



A. INTRODUCTION

New Haven is growing once again with large concentration of arts, culture and entertainment facilities of local, as well as regional significance; the presence of world-class educational/medical institutions; diverse and historic residential neighborhoods; multi-modal transportation systems; mixed-use commercial corridors; nearly 450 restaurants offering varied cuisines; approximately 350 retail establishments; and several public/private investments already underway or planned. The city is thus poised to become one of the best small cities in America in the near future. Although New Haven's population decreased by 25 percent between 1950 and 2000, including a 5.2 percent decrease between 1990 and 2000, the first decade of the 21st Century saw a reversal of this trend as the city's population increased by 5 percent, with a 4 percent increase in housing (US Census, 2010). Over the next decade, the population is forecasted to grow by nearly 15 percent over the next decade (CT Data Center, 2010 estimate). It is now one of the fastest growing cities in Connecticut. The shared community vision for the next decade is to further grow it into a sustainable, healthy, and vibrant city by building on existing strengths and opportunities.



Executive Summary

This update to the City’s 2003 Comprehensive Plan of Development was prepared in a manner consistent with Connecticut General Statutes (CGS) 8-23. It is a realistic assessment of existing conditions in the city, blueprint for the City’s vision for the next decade, and policy guide for achieving the City’s planning goals. The Plan update is necessary to both meet state statute requirements and to take a proactive and unified approach to guide future development and infrastructure investments within the city over the next decade through necessary changes to the City’s physical development policies and land use regulations. It responds to regional housing, economic, and transportation needs by analyzing socio-economic and housing trends of the past decade (as shown in the Databook) and recommending policies to stabilize the city’s position as a regional urban growth center over the next decade.

B. ACCOMPLISHMENTS OF PAST PLAN

The previous Comprehensive Plan of Development (2003) guided various sub-planning initiatives, planning projects, and large-scale developments in the city over the past decade. A list of accomplishments and progress made under each category discussed in Page II.29 of the 2003 Comprehensive Plan of Development are listed below (organized by planning topics):

Land Use Changes/Major Zoning Amendment Areas

- ❖ Grand Avenue (BA-1)
- ❖ Route 34 West (BA and RM-2)
- ❖ Hospital Area (BD-2)
- ❖ Former Coliseum Site (BD-3)
- ❖ Chapel Street (Expansion of BD-1)
- ❖ Lehman Brothers Property in East Rock (Changed from IL to RM-2)
- ❖ Register Site on Long Wharf (IL to BA)
- ❖ Union Street parcels in Wooster Square (BA to BD-1)
- ❖ West Rock: Rock View/Brookside(PDD)
- ❖ Yale School of Management (PDD)
- ❖ **New Residential Colleges at Yale** (PDD)
- ❖ Whalley Avenue Overlay Zone



Rendering of the approved new residential colleges at Yale overlooking Farmington Canal Trail near Prospect Street

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Housing and Neighborhood Planning Implementation Areas

New Neighborhood Forms:

- ❖ West Rock
- ❖ Quinnipiac Terrace

Neighborhood Revitalization In/Around Schools or Public Squares:

- ❖ Fair Haven K-8 School/Fair Haven on Grand Avenue/James Street
- ❖ Barnard School/West River
- ❖ Chatham Square/Fair Haven
- ❖ Clinton Avenue School Area
- ❖ John Daniels School Area

Transit-oriented Developments Implemented:

- ❖ Shartenberg Site (360 State Street)
- ❖ Former Union Trust Building in Downtown New Haven at 205 Church Street

Transit-oriented Developments Approved/Planned:

- ❖ Comcast site in Wooster Square at 630 and 673 Chapel Street
- ❖ 87 Union Street in Wooster Square
- ❖ Goatville in East Rock (State Street Lofts)

Municipal Development Plans Prepared and/or Adopted:

- ❖ River Street (adopted)
- ❖ Mill River (adopted)
- ❖ Route 34 West (prepared)

In addition, several small-scale housing rehab projects, such as the Putnam Street housing rehab project, were implemented across the city by the City or local non-profits using Community Development Block Grant (CDBG) and HOME Investments Partnership Program (HOME) funds. The New Haven residential licensing program was also established to address absentee landlords and eliminate blight.



View of Quinnipiac Terrace public housing development



View of 360 State Street mixed-use residential building



Rendering of the State Street Lofts –232 market rate apartments approved in East Rock neighborhood

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View of Science Park development in Newhallville neighborhood.

Economic Development Implementation Areas

Major Economic Development Initiatives Implemented:

- ❖ **Science Park** (development of new building at 25 Science Park and new mixed-use garage)
- ❖ Gateway Community College, Sargent Drive
- ❖ The Grove and The Grid entrepreneurship hubs
- ❖ 300 George Street—fully tenanted
- ❖ 900 Chapel Street
- ❖ 100 College Street (Downtown Crossing Phase I)
- ❖ Continuum of Care headquarters on Dwight Street
- ❖ Audubon Street
- ❖ New Haven Construction Workforce Initiatives—1 & 2 (training applicants to place them in construction fields)
- ❖ Mayor’s Community Arts Program (financial, technical, and marketing assistance to local artists and cultural programs)
- ❖ Project storefronts (encouraging temporary leases to fill empty storefronts and showcase local talent)

Recently Implemented Economic Development Initiatives (2014 - Present):

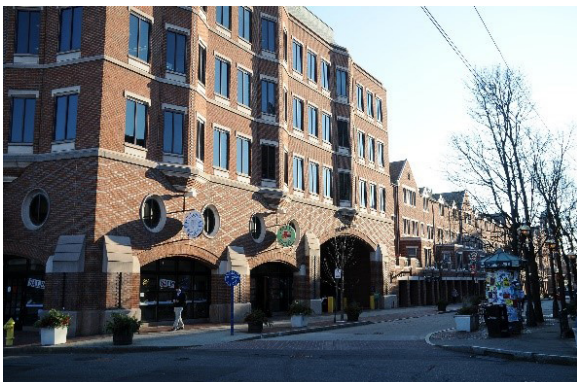
- ❖ Ignite! (web platform to raise funds for local community projects)
- ❖ Small Business Service Center (management and technical assistance to existing and startup businesses)
- ❖ New Haven Food Truck Festival

Major Site Specific Economic Development Initiatives Planned:

- ❖ Former Coliseum site mixed-use Development
- ❖ Downtown Crossing Phases II and III

Neighborhood Commercial Districts Revitalized:

- ❖ Westville Village
- ❖ Lower State Street
- ❖ **Audubon Street**



View of Audubon commercial district

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Transportation Implementation Areas

Intermodal Freight Improvements:

- ❖ Electrification of port area

Public Transportation Systems Implemented:

- ❖ Downtown/Union Station Connecticut Transit (CTTRANSIT) Free Shuttle
- ❖ Airport improvements—detention area
- ❖ **New State Street Train Station**
- ❖ Street Smarts initiative launched
- ❖ Complete streets
- ❖ Bike/ped improvements at select locations
- ❖ Traffic calming devices at select locations

Urban Boulevards Implemented:

- ❖ **Route 34 East** (between College and Orange Streets)

New Highway Connections:

- ❖ Re-configured Exit 46/Long Wharf Access
- ❖ Re-constructed Q Bridge
- ❖ Connecticut Department of Transportation (ConnDOT) Interstate 95 widening

Environment Implementation Areas

Landscape Areas Preserved:

- ❖ Morris Creek and Marion Street Area
- ❖ Quinnipiac River Marsh in Quinnipiac Meadows by New Haven Land Trust (NHLT)
- ❖ Essex Street marsh by NHLT
- ❖ Russell Street area
- ❖ West River open space
- ❖ Hemingway Creek



View of State Street Train Station



Rendering of Route 34 East urban boulevard currently under construction (Downtown Crossing Phase I)

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View of new playground equipment at Scantlebury Park in Dixwell neighborhood



View of Farmington Canal Greenway



Flooding problems persist on Union Avenue, home to Metro-North train station—the busiest in Connecticut. The City was recently awarded CDBG-DR funding to mitigate flooding issues in this area.

Park Planning:

- ❖ **New playground equipment** in various neighborhood parks and school sites (including Scantlebury Park as recommended within the 2003 Comprehensive Plan of Development)
- ❖ Cooperated with Connecticut Department of Energy and Environmental Protection (CT DEEP) on West Rock Ridge State Park
- ❖ Private Management of carousel at Lighthouse Point Park, Blake Rink, and golf course

Greenways and Trails:

- ❖ **Farmington Canal Greenway** (Phases I-III complete); Phase IV on-going
- ❖ West River Greenway officially designated
- ❖ Mill River Trail: volunteers established

Waterfront Improvements:

- ❖ Boathouse at Canal Dock's platform completed
- ❖ Flood gates repaired at Morris Cove
- ❖ West River tide gates modified
- ❖ Clifton Street boat Launch

On-going Coastal Resiliency Projects:

- ❖ Community Development Block Grant Disaster Recovery Program (CDBG-DR) project for mitigating flooding issues in Long Wharf
- ❖ CDBG-DR project for mitigating flooding issues in New Haven rail yard
- ❖ CDBG-DR project for mitigating flooding issues in Mill River area
- ❖ CDBG-DR project for **mitigating flooding issues on Union Avenue** (near train station)
- ❖ Bulkhead improvements in Quinnipiac River

The City is also currently working with the Federal Emergency Management Agency (FEMA) to enter the Community Rating Systems (CRS) program that enhances the City's commitment to floodplain protection and provides discounted rate on flood insurance for properties in Special Flood Hazard Areas (SFHAs).

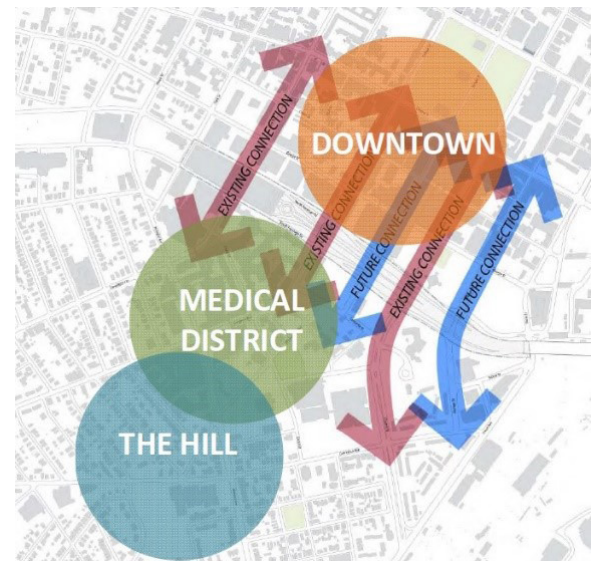
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Other Sub-Plans/Studies Conducted

- ❖ *New Haven Air Toxics Inventory (2004)*
- ❖ *New Haven Climate Change Action Plan (2004)*
- ❖ *Plan for Greenways & Cycling Systems (2004)*
- ❖ *New Haven Coastal Program (2006 City Plan Commission adopted)*
- ❖ *Port of New Haven Strategic Land Use Plan (2007)*
- ❖ *New Haven Future Framework (2008)*
- ❖ *New Haven Streetcar Assessment (2008)*
- ❖ **Downtown Crossing Study (Route 34 East) (2009)**
- ❖ *New Haven Union Station Transit Oriented Development Study (2008)*
- ❖ *Route 34 West Municipal Development Plan (2009)*
- ❖ *Route 34 Incentive Housing Zone Study (2010)*
- ❖ *Complete Streets Design Manual (Board of Alders adopted 2010)*
- ❖ *City of New Haven Natural Hazard Mitigation Plan (FEMA adopted 2005, updated 2011)*
- ❖ *Whalley Avenue Corridor Study (2010)*
- ❖ *Whalley Avenue Design Overlay District (New Haven Zoning Ordinance adopted 2010)*
- ❖ *New Haven Streetcar Preliminary Alignment and Implementation Plan (2011)*
- ❖ *New Haven Sustainability Plan (2012)*
- ❖ *City of New Haven Two-way Conversion (2014)*
- ❖ *Site and Architectural Design Guidelines (Board of Alders adopted 2012)*
- ❖ *Hill-to-Downtown Community Plan (2013)*
- ❖ *Mill River District Plan and Mill River Municipal Development Plan (2014 City Plan Commission adopted)*
- ❖ *Mobility Study (2014)*

In addition, as part of the nearly \$ 1.3 billion School Construction Program, at least 30 City schools have been re-built over the past decade to enhance the learning environment and provide year-round facilities that can be used by both schools and the community. Although the Comprehensive Plan does not cover policy issues relating to education (covered by the Board of



The Downtown Crossing Study started in 2007 when the City received federal High Priority Project Transportation funds to design and begin conversion of the eastern section of Route 34 between Union Avenue and Park Street from a depressed limited access highway into a pair of pedestrian-scale city streets.

