-(e). These provisions are contained in the DLDA. (Article 7).

E. Reuse Standards (Section E.2.e.)

The Plan requires that a project comply with the following reuse standards:

(i) Permitted Uses (Section E.2.e.(a))

The Plan provides a table of permitted uses for parcels designated for reuse or which otherwise receive assistance under the Plan. Because the Parcel is not designated for reuse and the Project is not receiving assistance under the Plan, this table does not apply to the Project. However, the Project is located in the BD-3 District, and, the Uses proposed for the Project – laboratory, office and retail/restaurant and parking are permitted uses in the BD-3 District.

(ii) Setbacks (Section E.2.e.(b))

Under the Plan, the Project must comply with the setback requirements of the applicable standards in the New Haven Zoning Ordinance. In the BD-3 District a minimum of 15' of unobstructed land between the street curb and a principal building is required in order to allow sidewalks, street lights and landscaped areas. All of the sides of the 101 College Street Parcel meet this standard.

(iii) Coverage (Section E.2.e.(c))

The Plan requires the Development Commission to evaluate proposed coverage with regard to the optimum development of the site and a maximum realization of the

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objectives of the Plan. The proposed coverage of the 101 College Street Parcel permits the development of a large laboratory/office building, which will be an employment and tax generator, while at the same time making available to the residents of New Haven a larger outdoor recreational space (the Public Plaza), thereby achieving the objective of the Plan to stabilize and revitalize the downtown.

(iv) Off-Street Loading (Section E.2.e.(d))

The Plan requires all loading to take place off-street. Loading facilities are to be adequate, placed so as to not interfere with traffic circulation, comply with the requirements of the Zoning Ordinance and be screened. Where more than one loading space is required, the width of the space shall be 10'. Each loading space must be 33' deep and have a minimum vertical clearance of 14'.

As stated above, the loading will take place off-street in the Parking Structure and between the Service Drives. Under the BD-3 regulations, two loading spaces are required for the Project. Also, as indicated above, two loading docks will be provided. The larger loading dock will be 10'2"x70' and the smaller loading dock will be 10'2"x36'. The vertical clearance of both loading docks is 14'6". Accordingly, both loading docks comply with the requirements of the Plan. The loading spaces will not interfere with traffic circulation and, as stated above, have been reviewed extensively by the Department of Transportation, Traffic and Parking.

(v) Maneuver Areas (Section E.2.e.(e))

Under the Plan, there must be paved areas designed specifically for truck maneuvering in conjunction with loading facilities, which must be approved by the Development Commission.

Trucks traveling in the westbound Service Drive will stop at a gate before being permitted to enter the smaller loading dock. Once authorized to enter the smaller loading dock, the truck will back into a loading bay. After completing loading, the truck will travel forward on the westbound Service Drive under the 100 College Street property where the truck will turn around and return to Route 34 on the eastbound Service Drive.

Trucks traveling in the eastbound Service Drive will stop at the gate to the larger loading dock. Once permitted to enter the larger loading dock, the truck will back into the loading dock. After completing loading, the truck will drive forward on the eastbound Service Drive to Route 34. At no time will trucks be backing into inbound travel lanes. The Department of Transportation, Traffic and Parking has carefully reviewed the plans for the maneuvering of trucks in the loading docks.

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(vi) Parking (Section E.2.e.(f))

The Plan provides that each structure's on-site parking demand in districts that do not have parking requirements for business use will be determined by the mix of uses, practical demand and market factors.

The BD-3 District does not have parking requirements for the uses proposed for the Building. As stated above, in accordance with the request of the City that there not be a large parking structure on the 101 College Street Parcel, the underground parking structure will provide parking for 117 cars. As also stated above, 550 parking permits will be made available by the NHPA to the Developer for employee parking in the Temple Medical Garage and the Temple Street Garage pursuant to a long term parking agreement, which is Exhibit Z to the DLDA. It is also anticipated that employees will reach the Building by train, bicycle, walking or public transportation. Yale employees in the Building will park in Yale parking facilities. Based upon the Developer's experience in other laboratory/office buildings in New Haven, the Developer believes that these parking accommodations will be adequate for the employees in the Building.

