

## NEW HAVEN CITY PLAN COMMISSION ADVISORY REPORT

**RE:** ASHMUN STREET (Henry Street to Webster Street) and GREGORY STREET  
(Ashmun Street to Canal Street), Establishment of a Residential Parking Zone (Alderman  
Morehead).

**REPORT:** 1432-10

**ADVICE:** Approval

### BACKGROUND

Alderman Gregory Morehead, 22<sup>nd</sup> Ward, has submitted a petition to the Board of Aldermen for establishment of a residential parking zone (RPZ) on both sides of Ashmun Street from Henry to Webster Street and on Gregory Street from Ashmun to Canal Street in his Ward. Petitions submitted with the letter state *"there is a serious need for an RPZ on this residential block since much of the on-street parking is now being taken by construction employees of Yale University and Science Park. The neighborhood is composed of families with young children, senior citizens and disabled individuals who depend on access to on street parking"*. The appropriate percentage of signatures was secured and is included in the submission package. Alder Morehead has recently petitioned the Board for establishment of an RPZ on Canal Street from Webster to Gregory Street (CPC 1430-09). The Commission recommended in its report that the zone could be expanded to the north.

### PLANNING CONSIDERATIONS

Ashmun Street from Henry to Webster Street and Gregory Street lie in the midst of a residential area, the Homes at Monterey Place. Gregory Street runs east-west between Wexler School to the west and Canal Street to the east. The Homes at Monterey have off street parking interior to the blocks but also rely on on-street parking as the units do not have driveways.

RPZs were originally proposed to address citizen complaints regarding spillover of non-residential parking into the city's residential neighborhoods. Section 29-55 was modeled after a similar ordinance in Cambridge, Massachusetts, a dense urban university town where residential neighborhoods abut commercial or institutional zones. The cities of Arlington, VA, Washington, DC, Boston, MA, and San Francisco, CA, among others, have similar legislation.

In New Haven, the best suited areas for RPZs are residential neighborhoods close to the city's central business core and to Yale University, such as the Lincoln/Bradley area, the Whitney Avenue and State Street corridors, and Wooster Square, although these areas are sometimes more difficult to administer due to the complicated nature of their residential occupancy. Traditionally these are areas where students and workers attempt to park and walk to class or to work where structures have two or more residential units (perhaps some illegal) and little or no off street parking. RPZs in close proximity to the downtown are more likely to be regularly monitored by the staff of the Department of Transportation, Traffic and Parking as a regular "beat".

There are a number of construction projects in the area which are contributing to the on-street parking problem on Canal Street, primarily the Yale Health Center and the garage at 276 Winchester Avenue. There are future projects such as the two new Yale residential colleges which will likely continue to contribute to the problem. Due to the expansion of the University and Science Park in this general area, these streets are an attractive parking location which will continue to be a problem for residents of the area.

### ADVICE

The Commission recommends addition of the proposed area to the RPZ first proposed by Alderman Morehead as a Residential Parking Zone. The Department of Transportation, Traffic and Parking supported the original petition and has stated it will support the addition of these street portions to the original area. The Traffic Authority will determine which portions of the streets will actually be posted for residential parking.

**ADOPTED:** September 16, 2009  
Edward Mattison  
Chair

**ATTEST:**   
Karyn M. Gilvarg, AIA  
Executive Director