Downtown Crossing Phases I-III:

Phase I, currently under construction, will be future home to Alexion Pharmaceuticals, a world-class bio-science company.

Phase 2 will involve restoring Orange Street's connectivity from Ninth Square to Union Station.

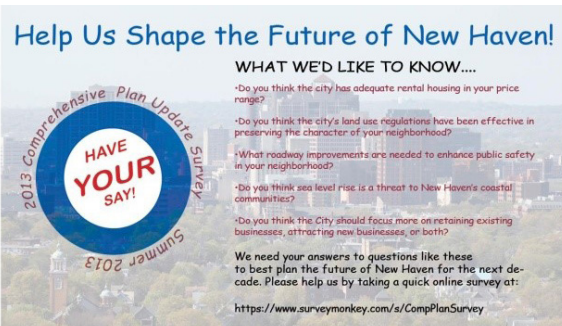
Phase 3 completes the project and will include the connections to Church Street and Temple Street, as well as, transforming MLK Boulevard and South Frontage Road into urban boulevards.

Education) and crime (covered by New Haven Police Department), it is important to note that the nationally recognized New Haven school reform initiative and community-based policing efforts were further strengthened over the past decade. The school reform initiative's purpose is to reduce high school dropout rates, engage the community in students' learning, to academically and financially prepare students to succeed, and to increase retention of college graduates in New Haven. Community-based policing efforts are aimed at increasing communication among the police and local community through regular walking beats, monthly meetings, and increased surveillance. Most recently, the New Haven Board of Alders initiated the New Haven Works jobs pipeline program to promote skills training and placement opportunities for the workforce and re-connect it with local employers. While these efforts are gradually showing results, in the long term this is beneficial in not only producing desired results in education attainment, crime reduction, and enhancing employment opportunities but also for attracting families with children, further stabilizing neighborhoods, and promoting healthy communities.

Many of the recommendations within the 2003 Comprehensive Plan of Development have been either implemented or on-going, as discussed earlier. Some could not be undertaken yet due to staff capacity, budget constraints or market conditions.

C. PUBLIC INPUT & PLAN UPDATE PRIORITIES

The vision and the planning recommendations discussed within this document were developed through extensive public input. The City Plan Department staff ("staff") attended nearly 50 meetings, visiting most Community Management Teams (CMTs) twice, since the initiation of planning process in December 2012. A **community survey was conducted in 2013** and remained open for a period of two months, which provided opportunity for residents/businesses to offer input at their convenience. It garnered **nearly 920 responses** from all neighborhoods of the city. Staff also regularly updated the various planning boards and commissions of the city, i.e. City Plan Commission (CPC), New Haven Development Commission (NHDC), and New Haven Redevelopment Agency (NHRA) regarding the plan update progress, planning issues heard from residents, and draft planning recommendations. A community feedback form was distributed at all meetings, which was filled out and returned by many residents, as seen in the appendices. Staff also solicited input from active civic/non-profit associations within the city and held one-on-one



Community preference survey card distributed in 2013 at various key locations within the city, which garnered ±920 responses city-wide



More than 900 city residents completed the community survey that informed the recommendations of this document.

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meetings with interested residents and City department heads. In addition, **three community listening sessions** were held in the Route 34 West area (including residents from Dwight, the Hill, and West River neighborhoods); in Wooster Square/Downtown; and in Westville (including residents from Amity, Beaver Hills, Edgewood, West Rock, and Westville neighborhoods).

Based on this input, it is clear that the general planning focus in the city should be on promoting strategic neighborhood-based planning efforts to reinforce or strengthen a sense of place and distinct identity for each neighborhood. Residents are proud of the history of the city and therefore support more historic preservation efforts. Promoting quality, non-subsidized, and workforce housing developments within the city and improving housing affordability are key housing priorities. Growing skills of the local workforce to prepare for local and regional employers' needs and improving the quality of neighborhood commercial corridors are key priorities for economic development. Reducing greenhouse gas emissions by reducing fossil fuel emissions and encouraging multi-modal transportation systems, particularly enhancing the transit, bicycle/pedestrian and trails network, and promoting transit-oriented developments along major transit corridors are key transportation priorities. Adapting to emerging sea level rise and reducing the carbon footprint are key environmental priorities of the city.

This Plan update emphasizes sustainability in built as well as natural environments by recommending sustainable land use, transportation, economic development, and environmental policies. Without such policies in place, it would become increasingly difficult to mitigate adverse impacts on air quality, transportation networks, utilities, natural habitats, and financial resources if population and housing units grow as forecasted.



Community listening session in neighborhoods surrounding Route 34 West, October 2014



Community listening session in Westville, March 2015.



Community listening session in Wooster Square neighborhood, July 2014



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CONSERVATION & DEVELOPMENT POLICIES: THE PLAN FOR CONNECTICUT



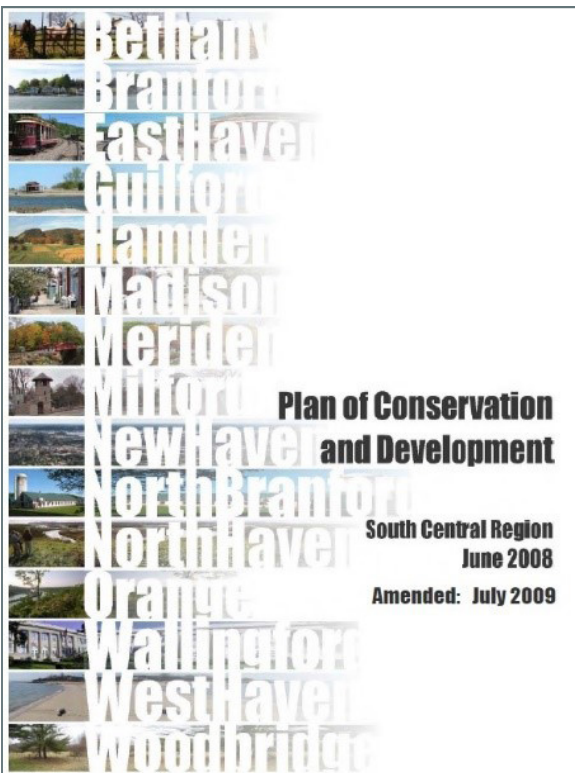
2013-2018

Prepared by the Office of Policy and Management
In accordance with Connecticut General Statutes Section 16a-29

D. CONSISTENCY WITH STATE AND REGIONAL PLANS

The recommendations discussed within the document are mostly consistent with *Conservation and Development Policies: The Plan for Connecticut 2013-2018* and regional *Plan of Conservation and Development* (amended 2009). However the area bounded by Church Street South, South Orange Street, Columbus Avenue, and South Orange Street is recommended as a development area and not as conservation area as identified within the State Plan (see Future Land Use map). This is in an urban location and the proposed recommendation reinforces connections between the train station and the surrounding neighborhood through transit-oriented development and job growth, as discussed within the Hill to Downtown Community Plan (2013).

As part of the regional transportation priorities, implementation of the New Haven-Hartford-Springfield commuter rail line; a transit stop in New Haven on the proposed high-speed rail service between New York and Washington, DC (NEC Future); a mixed-use parking garage at Union Station; and necessary improvements to Tweed New Haven Airport to connect to two to three hub cities are pivotal to enhance the city's regional standing as an urban growth center. The implementation of a Cross Town West CTRANSPIT bus route that connects residents in the western neighborhoods of the city directly to West Haven, Southern Connecticut State University (SCSU), and Hamden is needed to enhance transit and relieve some of the traffic congestion in this area, as well as in downtown New Haven. The recommended implementation of proposed West River, Mill River, and Harborside trails are both local and regional priorities to preserve air quality, connect residents with nature, and enhance recreational opportunities. The Plan update supports on-going regional coastal resiliency studies and advocates for renewed discussion on inter-city land use and transportation within the state and the region. The Plan update continues to advocate for the de-centralization of government-assisted affordable housing across the region. Collaborating with state and regional partners to regionalize arts programming, wherever feasible, would further help in branding the region as an arts and cultural destination.



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E. COMMUNITY VISION & PLANNING RECOMMENDATIONS

To summarize, the community vision is to continue to grow as a **sustainable, healthy, and vibrant city** over the next decade. The vision and recommendations within this document are guided by five planning themes for the future: Build, Connect, Adapt, Preserve, and Grow, as discussed below:

✓ *BUILD*

- ❖ Housing suitable for all incomes and ages
- ❖ Tax-generating developments
- ❖ Places for residents, jobs, and support services

✓ *CONNECT*

- ❖ Housing and transit
- ❖ Housing and support services
- ❖ Jobs and residents
- ❖ Support services and jobs

✓ *PRESERVE*

- ❖ Neighborhood character
- ❖ Historic character of the city
- ❖ Natural environment

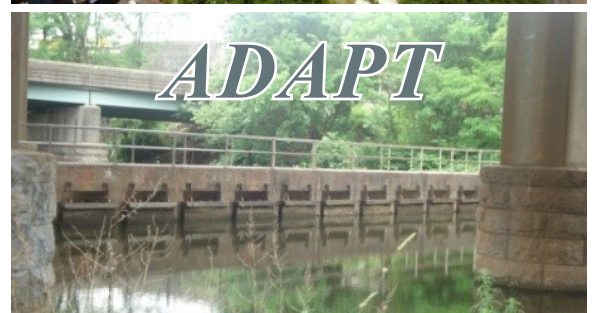
✓ *ADAPT*

- ❖ To climate change events
- ❖ To anticipated sea level rise
- ❖ To inland and coastal flooding
- ❖ To extreme temperatures

✓ *GROW*

- ❖ Skills of local workforce
- ❖ Small business assistance
- ❖ Public safety measures
- ❖ Regional standing and image of the city as the “greatest small city on the rise” in America!

A summary of recommendations categorized under these themes by planning topic is shown in the matrix on the following pages.