(vii) Access (Section E.2.e.(g))

Proposed curb cuts or other means of access or egress must be approved by the Development Commission.

There will be one proposed curb cut to the Parking Structure which has been thoroughly reviewed by the Department of Transportation, Traffic and Parking. The other access point is from the Tunnels and Driveways which will be approved by the City Engineer pursuant to a commissioning process described in the DLDA.

(viii) Neighborhood Impact

The Plan provides that noxious odors, radiation, smoke, glare or excess noise will not be permitted in the Plan Area and that, at minimum, uses in the Plan Area shall conform to the applicable state requirements for air compliance and noise levels.

The Project will not generate any noxious substances and will comply with all applicable state requirements for air compliance and noise levels. The Project should improve the environment for the neighborhood, because it will replace a roadway and will provide a significant amount of outdoor green space in the Public Plaza.

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III. Conclusion

As set forth above, the Project achieves the objectives of the Plan to stabilize and revitalize the downtown and is consistent with the Plan's controls, regulations and standards for the redevelopment of real property in the Plan Area. The Developer requests that the Development Commission approve the Project as being in compliance with the requirements of the Plan. Enclosed, please also find a proposed resolution for the Development Commission to consider. (Tab 1).

Thank you for your consideration of this application.

Very truly yours,

Carolyn W. Kone

Enclosures

cc: Carter Winstanley  
Ted DeSantos  
Carlos Ezyaguirre  
Michael Piscitelli

# **TAB 1**

**RESOLUTION OF THE NEW HAVEN DEVELOPMENT COMMISSION APPROVING  
PROPOSAL FOR THE DEVELOPMENT OF 101 COLLEGE STREET IN THE  
DOWNTOWN MUNICIPAL DEVELOPMENT AREA**

**WHEREAS** , the Municipal Development Plan for Downtown New Haven was adopted by the City of New Haven in May 1996 and was amended by means of Amendment No. 1 in May 1998 and Amendment No. 2 in February 2005 (the "Plan"); and

**WHEREAS**, the Route 34 Connector from Union Avenue to the New Haven Parking Authority's Air Rights Garage (the "Air Rights Garage") is located in the area covered by the Plan (the "Plan Area"); and

**WHEREAS**, the City of New Haven (the "City") has embarked on a project known as Downtown Crossing to transform the Route 34 Connector into development parcels and City streets in order to connect the Medical District and the Hill Neighborhood with downtown New Haven; and

**WHEREAS**, the first development parcel created from the Route 34 Connector is known as 100 College Street and is a 14 story 513,000 square foot laboratory/office building together with an 850 square foot garage, which was constructed in 2015 and which is owned by WE 100 College Street; and

**WHEREAS**, pursuant to Special Act No. 15-1, the State of Connecticut (the "State") intends to convey 4.5 acres in the former Route 34 Connector to the City to be used for economic development purposes; and

**WHEREAS**, the City intends to create a 1.75 acre parcel from the land to be conveyed by the State, which parcel will also include a small sliver of land owned by the City and will be known as 101 College Street (the "101 College Street Parcel"); and

**WHEREAS**, the 101 College Street Parcel will be bounded on the west by College Street, on the north by Martin Luther King, Jr. Boulevard ("MLK Blvd"), on the south by South Frontage Road and on the east by a proposed bridge to be constructed in the future which will connect Temple Street to Congress Avenue and which will be known as "Temple Street Crossing;" and

**WHEREAS**, the City's Board of Alders and the New Haven Parking Authority (the "NHPA") have approved a Development and Land Disposition Agreement (the "DLDA") among the City, the NHPA and WE 101 College Street LLC (the "Developer") for the conveyance of the 101 College Street Parcel to the Developer from the City and the construction by the Developer of specified improvements on the 101 College Street Parcel as well as other matters, including certain enumerated community benefits to be provided as a result of the development (the "Project"); and

