

## NEW HAVEN CITY PLAN COMMISSION ADVISORY REPORT

RE: **232 CEDAR STREET, 149 MINOR STREET, 639 HOWARD AVENUE.** Special Exception to permit 36 off-street parking spaces where 40 is required, and to allow for a distance of 1,285ft for off-site parking spaces where 300ft is permitted. Zone: BA. (20-03-S) (Owner: Cornell Scott-Hill Health Corp. Applicant: Michael Taylor.)

REPORT: **1567-18**

ADVICE: **Special Exception: Approve**

### PRINCIPAL APPLICABLE REGULATIONS

**Section 63 (d)** - The Board of Zoning Appeals may grant a *Special Exception* if the proposed use is in accord with the public convenience and welfare, and may attach conditions and safeguards deemed necessary to protect the neighborhood.

**Section 63. (d)(6)** - In the following types of special exception cases, which involve more than conventional questions of *use* and may have a significant impact on surrounding areas and a substantial relationship to the comprehensive plan of the city, the Board of Zoning Appeals shall, following its hearing, refer the case including all exhibits to the City Plan Commission, which shall submit an advisory report, on such factors as it may deem relevant, to the Board within 30 days after receiving all records and documents in the case. This report of the City Plan Commission shall be taken into account in the decision of the Board.

f) Adjustment of parking and loading requirements: §29.C; §29.H.2; §29.I; §45.A.6.b; §45.A.7.

**Section 45(a)(1)a.k.** Parking and Loading requirements. Minimum parking: One parking space for each four patient beds (excluding bassinets), plus one parking space for each staff or visiting doctor (based on the average number of such doctors at the hospital or health care clinic at peak times), plus one parking space for each four employees in the largest shift including nurses; plus, in the case of health care clinics, a number of parking spaces for patients equal to twice the number of parking spaces required for doctors.

**Section 45(a)(1)a.4.** In order to be credited to the quantity of parking spaces required for a use, any parking space not on the same lot as such use shall be within 1,000 feet walking distance of such use, except that in the BA and BA-1 Districts such spaces must be within 300 feet of the subject lot. In the BA-2 District, such spaces must be within 650 feet walking distance of the subject lot. All such arrangements shall comply with paragraph 45(a)(5) below.

**Section 45(a)(7).** The Board of Zoning Appeals shall have the power to lessen the requirements of this ordinance as to the number of parking or loading spaces required and/or increase the maximum allowable walking distance to such parking spaces, but only upon a finding that either particular circumstance or mitigative measures qualify such action. Particular circumstance may include, but not be limited to availability of public parking, proximity to public transit or significant levels of pedestrian access. Mitigative measures may include, but not be limited to van and/or car pooling, public parking validation programs, flexible work schedules or other transportation demand management measures. All deviations from normal requirements by means of this paragraph (7) shall be considered as special exceptions under subsection 63(d) of this ordinance. In the case of any religious, educational or medical institution which has an overall parking plan for all of its facilities which has been approved by the Board of Zoning Appeals the 300 or 1,000 foot parking distance set forth in this ordinance, including this Section 45, shall not apply.

### BACKGROUND

The applicant is seeking a Special Exception to increase the allowable distance to off-site parking spaces from 300 feet as permitted in the BA Zone, to 1,285 feet for a proposed treatment facility (a medical use permitted as-of-right) and to allow 36 off-street spaces where 40 are required at the proposed location. The proposed site layout

provides 36 parking spaces on-site which will be used by patients on a short-term basis during normal business hours. First shift employees will continue to park in leased spaces at a church located at 3 Arch Street as they do today. Second and third shift employees for both the existing and proposed building will be able to park in the spaces provided on-site.

### **MARCH 10 PUBLIC HEARING**

The applicant, owner, and engineer presented the application stating that a new building is to be constructed on the subject lot. The properties that the off-site parking spaces are to be located share common ownership with a shuttle to be provided similar to what currently exists for employees now. There are nearby transportation alternatives such as bus routes, bike routes, as well as a bike share.

2 members of the public spoke in support of this application.

### **PLANNING CONSIDERATIONS:**

#### **Special Exception Considerations**

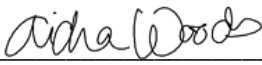
Section 63(d) of the New Haven Zoning Ordinance review in relation to the applicable criteria of this section results in the following comments:

- Nature of the Proposed Site: The property is a narrow parcel of land that runs along the entirety of Minor Street, between Howard Avenue and Cedar Street. There is an existing Cornell Scott Hill Health Center (CS-HHC) building on the Cedar and Minor Streets corner (to remain) and a vacant office building, currently owned by the City of New Haven to be purchased by CS-HHC, on the Howard Avenue corner. The RWC is proposed to front Minor Street between the two existing buildings.
- Resulting Traffic Patterns: The proposed site layout provides 34 parking spaces on-site which will be used by patients on a short-term basis during normal business hours. Due to the constrained geometry of the parcel limiting the space for additional on-site parking, first shift employees will continue to park in leased spaces at a church located within 1,000 feet of the parcel at 3 Arch Street as they do today (see attached Parking Figure). Second and third shift employees for both the existing and proposed building will be able to park in the spaces provided on-site. The trips to the site during peak hours of the adjacent road network is not expected to negatively impact the surrounding roads. Providing first shift employee parking at the nearby church parking lot alleviates potential trip generation to the subject site by distributing the cars. All loading and service needs for the uses will be managed on-site.
- Nature of the Surrounding Area: The location of the proposed project is an active neighborhood with a variety of uses, including medical and other services. The proposed use of RWC is consistent with the neighborhood and will function in conjunction with the adjacent existing CS-HHC building on-site. Additionally, the building is proposed within an existing parking lot, maximizing building density on the previously developed site.
- Proximity to Public Buildings: N/A
- The Comprehensive Plan: The applicant states that the site has been identified as an “Institutional Use” in the Comprehensive Plan of New Haven. The proposed project is consistent with this proposed usage, which includes healthcare. The plan also encourages infill development and emphasizes alternative forms of transportation. Our project proposes to capitalize on existing parking spaces within 1,000’ of the site to reduce the construction of new parking, proposes 10 new bike racks on site and is approximately 300 feet from the Columbus Avenue and Cedar Street bus stop.
- Other Mitigative Measures: The applicant has described a shared parking model among the patients and the employees on three different shifts. Alternative means of transportation are available including biking (10 bike racks are proposed on-site) or public transportation via the bus stop at Columbus Avenue and Cedar Street, 300 feet south of the site.

**FINDINGS AND RECOMMENDATIONS**

Based on considerations discussed above, the Commission views the Special Exception to be essentially in harmony with the general purpose and intent of the ordinance and that the public health, safety, and general welfare will be served, and substantial justice done by its approval. Therefore, the Commission recommends approval.

**ADOPTED:** March 25, 2020  
Edward Mattison  
Chair

**ATTEST:**   
Aicha Woods  
Executive Director, City Plan Department