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Summary of Recommendations

Topic	Build	Connect	Preserve	Adapt	Grow
Land Use	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Developments compatible with the character of the surrounding area through the preparation, adoption, and implementation of a city-wide design guidelines manual.</p> <p>...Mixed-use developments along all of the city's commercial corridors, as indicated within the future land use map, through necessary zoning amendments.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Residents to jobs, transit, and community/ support services by pursuing necessary zoning amendments, as required, to implement the proposed future land use map of the city.</p> <p>...Residents to healthier food by expressly permitting community gardens in all residential zones where they can build a sense of neighborhood identity and by promoting access to healthier food choices through enhanced bicycle/pedestrian and transit networks.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Environmentally sensitive areas through the aggressive enforcement of coastal and wetlands regulations and establishing a systematic policy of compliance with environmental regulations as administered by the City and CT DEEP.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...To changing market trends within the city by conducting a comprehensive community needs assessment periodically based on forecasted population, jobs, and housing trends</p> <p>...To changing market trends by preparing available vacant commercial/industrial spaces for development</p> <p>...To changing market trends by evaluating the City's approach to development review and permitting, and efficiently streamlining the permitting process, wherever appropriate.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Sustainable transportation systems by assessing the capacity of existing transportation systems in relation to the density and intensity of uses proposed in new developments.</p>
	<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...Distinct identity for the city's neighborhood commercial corridors through the amendment of current zoning standards to better define the type, nature, and intensity of uses allowed and by incorporating form-based standards.</p> <p>...Transit-oriented developments with reduced parking requirements and appropriate densities in suitable locations to facilitate further transit use.</p>	<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...Residents to the city's waterfront through the preparation of a redevelopment plan for Long Wharf and Canal/Belle Dock area and pursuing zoning amendments accordingly.</p> <p>...Residents to community facilities by encouraging such facilities to be located as focal points of large-scale new developments and by assessing the feasibility of re-using existing vacant community facilities in the city.</p> <p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...Residents to quality outdoor recreation through the development of an open space conservation plan for the city, which can be used not only to preserve historically significant natural resources but also serve as a guide for developing an integrated open space system within the built environment.</p>		<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...To sea level rise and other coastal events by flood proofing structures in areas prone to repetitive floods (as discussed within the Environment chapter) and by reviewing, assessing, and revising the floodplain ordinances of the City periodically.</p>	<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...General quality of life and health of the residents in all neighborhoods by promoting access to healthier food and increasing access to open spaces/recreational areas through improved and well-connected transportation network.</p> <p>...Sustainable mixed-use, transit-oriented developments by elevating existing land use standards, wherever appropriate.</p>



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Summary of Recommendations

Topic	Build	Connect	Preserve	Adapt	Grow
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Housing and Neighborhood Planning</p>	<p>Near Term (1-3 years)</p> <p>...Consensus among City officials, neighborhood stakeholders, and community members regarding implementation of the <i>Hill-to-Downtown Community Plan</i> through establishment of a Hill-to-Downtown Steering Committee.</p> <p>...Affordable, workforce housing developments through necessary Zoning Ordinance amendments and by exploring the feasibility of creating a housing trust fund for the city.</p>	<p>Near Term (1-3 years)</p> <p>...Residents/employees to housing counseling services and existing City-sponsored home ownership/rehab programs through an advanced marketing campaign.</p> <p>...Neighborhoods physically and socially by promoting neighborhood-based planning efforts and encouraging neighborhoods formation of non-profit neighborhood organizations and development corporations. Neighborhood plans are recommended at Long Wharf and Fair Haven to enhance waterfront access and economic development, and at Science Park to connect residents in Newhallville and Dixwell to this development and the Farmington Canal Trail.</p>	<p>Near Term (1-3 years)</p> <p>...Historic character of neighborhoods by encouraging thoughtful conversion of some of the existing National Register Districts (NRDs) into local districts i.e., Chapel Street, Ninth Square, Trowbridge Square, Orange Street, Dwight; by exploring new ways of enhancing community visibility and stewardship of historical properties such as seeking “Preserve America” designation for the city; and by making historic resources inventory publicly available so that more people can pursue historic rehabilitation tax credits to rehabilitate historic structures.</p>	<p>Near Term (1-3 years)</p> <p>...Existing housing stock to allow aging in place for older households through zoning amendments such as encouraging row housing within existing RM-1 and RM-2 residential districts.</p> <p>Medium/Long Term (>3 years)</p> <p>...Government-assisted public housing into existing urban fabric through contextual design, appropriate density, and integration with the surrounding area through the implementation of a City-wide design guidelines manual and enhanced transportation network.</p>	<p>Near Term (1-3 years)</p> <p>...City-wide homeownership rate for the next decade by at least three percent through effective workforce housing strategies; by marketing existing homeownership and housing rehab programs to low- and moderate-income buyers; and by encouraging large-scale multi-unit developments only when accompanied by a companion homeownership plan.</p> <p>Medium/Long Term (>3 years)</p> <p>...The number of sustainable and Leadership in Energy and Environmental Design (LEED) certified buildings within the city by implementing a far-reaching energy program focused on the use of renewable power sources within all new housing developments and encouraging more programs that help reduce energy costs in existing housing.</p>
	<p>Medium/Long Term (>3 years)</p> <p>...Diverse housing stock suitable for all abilities, ages, and incomes by identifying and seeking funding to promote quality, non-subsidized, mixed-income housing; inciting mixed-use developments with family-friendly amenities and support services; advocating for fair, equitable, and de-centralized government-assisted public housing at regional level; and better integrating supportive housing developments through enhanced transportation network.</p> <p>...High-density, multi-family developments at appropriate locations, considering impact of such developments on existing urban fabric relative to traffic, noise, surrounding area density, compatibility with nearby land uses, public convenience and safety, aesthetics, site design, and layout.</p>	<p>Medium/Long Term (>3 years)</p> <p>...Residents to jobs and support services by promoting residential densities and land use patterns that reduce vehicles miles traveled (VMT) as indicated in proposed future land use map of the city.</p> <p>...Neighborhoods physically and socially by promoting street connectivity along Route 34 corridor (north to south), from Downtown to Wooster Square, and from the Medical District to Union Station.</p> <p>...By promoting community interaction through effective programming and staffing of the Q-house (in Dixwell neighborhood) and adaptive re-use of existing community facilities such as Coogan Pavilion (in Edgewood Park) and Salpento Rink (in East Shore); and by encouraging dramatically new neighborhood forms at select locations, including Farnam Courts, Belle Dock, Science Park, Long Wharf, Mill River, and Church Street South.</p>	<p>Medium/Long Term (>3 years)</p> <p>...Existing high-quality housing stock and enhance the quality of distressed, privately-owned property through the City’s residential licensing program by expanding its functions through the allocation of additional resources.</p>		



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Summary of Recommendations

Topic	Build	Connect	Preserve	Adapt	Grow
Transportation	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Multi-modal transportation network within the city by developing a transportation master plan that supports the City's land use and development goals and will assist in assessing funding for needed improvements and potential shortfalls, if any.</p> <p>...A continuous and inter-connected trail network within the city by updating the vision outlined in the <i>Plan for Greenways & Cycling Systems</i> (2004) and completing Phase IV of the Farmington Canal Trail.</p> <p>...A comprehensive and integrated bicycle and pedestrian network within the city by identifying and prioritizing the missing links and implementing solutions accordingly. Improve the quality of existing sidewalks within the Hill, Newhallville, and Dixwell neighborhoods and implement new sidewalks on city's collector streets i.e., Russell Street, Quinnipiac Avenue, lower Valley Street, and Foxon Boulevard.</p> <p>...Appropriately sized, mixed-use parking facility at Union Station to support transit-oriented development and job growth.</p> <p>...Bicycle parking facilities within all public/private parking lots in the city, and on street at key locations within Downtown.</p> <p>...Dedicated and/or separated bike facilities on major arterials of the city, such as, Whalley Ave., Edgewood Ave., MLK Blvd., Grand Ave., Congress Ave., Forbes Ave., and Water St.</p> <p>...Wayfinding signage systems (Phase I) in Downtown New Haven and develop Phase II study for implementing wayfinding signs that connect to key neighborhood destinations.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Residents in the eastern neighborhoods to Downtown through enhanced bike/ped network.</p> <p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...residents to jobs, housing, and other support services through enhanced transit service that reduces headways; extends weekday and weekend service; and provides real time information on transit arrivals, delays, and departures.</p> <p>...Employees on the west side of the city who work in Hamden and West Haven through the promotion and subsequent implementation of the proposed Cross Town West route.</p> <p>...New Haven to New York and Boston and enhance regional economic competitiveness by advocating for a faster rail service to these destinations.</p> <p>...Residents/employees/students to local existing shuttle routes by exploring opportunities to combine Yale and CTTRANSIT shuttle routes and by encouraging U-Pass options for students at Yale, SCSU, and Albertus Magnus.</p> <p>...New Haven's commercial air service to Florida and two to three hub cities.</p> <p>...Existing port district with freight railroads by extending rail service along Waterfront Street and to the North Yard.</p> <p>...Neighborhoods surrounding Route 34 corridor currently separated by large tracts of vacant land and the Medical District to Union Station and Downtown.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...The quality of the natural environment by promoting the use of electric and hybrid vehicles and by implementing an effective travel demand management program.</p> <p>...The quality of the natural environment by reducing vehicle emissions at signals through the synchronization of existing traffic lights, especially within Downtown where major employers are located (signal studies recommended on Whalley, Whitney, and Dixwell Avenues).</p> <p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...The quality of the natural environment by transforming existing streets into "green streets."</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...To sea level rise and other coastal/inland flooding events by ensuring that the design of complete streets considers the requirements for emergency vehicle access.</p> <p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...To sea level rise and other coastal flooding events by working with the Office of Emergency Management to identify, prioritize, and publish evacuation routes within the city based on a scenario-based approach.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...The reliability, frequency, and efficiency of existing transit service within the city by partnering with CTTRANSIT to develop a bus transit needs analysis to identify and prioritize underserved routes and develop strategies accordingly and by implementing the recommendations of Parking and Transit Working Group (2013).</p> <p>...Paratransit service and ride share options within the city by partnering with Greater New Haven Transit District and CT Rides to expand current programs and services.</p> <p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...Public safety by implementing traffic calming solutions at poorly designed, high volume, and/or accident prone locations of the city including, Ella Grasso Blvd., upper Whalley Ave, upper State St., Clinton Ave., Foxon Blvd., Sargent Dr., and at James Hillhouse and King Robinson schools.</p> <p>...Public safety by promoting adequate lighting of sidewalks and parking lots and by promoting upgrades to the existing bus stops and bus shelters.</p> <p>...A sustainable transportation system to conserve energy and reduce greenhouse gas emissions by encouraging the use of natural gas and bio-diesel fuels.</p>