**WHEREAS**, the City has received \$20,000,000 from the United States Department of Transportation's TIGER 8 Program, which sum together with City funds, will be used to make traffic improvements under the City's Downtown Crossing Phase II and Phase III Projects to enable the development of the 101 College Street Parcel and to construct other improvements in the Downtown Crossing area; and

**WHEREAS**, the State Department of Community and Economic Development ("DECD") has awarded the City \$8 million which together with funds from the Developer and a proposed reallocation of State Department of Transportation funds awarded to the City will be used for certain on-site public improvements and streetscape improvements for the Project, as described more particularly in the DLDA; and

**WHEREAS**, on June 18, 2020, the Developer forwarded to the New Haven Development Commission (the "Development Commission") preliminary and final plans, outline specifications and elevations for the Project, which include a building with research laboratories (including a biosciences incubator) and offices with a gross floor area of 491,960 square feet, a public plaza containing 19,812 square feet and an underground parking structure with 117 car spaces and 72 bicycle spaces (the "Plans"); and

**WHEREAS**, the Development Commission finds that the Plans are sufficient in scope to demonstrate the design, materials, colors and architectural concepts of the proposed improvements; and

**WHEREAS**, on June 26, 2020, the Developer submitted a letter to the Development Commission describing the Project and requesting that the Development Commission find that the Project achieves the objectives of the Plan to stabilize and revitalize the Downtown and is consistent with the Plan's controls, regulations and standards for the redevelopment of real property in Plan Area and approve the Project as being in compliance with the requirements of the Plan (the Plans and the foregoing letter may be collectively referred to as the "Application"); and

**WHEREAS**, the Application represented that it is anticipated that the Project will cost in excess of \$100 million, create approximately 700-1000 new permanent jobs and 1,000 construction jobs, and generate tax and other revenue to the City and to other businesses in the City; and

**WHEREAS**, Subsections E.2.a. and b. of the Plan require that specific proposals for the development of any parcel of land with the Plan area be evaluated by the Development Commission with respect to certain design and sign control criteria and that the Development Commission solicit the written opinion of the City Plan Commission with respect to the satisfaction of such criteria; and

**WHEREAS**, Subsection E.2.e. of the Plan requires that a development proposal in the Plan Area satisfy certain reuse standards and that the Development Commission solicit a written opinion from the City Plan Department with respect to whether the

proposal satisfies such reuse standards (lot coverage, maneuver areas for loading facilities, parking provisions, and means of access to a site); and

**WHEREAS**, the Development Commission has solicited the written opinion of the City Plan Commission with respect to the Project's satisfaction of the design and signage criteria in the Plan and has received a written opinion from the City Plan Commission approving the Project; and

**WHEREAS**, the Development Commission has solicited the written opinion of the City Plan Department with respect to whether the Project satisfies the Plan's reuse criteria for lot coverage, maneuver areas for loading facilities, parking provisions, and means of access to the parcel and has received a written opinion from the City Plan Department that the Project satisfies such criteria; and

**WHEREAS**, Subsections E.2.c. and d of Plan require that a proposal to develop a property in the Plan area also include commitments to maintain appropriate easements, satisfy development criteria with respect to job creation or investment levels, comply with certain nondiscrimination and equal opportunity provisions, and satisfy reuse standards set forth in the Plan; and

**WHEREAS**, the Development Commission finds that the Project achieves the objectives of the Plan to stabilize and revitalize the Downtown, satisfies the Plan's requirements with respect to easements, job creation or investment levels and nondiscrimination and equal opportunity provisions and complies with the Plan's design, signage and reuses standards.

**NOW, THEREFORE, BE IT RESOLVED** by the New Haven Development Commission that the Project is hereby certified as approved, including but not limited to the preliminary and final plans, outline specifications and elevations, the design, placement and number of signs, the lot coverage, the truck maneuver areas in conjunction with loading facilities, the parking provisions, and the means of access to the 101 College Street Parcel.

Approved: \_\_\_\_\_  
Pedro Soto  
Chair

Date: July 2020.