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Summary of Recommendations

Topic	Build	Connect	Preserve	Adapt	Grow
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Transportation</p>	<p>...Complete streets based on urban street design standards by updating the <i>Complete Streets Design Manual</i>, streamlining the process for accepting applications, and promoting transparency in decision making and implementation.</p> <p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...Two-way street systems on York Street, College Street, Church Street, George Street, Crown Street, Dwight Street, Howe Street, Tower Parkway, and Grove Street.</p> <p>...A truck routing system that curtails traffic on local streets and promotes the use of designated arterial connections.</p> <p>...the West River Greenway Trail by identifying funding sources as a first step to building new trails over the next decade.</p>				
	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...An all-inclusive economy by encouraging neighborhood-based economic development initiatives that considers a neighborhood's assets and opportunities and by supporting equitable distribution of resources.</p> <p>...A stronger Downtown core by promoting mixed-income, transit-oriented workforce housing developments that help increase economic activity beyond the traditional business hours, promote vibrancy, and attract potential employers to relocate to the city.</p> <p>...A comprehensive, city-wide, web-based mapping portal of all existing arts, culture, and tourism areas/facilities in New Haven to increase visibility, facilitate further use, and guide the location of sites for future venues.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Residents/employees to City-sponsored small business/entrepreneur assistance programs and networking opportunities through enhanced marketing efforts.</p> <p>...Local workforce to local jobs by enhancing their skills through partnerships with workforce boards and educational institutions and preparing them for a technology-based economy predominant in the 21st century. Promote training opportunities in advanced manufacturing, life sciences, and arts clusters, which are proven to be the strengths of the New Haven economy.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...The quality of the natural environment by encouraging local businesses and industries to make energy-efficient structural, as well as, process-based improvements.</p> <p>...The quality of the natural environment by developing and requiring mandatory recycling practices at all local cultural/art events and through proper enforcement of these practices.</p> <p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...The quality of the natural environment by exploring the feasibility of sharing and re-using industrial waste within the city's light industrial areas.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...To sea level rise and other coastal/inland flooding events by participating in FEMA's Community Rating System so that all property owners in coastal areas, including businesses, can avail a discounted rate on their flood insurance costs.</p> <p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...To sea level rise and other coastal/inland flooding events by identifying and seeking new sources of funding to address and improve the resiliency of properties in V and VE flood zones.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Neighborhood-based commercial corridors into Connecticut's Main Streets by improving land use and design standards, and marketing and coordinating efforts as outlined within CT Main Street's 'Building a Neighborhood Commercial District Revitalization Program Report' (May 2014).</p> <p>...Awareness among local workforce about career prospects in advanced manufacturing sector (manufacturing of medical devices and biotechnology, pharmaceutical, and aerospace products) which continues to be a strong component of regional economy.</p> <p>...Locally-owned destination businesses and restaurants that add to the uniqueness of the city by continuing to offer small business training and technical/financial assistance to small business owners and start-up entrepreneurs.</p>



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Summary of Recommendations

Topic	Build	Connect	Preserve	Adapt	Grow
<p>Economic Development</p>	<p>...A business-focused marketing campaign for the city using television and other local media to publicize recent growth trends and strategic assets for the city, particularly its unique concentration of arts, entertainment, cultural facilities, and restaurants.</p> <p>...Large-scale, mixed-use commercial developments in Long Wharf and enhance waterfront access and connectivity through the development of a sound land use plan for this area.</p> <p style="text-align: center; background-color: #cccccc;">Medium/Long Term (>3 years)</p> <p>...A fixed route, more frequent, and visible local commuting option that links Downtown to the neighborhood-based commercial districts to further enhance economic activity and vitality.</p> <p>...The tax base of the city and also create new economic opportunities by implementing the vision of <i>Hill-to-Downtown Community Plan</i>, <i>Mill River District Plan</i>, and <i>Downtown Crossing (Phase IV)</i> and redeveloping Route 34 West based on the recently approved zone change and design guidelines manual (January 2015) for this area.</p> <p>...City-wide fiber optic network to ensure that the entire city is well connected through wireless communication systems.</p>	<p>...Historically under-represented groups within the local workforce to local jobs by identifying deficiencies in each industry sector and promoting training and placement opportunities (through New Haven Works) accordingly.</p> <p>...Local college students to community-based voluntary activities while they are still in school and encourage their participation in the City’s boards and commissions. Encourage entrepreneurial opportunities to improve the retention of college graduates within the city.</p>			<p>...Tourism opportunities within the city by deploying “driverless” vans with pre-recorded tours and historic commentary up and down Chapel and Church Streets.</p> <p>...Career pathways for local high school students and enhance before/after school care programming of community-based facilities to further promote community building and economic development.</p> <p>...Jobs in agri-business/bioscience cluster, which is one of the emerging business clusters within the region, by opening a food processing incubator at the Goffe Street Armory site and by enabling urban farm siting locations through local land use regulations.</p> <p>...Informal science learning and innovation in Downtown New Haven by re-imagining long vacant 45 Church Street property as a creative center.</p> <p style="text-align: center; background-color: #cccccc;">Medium/Long Term (>3 years)</p> <p>...Regional economic activity within the city’s Port district by improving access and connectivity to the Port area.</p> <p>...The city’s image as an arts and entertainment destination by further enhancing employment opportunities within this sector through targeted vocational training; by regionalizing arts programming, where feasible; and by re-imagining a signature Marcel Breuer building on Long Wharf (vacant 10+ years) as a global creative consortium.</p> <p>...Green jobs within other industries besides the construction industry to ensure a sustainable economy.</p>



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Summary of Recommendations

Topic	Build	Connect	Preserve	Adapt	Grow
Environment	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...An integrated and continuous trail network within the city by completing Phase IV of Farmington Canal trail and updating the vision of <i>Plan for Greenways & Cycling Systems</i> (2004).</p> <p>...The missing infrastructure for enhancing the existing bicycle/pedestrian network within the city and facilitate enhanced use of transit through the implementation of sustainable land use, housing, transportation, and economic development strategies to improve air quality.</p> <p>...Natural infiltration measures such as bioswales and other green infrastructure and source control measures in all city neighborhoods for sedimentation and erosion control and effective stormwater management, thus reducing urban heat island effect and allowing maximum rainwater capture.</p> <p>...Natural buffers around conservation areas to minimize adverse impacts from development activities and regularly maintain these buffers through periodic clean-ups.</p> <p>...Value-added improvements to the city's park system to enhance its usage and promote safe access to parks, especially in underserved neighborhoods, by capitalizing on site and resource opportunities.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Residents to city parks by encouraging "friends of parks" groups to promote stewardship and also increase revenues.</p> <p>...All of the existing city parks and open spaces with safe pedestrian and bicycle access routes.</p> <p>...Residents to effective waste reduction and recycling strategies to eliminate pollutants from entering the city's stormwater management system and to soil lead testing measures through advanced outreach campaign.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...Archaeological sites and natural habitat through development standards that encourage sound land use practices and by making the city's endangered species location map and map of archaeological resources publicly available to raise awareness among residents on the locations of these sites.</p> <p>...On-site healthy trees, to the extent possible, for all development/utility projects, and where such trees cannot be preserved due to poor health, encourage replacement of those trees.</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...To sea level rise and other coastal/inland flooding events by continuing to strictly enforce the City's floodplain ordinances to limit developments in SFHAs and by updating and adopting the <i>City of New Haven Natural Hazard Mitigation Plan</i> (last updated in 2011 and expiring in 2016) and Climate Action Plan (prepared in 2001).</p>	<p style="text-align: center;">Near Term (1-3 years)</p> <p>...The image of all city parks to make them accessible, inviting, exciting, and well maintained through landscape improvements, turf renovations, new signage, and site furniture. Repair deteriorated infrastructure such as bulkheads; parking lots; roadways; irrigation systems; tennis, basketball, and bocce courts; splash pads, and other support amenities.</p> <p>...Opportunities for promoting commercial, non-profit agriculture through amendments to the local land use regulations that help mitigate the urban heat island effect, as well as promote community cohesion.</p>
	<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...An integrated and continuous trail network within the city by identifying and seeking funding to start work on the proposed West River Greenway Trail, identify partners for initiating the process of designating proposed Harborside and Fair Haven Trails as official greenways, and subsequently build these trails.</p>	<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...Residents to the city's waterfront by promoting ecotourism opportunities through selective acquisition of parcels along the waterfront.</p> <p>...Residents to year round indoor/recreational opportunities through effective programming and staffing at the new Q-House (currently in design stage) serving central neighborhoods of the city and by exploring the feasibility of re-using Coogan Pavilion and Salpento Rink as all-weather indoor community-based recreational centers serving western and eastern neighborhoods of the city, respectively.</p>	<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...The quality of the natural environment by ensuring at least a 30 percent reduction in VMT in the city over the next decade by implementing effective land use, housing, transportation, and economic development strategies.</p>	<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>.....To sea level rise and other coastal/inland flooding events by continuing to strictly enforce the City's floodplain ordinances to limit developments in SFHAs and by updating and adopting the City's Natural Hazard Mitigation Plan (last updated in 2011 and expiring in 2016) and Climate Action Plan (prepared in 2001), in addition to identifying and seeking funding opportunities to correct coastal, as well as inland, flooding issues within the city.</p>	<p style="text-align: center;">Medium/Long Term (>3 years)</p> <p>...Existing tree canopy in New Haven for the next decade similar to the Tree Haven 10K pledge for the city for the 2010-2014 period by identifying parcels or blocks with minimal or no tree canopy and relatively large amount of impervious surface and planting street trees in such areas.</p>



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F. PROPOSED FUTURE LAND USE MAP

An important function of the Comprehensive Plan of Development is to guide future land use decisions. Any zone changes proposed should be generally consistent with the Comprehensive Plan. If not consistent, the conditions at which the re-zoning is proposed should be carefully studied and the Comprehensive Plan must be amended accordingly to reflect the change in the conditions.

The proposed land use maps shown on pages xxxix and xli at the end of this section identify the City Plan Commission’s most desirable use of land for residential, industrial, and conservation areas and other purposes. Given the fully-developed nature of the neighborhoods, special attention is given to fitting new development within the fabric of the existing landscape. The Commission emphasizes an important strength of New Haven by providing for mixed-use opportunities in neighborhood commercial and general business settings. The proposed land use categories within the map are described in more detail below.

Low-density Residential

In keeping with the existing development pattern, the Commission recommends preservation of existing neighborhoods, and new development and infill housing in these areas as single-family environments at a density not to exceed 7,500 square feet (sf) per single-family lot.

Medium-density Residential

In keeping with the existing development pattern, the Commission recommends preservation of existing neighborhoods by promoting new development/infill housing with minimum lot size in the range of 5,400 sf to 6,000 sf and designed in a manner compatible with the prevailing neighborhood character. Conversion of existing residential structures to higher densities is discouraged.

High-density Residential

In certain areas, generally located near transit on arterials or Downtown, the Commission recommends higher density residential developments.



Example of a low-density residential property located on Oliver Road



Example of a medium-density residential property located on Orange Street



Example of a high-density residential property located on Tower Lane

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Example of a special high-density residential property located on Whitney Avenue

Special High-density Residential

The Commission recommends continuing the more restrictive high-density designation along significant thoroughfares, particularly Whitney Avenue, in order to prevent the encroachment of office or commercial uses and inappropriately-scaled residential buildings, and to preserve distinctive historic streetscapes.

Office Mixed Use

The Commission encourages mixed-use environments with office and residential uses at these locations. Stand-alone retail and commercial uses are discouraged.

Neighborhood Commercial Mixed Use

Neighborhood mixed-use areas generally correspond to neighborhood commercial districts and/or streets with a mix of traditional housing and sporadic commercial development. The environments are desirable for pedestrians and functional for neighborhood services, storefront retail, and office activity. Large format, stand-alone retail with extensive surface parking is discouraged in these areas. Form-based standards are encouraged to promote site design that improves the aesthetics of these districts.



Example of an office mixed-use property on Chapel Street.

General Commercial Mixed Use

Commercial mixed-use areas are general business zones found generally along major arterials. The Commission further recommends mixed-use environments (both commercial/residential and retail/office) where appropriate. A variety of uses at relatively higher densities than those observed in neighborhood commercial mixed-use are encouraged in these districts. Form-



Example of a neighborhood commercial mixed-use property located in East Rock neighborhood



Example of general commercial mixed-uses envisioned along lower Whalley Avenue

Executive Summary



based standards are also encouraged to promote site design that improves the walkability and aesthetics of these districts.

Large-scale Commercial Mixed Use

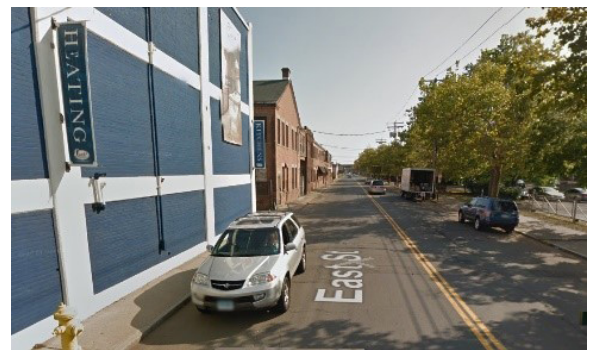
The Commission recommends continued development of sites in the Long Wharf area along Interstate 95 and at Canal/Belle Dock (south of Forbes Avenue) for office space, light industrial, residential, and retail and restaurant type uses. Particular attention should be paid to waterfront connections, careful site design, (minimal) signage, and flood protection. Adaptive re-use of sites is encouraged to the extent possible. Focus specific planning and redevelopment attention at Long Wharf with the intent to develop a framework for the redevelopment of the district into a more mixed-use, more dense urban, commercial, and coastal district, connected to Vietnam Veterans Memorial Park.



Rendering of Tysons West mixed-use development in Virginia: an example of large-scale commercial mixed use

Industrial

Industrial areas, generally found in Mill River, along River Street, lower West River, as well as, Quinnipiac Meadows, are intended to promote manufacturing/production activities and more intense employment generation in a manner consistent with light industrial zoning uses.



Existing view of industrial area in Mill River neighborhood

Industrial Mixed Use

Industrial mixed-use areas, proposed in Mill River and River Street area, are with some storefront retail/office space to enhance pedestrian activity and vibrancy in the area. Recreational/open space is also encouraged along the waterfront in coastal zone areas.



Source: Mill River District Plan (2014)

Rendering of a mixed-use, pedestrian-oriented industrial district envisioned in the Mill River area of the city

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Example of marine mixed-use property located on 100 South Water street

Marine Mixed Use

The Commission encourages development of these areas as a mix of water-dependent recreational boating, marinas, and shellfish operations of fishing and related activities and waterfront residential environments.

Downtown Commercial Mixed Use

In areas within Downtown or closer to the edge of Downtown, the Commission encourages high-density, mixed-use environments generally with pedestrian-level retail/restaurant-type uses, residential, and predominantly multi-floor office/commercial space.

Downtown Residential Mixed Use

In areas within Downtown or closer to the edge of Downtown, the Commission encourages high-density, mixed-use environments generally with pedestrian-level retail/restaurant/office-type uses and predominantly multi-floor residential space.



Example of Downtown commercial mixed-use building on 195 Church Street



Example of Downtown residential mixed-use building on 360 State Street.

Executive Summary



Downtown Medical Mixed Use

In areas closer to Yale New Haven Hospital and the Yale Schools of Medicine and Public Health or at the edge of Downtown, the Commission encourages high-density, mixed-use environments generally with pedestrian-level retail/restaurant/office-type uses and multi-floor medical/laboratory/technology space

Downtown Transit-oriented Mixed Use

The Commission recommends development of multi-storied mid- and high-rise buildings suitable for residential/commercial/medical research and office uses on parcels closer to Route 34 East (Downtown Crossing). Since these parcels are also closer to the city's transportation center at Union Station, reduced parking requirements within this district would enable a transit-, bike-, and pedestrian-friendly environment. Pedestrian-level retail/restaurant and other active uses are generally encouraged on the ground floor.

Institutional

The Commission recommends development of these areas for institutional uses, including core educational, government, and health care facilities. Many cultural facilities are also considered institutional uses.

Port

The Commission recommends development of the port area in a manner consistent with the needs of water-dependent port terminals, including sufficient space for storage, processing, and ancillary port services in a non-obnoxious manner.



Example of Downtown medical mixed-use building currently under construction at 100 College Street.



Example of Downtown transit-oriented mixed-use development proposed at former Coliseum site.



View of New Haven Port area



Picture of Yale University building in Downtown New Haven.



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Parks and Open Space

The Commission recommends protection of these areas as dedicated open space, deed-restricted conservation areas, and/or active recreational spaces.



View of Quinipiac River park used for community events.

NEW HAVEN VISION 2025 FUTURE LAND USE MAP



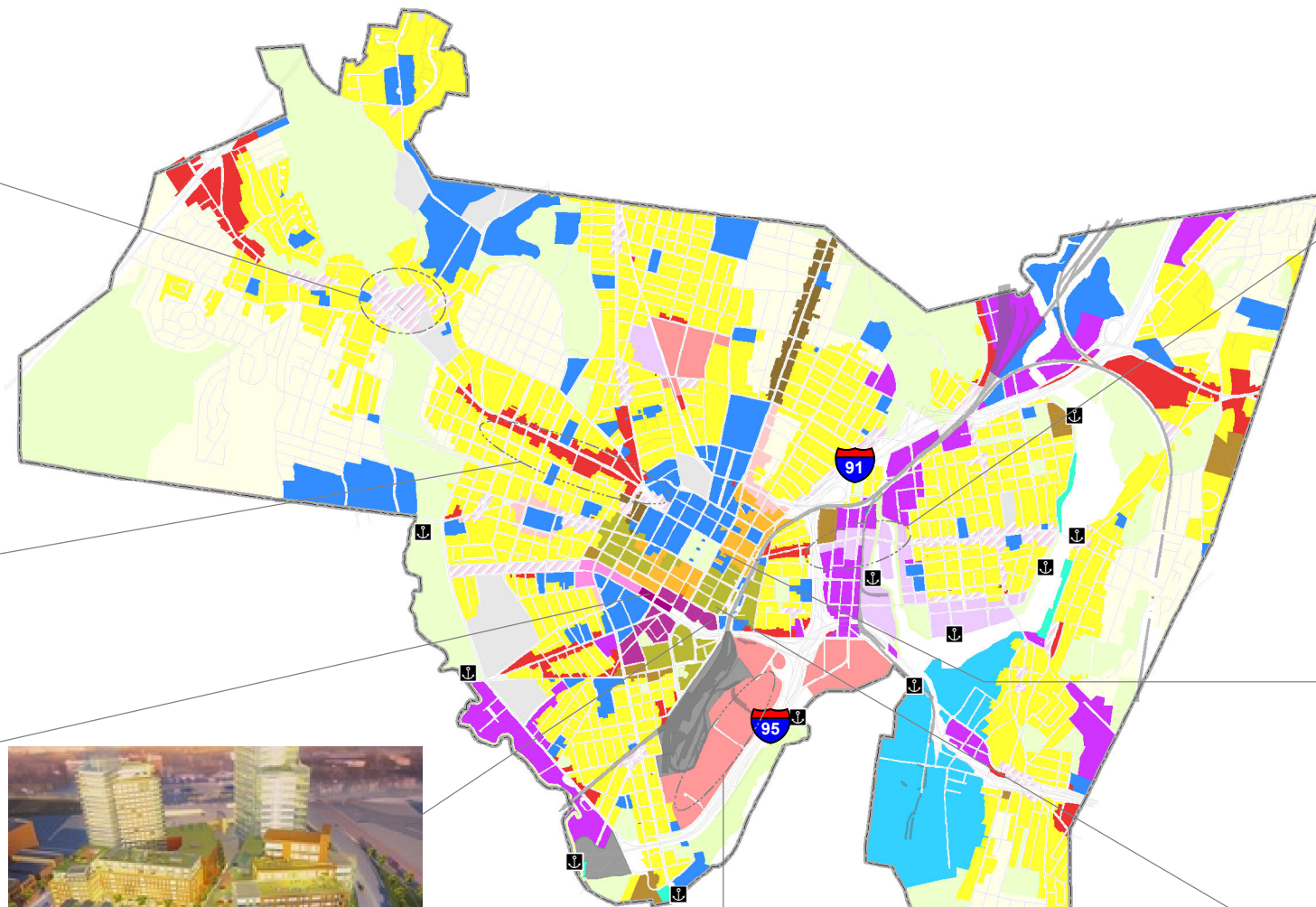
Neighborhood Commercial Mixed Use Area Example: Westville Village



General Commercial Mixed Use Area Example: Lower Whalley Ave



Downtown Medical Mixed Use Building Currently Being Built at 100 College Street



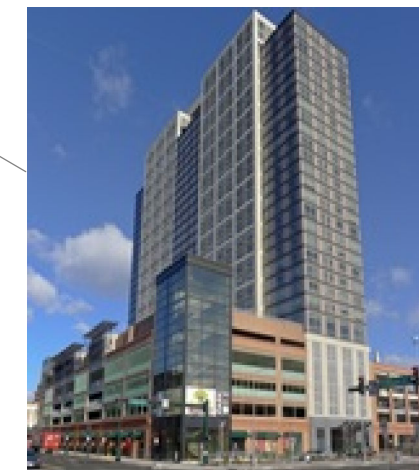
Rendering of the Proposed Downtown Transit-Oriented Mixed Use Development at Former Coliseum Site



Rendering of the Industrial Mixed Use Area Envisioned in the Mill River District Plan



Downtown Commercial Mixed Use Building at 195 Church Street



Downtown Residential Mixed Use Building at 360 State Street



Example of the Scale of Large Scale Commercial Mixed Use Development Envisioned on Sargent Drive

Proposed Land Use

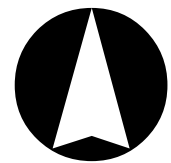
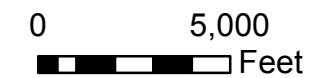
- Residential**
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Special High Density Res
- Commercial**
 - Office Mixed Use
 - Neighborhood Commercial Mixed Use
 - Large-scale Commercial/Industrial Mixed Use
 - General Commercial Mixed Use

Downtown Mixed Use

- Downtown Residential Mixed Use
- Downtown Commercial Mixed Use
- Downtown Medical Mixed Use
- Downtown Transit-oriented Mixed Use
- Industrial**
 - Industrial
 - Industrial Mixed Use
- Parks and Open Space**
 - Parks and Open Space

Water Dependent

- Marine Mixed Use
- Port
- Other**
 - Institutional
 - Transportation
 - Cemetery
 - Waterfront Recreation Access**

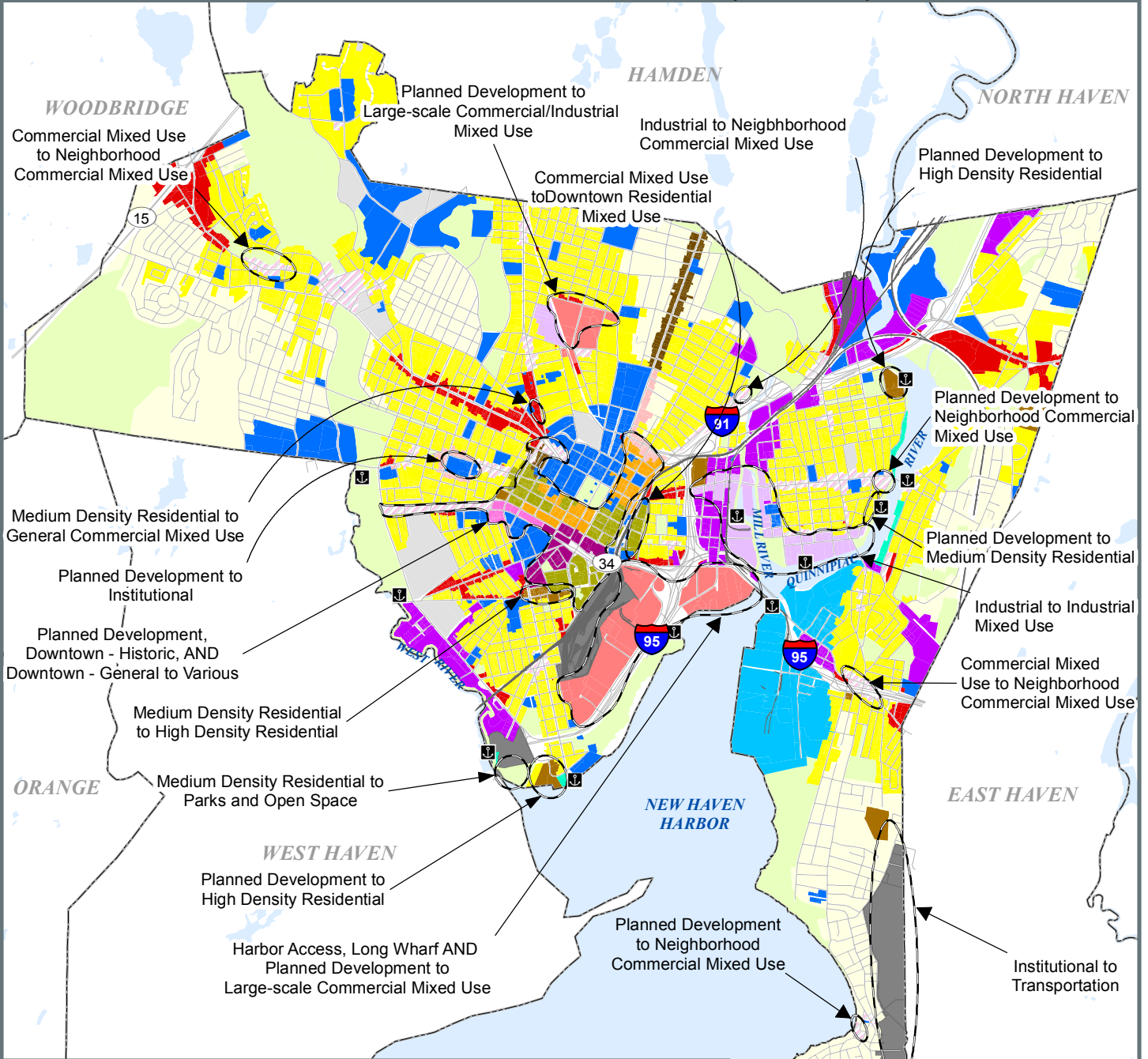




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NEW HAVEN VISION 2025

FUTURE LAND USE MAP CATEGORY CHANGES (2003 - 2015)



	Changes from 2003 plan	Downtown Mixed Use		Other	
Proposed Land Use			Downtown Residential Mixed Use		Institutional
Residential			Downtown Commercial Mixed Use		Transportation
	Low Density Residential		Downtown Medical Mixed Use		Cemetery
	Medium Density Residential		Downtown Transit-oriented Mixed Use		Waterfront Recreation Access
	High Density Residential	Industrial			
	Special High Density Res		Industrial		
Commercial			Industrial Mixed Use		
	Office Mixed Use	Parks and Open Space			
	Neighborhood Commercial Mixed Use		Parks and Open Space		
	Large-scale Commercial/Industrial Mixed Use	Water Dependent			
	General Commercial Mixed Use		Marine Mixed Use		
			Port		

0 5,000 Feet



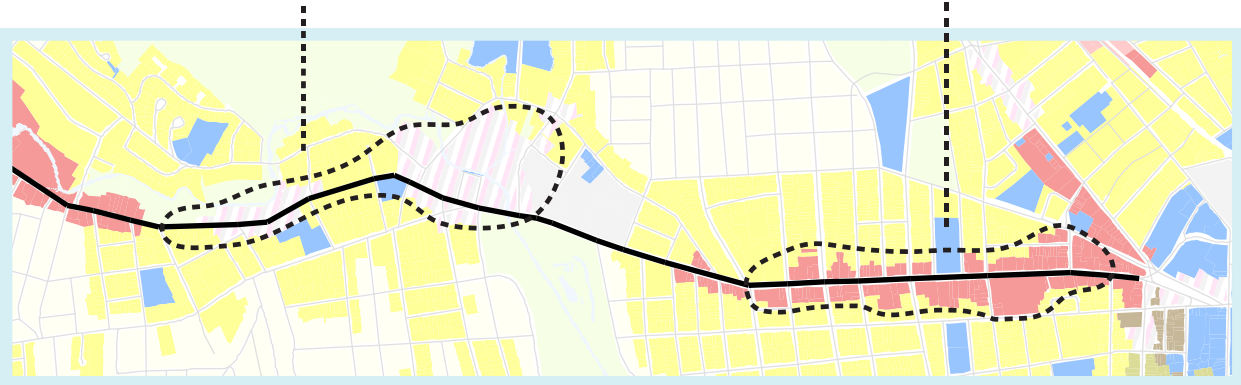
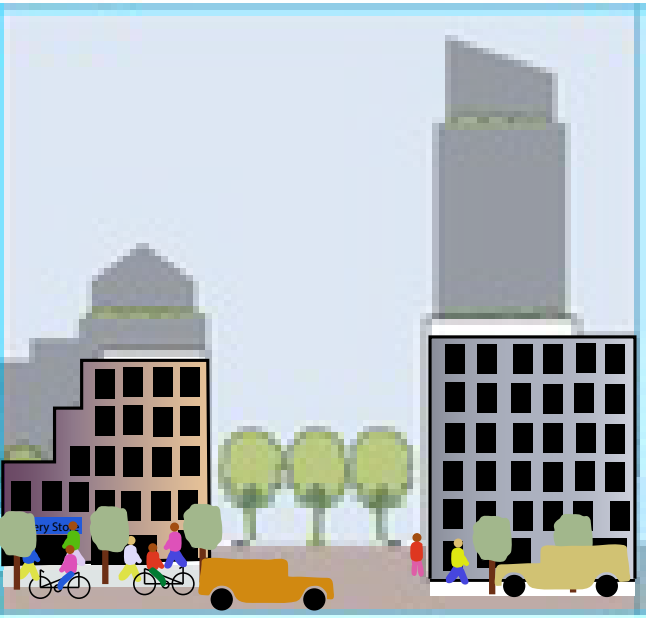
Whalley Avenue Conceptual Building Height Progression

Whalley near Westville Village

Whalley between Broadway and Boulevard

NEIGHBORHOOD COMMERCIAL DISTRICT

GENERAL COMMERCIAL DISTRICT



Note: Illustration to be used for conceptual purposes only. More technical analysis is needed to implement the vision.

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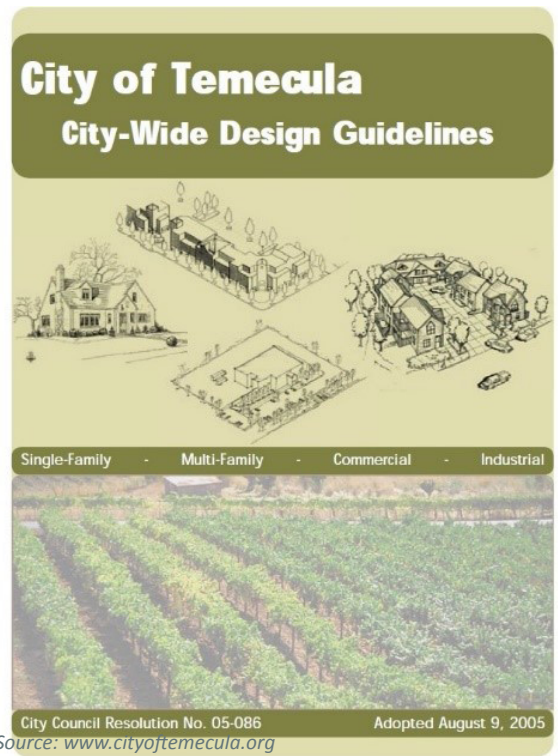
G. SUMMARY OF RECOMMENDATIONS

Recommended Zoning Amendments

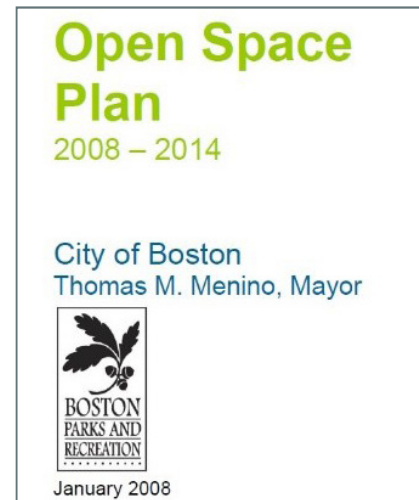
- ❖ Review existing Planned Development Unit (PDU) and Planned Development District (PDD) status
- ❖ Establish a licensing program for all convenience stores within the city
- ❖ Define the types of uses allowed in neighborhood mixed-use as opposed to general commercial mixed-use districts and consider form-based standards
- ❖ Develop new zoning standards for the proposed industrial mixed-use areas and large-scale commercial mixed-use areas
- ❖ Remove zoning and regulatory barriers to promote commercial and non-profit urban agriculture
- ❖ Allow single-room occupancy housing within and closer to Downtown, where there is immediate access to transit and support services, along with mandatory requirement of licensing and on-site manager
- ❖ Explore the feasibility of implementing regulations to encourage healthy food zones near schools and recreation centers
- ❖ Research options for proposing a change of land use and zoning in the existing industrial area located near West River
- ❖ Allow interim uses such as urban farming and temporary recreational events on vacant and under-utilized industrial sites of the city

Sub-Planning Studies Proposed

- ❖ City-wide design guidelines manual considering crime prevention through environmental design (CPTED) and universal design standards
- ❖ Regular update to the community needs assessment on socio-economic and housing data
- ❖ Neighborhood plans for Science Park (Newhallville/Dixwell), Long Wharf, and Fair Haven
- ❖ Bus transit needs analysis study
- ❖ Open space management plan
- ❖ Transportation master plan



Example of a city-wide design guidelines manual adopted by the City of Temecula, California, whose estimated population count in 2013 was 106,780.



Source: <http://www.cityofboston.gov/parks/openspace0814.asp>
Boston's Open Space Plan was prepared by the City's Parks Department to provide guidance on an integrated open space system with improved linkages to meet new or unmet needs and to protect natural resources and environmental base of the city's open space system, including both publicly- and privately-owned open spaces.

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Plan for Greenways & Cycling Systems New Haven, Connecticut



City Plan Department
City Of New Haven, Connecticut
John DeStefano, Jr., Mayor

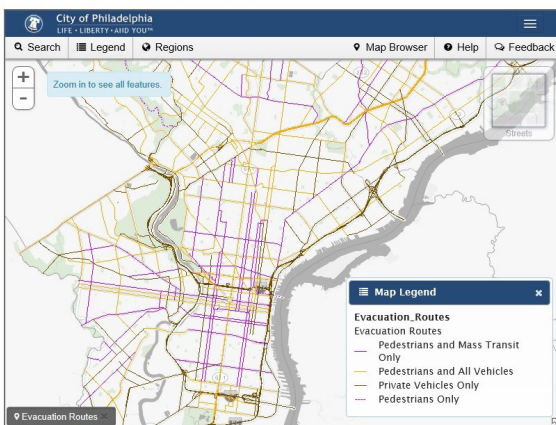
April, 2004

- ❖ Bike/ped analysis to identify missing links and implement solutions
- ❖ Traffic signal studies at Whalley, Whitney, and Dixwell Avenues (regional corridors)
- ❖ Truck routing study
- ❖ Shared parking study for Downtown New Haven
- ❖ Study for a fixed route, more frequent, visible local commuting option in Downtown
- ❖ Health impact assessments on public infrastructure and land use projects
- ❖ Update of the *City of New Haven Natural Hazard Mitigation Plan* (last updated in June 2011)
- ❖ Update of the *Climate Action Plan* (2004)
- ❖ Update of the *New Haven Air Toxics Inventory* (2004)
- ❖ Update of the *Plan for Greenways & Cycling Systems* (2004)
- ❖ Update of *City of New Haven Complete Streets Design Manual* (2010)
- ❖ Develop municipal development plans at Grand/Hamilton/Chapel, Exit 59 Area/Amity, Boulevard area, and Whalley Avenue
- ❖ Update New Haven Parks Master Plan (2001)

Mapping Projects Recommended (Inclusive of all Planning Topics)

- ❖ Mapping and publishing of city's **emergency evacuation routes** on a scenario-based approach
- ❖ Comprehensive web-based mapping portal of city's arts, cultural, and entertainment facilities
- ❖ Publishing of city's endangered species map and archaeological resources map
- ❖ Interactive parking map with public parking locations in the city and associated costs
- ❖ Update *New Haven Green Map* (2006)

CITY OF PHILADELPHIA: EVACUATION ROUTES



Philadelphia has an online, interactive emergency evacuation route map for all users as seen in the picture above.

Executive Summary



Housing and Neighborhood Planning Recommendations

New Neighborhood Forms

- ❖ **Farnam Courts**
- ❖ Church Street South
- ❖ Long Wharf
- ❖ Mill River
- ❖ Belle Dock
- ❖ Science Park

Neighborhood Revitalization Areas In/Around Existing Schools

- ❖ Lincoln Bassett School (West Newhallville)
- ❖ Wexlar Grant School (Dixwell)
- ❖ Fair Haven K-8 School (lower Fair Haven)
- ❖ Truman School (Hill)
- ❖ Barnard School (West River)

Neighborhood Revitalization around Public Squares

- ❖ Trowbridge Square
- ❖ Jocelyn Square
- ❖ Criscuolo Park

Neighborhood Revitalization around Job Centers

- ❖ **Science Park**
- ❖ SCSU
- ❖ River Street
- ❖ Mill River

New Local Historic Districts

- ❖ Chapel Street
- ❖ Ninth Square
- ❖ Trowbridge Square
- ❖ Orange Street
- ❖ Dwight Street
- ❖ New Haven Green



Rendering of the proposed re-building of Farnam Courts on Grand Avenue by Housing Authority. Construction is scheduled to begin in November 2016 and the timeline for completion is April 2017.

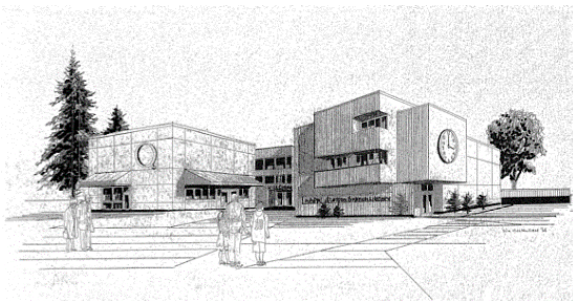


The newly built 245,000 sf office center on the historic Winchester Repeating Arms gun factory site at Science Park in Newhallville neighborhood. This building is now home to Yale's administrative offices, a print shop, and other offices

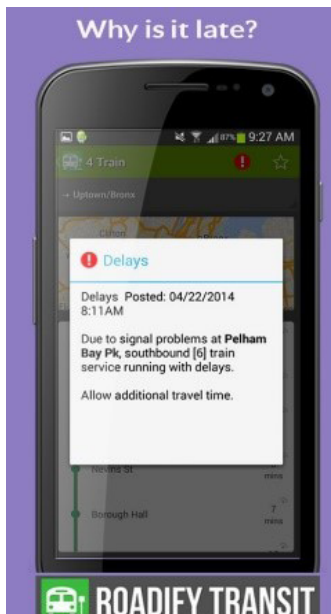
Executive Summary



Coogan Pavilion in Edgewood



Rendering of the proposed re-design of Q House in Dixwell neighborhood.



Roadify transit app currently available on smart phones provides real time information on bus arrivals and departures in New Haven.

Federal Designations Recommended

- ❖ Choice Neighborhood
- ❖ Promise Zone
- ❖ Preserve America

Locations for Year-round Community-based Facilities Preferred

- ❖ **Coogan Pavilion** (Edgewood)
- ❖ **Q House** (Dixwell)
- ❖ Salperto Rink (East Shore)

New Policies/Targets Recommended

- ❖ Explore the feasibility of implementing a housing trust fund
- ❖ Increase homeownership rate by at least 3 percent for the next decade
- ❖ Promote smaller sized housing unit development in and around Downtown New Haven
- ❖ Pursue necessary zoning amendments to promote workforce housing and to allow aging in place. Expand the functioning of residential licensing program
- ❖ Raise awareness of City-sponsored rehab and homeownership programs through an advanced marketing campaign
- ❖ Expand existing energy efficiency programs and seek funding for new programs
- ❖ Develop Phase II of wayfinding signage to include key neighborhood destinations, including commercial corridors

Transportation Recommendations

Public Transit Recommendations

- ❖ Implement digital signage boards at select bus stops including Downtown and Union Station
- ❖ Promote the usage of GPS in local buses
- ❖ Improve existing bus stops and bus shelters and lighting of sidewalks
- ❖ Market **Roadify app** for smart phones to provide real time bus information
- ❖ Promote TransitChek

Executive Summary



- ❖ Explore the feasibility of operating local bus routes through local transit district
- ❖ Implement Cross Town West bus route
- ❖ Implement effective travel and parking demand management program
- ❖ Implement New Haven to Springfield high-speed rail service
- ❖ Implement NEC Future with a transit stop in New Haven
- ❖ Improve operating headways and service times at State Street Station
- ❖ Implement necessary Tweed New Haven Airport improvements to connect to two to three hub cities
- ❖ Expand U Pass options to other colleges/universities besides Gateway Community College (GCC)
- ❖ Explore opportunities to combine Yale and CTTRANSIT shuttle routes
- ❖ Extend rail service along Waterfront Street and to North Yard to improve freight operations
- ❖ Establish intra-coastal and cross-sound ferry services at Belle Dock
- ❖ Partner with Greater New Haven Transit District (GNHTD) and CT Rides to expand current programs and services
- ❖ Implement mixed-use parking garage at Union Station

Sidewalk Improvements Priorities

- ❖ The Hill
- ❖ Newhallville
- ❖ Dixwell

New Sidewalks Proposed

- ❖ Russell Street
- ❖ Quinnipiac Avenue
- ❖ Lower Valley Street
- ❖ Foxon Boulevard

Executive Summary



Dedicated bike lanes envisioned on Edgewood Avenue (above) and on MLK Boulevard (below).



South Frontage Road will be transformed into an urban boulevard as part of Downtown Crossing project implementation.

Dedicated and/or Separated Bike Lanes Recommended

- ❖ Whalley Avenue
- ❖ **MLK Boulevard**
- ❖ Grand Avenue
- ❖ Congress Avenue
- ❖ Forbes Avenue
- ❖ Water Street
- ❖ **Edgewood Avenue**

Traffic Calming Location Priorities

- ❖ Ella Grasso Boulevard
- ❖ Upper Whalley Avenue
- ❖ Upper State Street
- ❖ Clinton Avenue
- ❖ Foxon Boulevard
- ❖ Sargent Drive
- ❖ Near James Hillhouse High School
- ❖ Near King Robinson School

Urban Boulevards (Improvements) Recommended

- ❖ **Route 34 (East and West)**
- ❖ Route 10 (Ella Grasso Boulevard)
- ❖ Kimberly Avenue
- ❖ Foxon Boulevard
- ❖ Whalley Avenue

New Highway Connections

- ❖ Exit 59A/Wilbur Cross Parkway

Trails Priorities

- ❖ Completion of Phase IV of Farmington Canal trail
- ❖ West River Greenway trail
- ❖ Mill River trail
- ❖ Harborside trail

Federal Designations Recommended

- ❖ Walk Friendly Communities

Executive Summary



Transit-oriented Development Opportunities

- ❖ Church Street South
- ❖ **Former New Haven Coliseum**
- ❖ Route 34 corridor
- ❖ Whalley/Boulevard area
- ❖ Union Street parcels (Wooster Square)

New Access Connections

- ❖ **Long Wharf neighborhood** to Vietnam Veterans Memorial in Long Wharf Park
- ❖ Sargent Drive to the waterfront
- ❖ Downtown to Wooster Square through the extension of “Fair Street”
- ❖ East Rock neighborhood to Cedar Hill area
- ❖ North to south connections across Route 34 West
- ❖ East to west bike/ped connections from East Shore/Annex/Fair Haven Heights to Downtown

New Policies/Targets Recommended

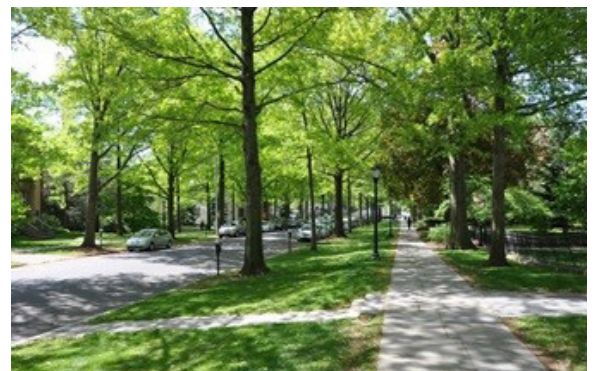
- ❖ Adopt multi-national Vision Zero policy, which aims to eliminate traffic fatalities
- ❖ Expand bicycle parking facilities in all public/private parking lots and on-street in Downtown
- ❖ Renewed discussion on inter-city transportation policy at regional and state level
- ❖ **Promote “green streets”**
- ❖ Streamline complete streets process and promote transparency in decision making and implementation
- ❖ Reduce greenhouse gas emissions by encouraging the use of compressed natural gas (CNG) and bio-diesel fuels
- ❖ Set a target to increase bike ridership at key Downtown intersections
- ❖ Work with CTRANSIT to allow bike racks at all transit stops
- ❖ Continue Street Smarts campaign and raise awareness on existing transit and bike routes and public parking locations



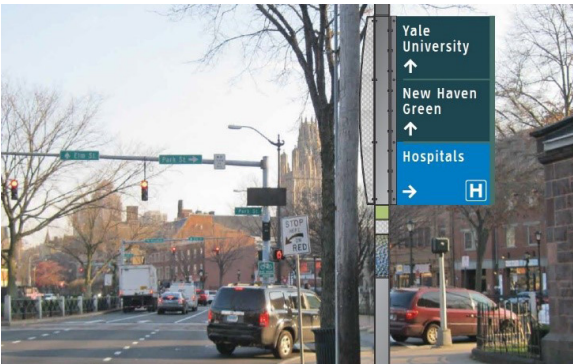
Transit-oriented development envisioned at former New Haven Coliseum site.



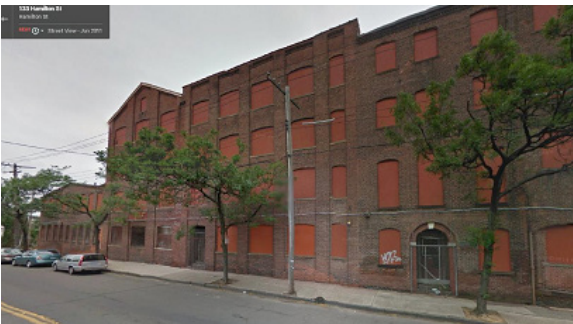
A conceptual view of a trail along Long Wharf Park that would help enhance residents’ access to the waterfront.



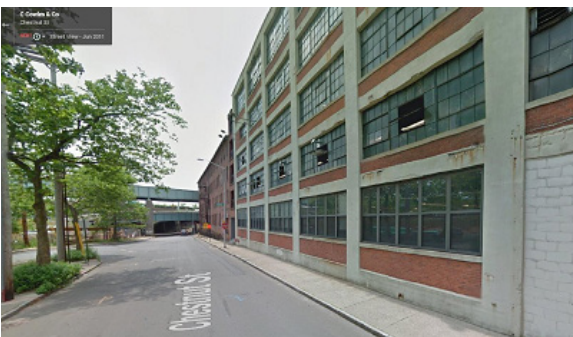
Hillhouse Avenue is an example of a green street.



Wayfinding signage would help visitors reach their destinations easily and also promote economic development. The current wayfinding system in the city is over thirty years old.



Clock Tower site in Wooster Square/Mill River area



Cowles site on Chestnut Street



Strauss Adler Building site on Olive Street

Economic Development Recommendations

Priority Projects/Programs

- ❖ Transformation of neighborhood commercial corridors into CT Main Streets
- ❖ Implementation of Downtown Crossing Phases II and III
- ❖ Former Coliseum Site development
- ❖ Implementation of **Wayfinding signage Phase I**
- ❖ Development of Route 34 West between Sherman Avenue and Route 10
- ❖ Participation in FEMA's CRS
- ❖ Expansion of workforce training programs
- ❖ Expansion of small business assistance programs

Large-scale Economic Development Opportunities

- ❖ Long Wharf
- ❖ Belle Dock
- ❖ Port of New Haven
- ❖ Mill River area
- ❖ Former Coliseum site
- ❖ Route 34 corridor

Downtown Infill Development Opportunities

- ❖ State Street lots
- ❖ 205 Church Street lot
- ❖ Frontier parking lot
- ❖ City-owned parking lot at Wall/Orange/Elm
- ❖ Parking deck by George and York

Site Specific Economic Development Initiatives

- ❖ CTTRANSIT, James Street
- ❖ **Clock Factory**, Hamilton Street
- ❖ Ives Place, Mill River area
- ❖ **Cowles Site**, Water Street
- ❖ Luciani Vito Site, Water Street
- ❖ High School in the Community site, Water Street
- ❖ Wyatt/Williams Energy site
- ❖ **Strauss Adler building** site, Olive Street

Executive Summary



Mixed-use Commercial Areas/Neighborhood Commercial Districts

- ❖ Water Street
- ❖ Whalley Avenue
- ❖ Grand Avenue
- ❖ Dixwell Avenue
- ❖ State Street/Cedar Hill
- ❖ Kimberly Square
- ❖ Congress Avenue
- ❖ Foxon Boulevard
- ❖ Forbes Avenue

Cultural/Outdoor Recreational Opportunities

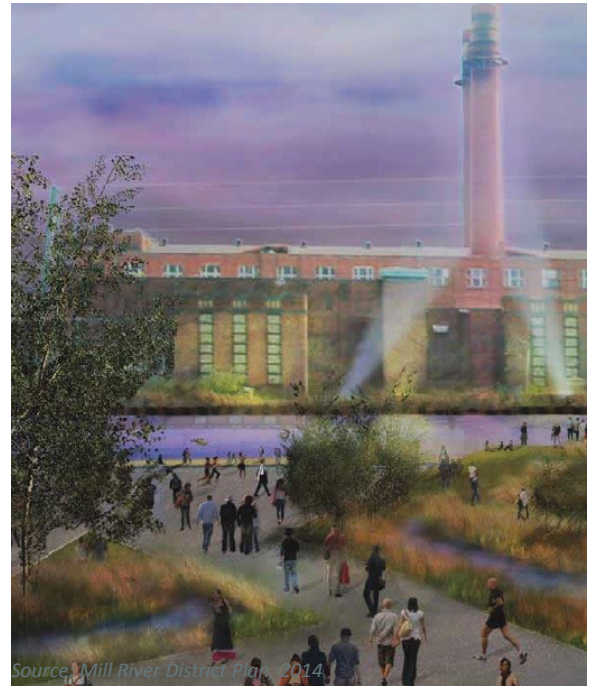
- ❖ Dover Beach Park
- ❖ Canal Dock and Long Wharf Areas
- ❖ West River Memorial Park
- ❖ Quinnipiac River Park
- ❖ **Former Simkins site** in Mill River area (interim uses)

Arts Integration Opportunities

- ❖ Re-imagining 45 Church Street as a creative center
- ❖ Re-imagining a signature Marcel Breuer building on Long Wharf as a global creative consortium
- ❖ Pursuing a vacant property on Chapel Street as a continuing education center for baby boomers
- ❖ Deploying “driverless” vans up and down Chapel and Church Streets with pre-recorded tours and historic commentary using technology

New Policies/Targets Recommended

- ❖ Promote an “all-inclusive” economy by expanding economic opportunities along neighborhood commercial corridors
- ❖ Prepare local workforce for a **technology-based economy** predominant in the 21st century
- ❖ Enhance economic competitiveness and strengthen New Haven’s positioning as a regional urban growth center
- ❖ Maintain and increase economic activity and vibrancy in Downtown New Haven



Source: Mill River District Plan, 2014

Waterfront locations such as the Simkins site could be used as open space or for art/seasonal/recreational events.



The local workforce should be prepared for a technology- and education-based economy predominant in the city and the region.



Executive Summary



Regionalization of arts programming is recommended to brand the region as a “place to be” for arts, culture, and entertainment.



Urban farms and commercial food production should be promote by permitting them in all zones of the city.

- ❖ Improve land use and design standards in neighborhood commercial districts
- ❖ Promote urban agriculture as an interim use on existing under-utilized industrial sites following appropriate clean up
- ❖ Develop business-focused marketing campaign using television and other local media
- ❖ Raise awareness on City-sponsored small business/entrepreneur assistance programs
- ❖ Encourage neighborhood associations/organizations to organize annual business festivals to showcase local artists’ talent and skills
- ❖ Promote bi-lingual education and workforce training
- ❖ Improve the retention of college graduates by involving them in community-based activities and City boards/commissions
- ❖ Continue to partner with local educational institutions to promote career pathways for local students
- ❖ Promote vocational training opportunities for local youth in life sciences, arts, and technology
- ❖ Raise awareness and training opportunities on career prospects in advanced manufacturing sector, which has a strong presence in the region
- ❖ Implement coastal resiliency improvements for businesses/properties located in V and VE flood zones
- ❖ Integrate arts/culture/history into the city’s wayfinding signage program
- ❖ Create innovative recurring funding sources for arts programming by naming buildings after philanthropists; encourage novel social media platforms for funding events together
- ❖ **Regionalize arts programming**, wherever feasible, to brand the region as an arts and cultural destination
- ❖ Explore the feasibility of passenger-related maritime activity in Port area
- ❖ **Enable urban farm siting locations** and support commercial food production in all zones of the city, including industrial zones

Executive Summary



- ❖ Support the expansion of city-wide fiber optic network to promote easy business and enhance economic competitiveness
- ❖ Promote commercial recycling programs and sharing of industrial waste, wherever feasible
- ❖ Require mandatory recycling practices at all local events
- ❖ Promote the growth of “green jobs” in other industries besides the construction industry

Environment Recommendations

Trails Priorities

- ❖ Completion of Phase IV of Farmington Canal trail
- ❖ West River Greenway trail
- ❖ Mill River trail
- ❖ Harborside trail

Park Planning

- ❖ Improvements to West River Memorial Park
- ❖ Official Adoption of Parks Master Plan Update

Coastal Resiliency Improvements

- ❖ Mill River (near English Station)
- ❖ Long Wharf and Rail Yard area
- ❖ East Shore
- ❖ River Street area
- ❖ **Morris Cove**

New Policies/Targets Recommended

- ❖ Partner with the public and private sector companies to ensure at least 30 percent reduction rate in VMT for the city over the next decade
- ❖ Encourage the implementation of **source reduction methods** to reduce stormwater runoff
- ❖ Continue to utilize renewable power sources for all City-owned buildings and educate private property owners regarding the benefits of using renewable power sources to the natural environment
- ❖ Support and promote commercial and non-profit urban agriculture as one important method of mitigating the urban heat island effect



View of properties at risk at Pardee Seawall in Morris Cove neighborhood.



Source reduction methods such as rain barrels could be used to reduce runoff from stormwater. Rain barrels collect and store rainwater from rooftops, which could be used later to water plants and yards.

Executive Summary



Recently implemented Edgewood bioswale near Edgewood School.



Plazas such as the Pitkin plaza located in Downtown New Haven help promote opportunities for community interaction, create identity, and increase a community's value.



Pedestrian safety enhancements at the intersection of Ella T. Grasso Boulevard and Rev. Dr. Martin Luther King, Jr. Boulevard would improve access between West River Memorial Park and Edgewood Park.

- ❖ Continue to seek improvements to upstream wastewater treatment facilities and support statewide regulation of non-point sources of pollution
- ❖ Implement flood proofing and context-sensitive coastal resiliency measures along the coast, incorporating structural measures where necessary, and pursuing zoning amendments based on the future land use map of the city
- ❖ **Continue to implement bioswales** (such as the recently installed Edgewood Avenue bioswale) in all neighborhoods to promote natural infiltration of water, reduce flooding, and increase ground water recharge
- ❖ Raise awareness among residents through brochures, email lists, and online materials regarding the importance of preserving plant and natural habitat areas to maintain a balanced ecosystem
- ❖ Demonstrate the value of urban spaces through the **revitalization of public plazas** in and around the central city
- ❖ Continue to enhance the image of all city parks to make them accessible, inviting, exciting, and well maintained
- ❖ Seek to expand opportunities to **promote safe access to the existing parks** and enhance programming in underserved neighborhoods by capitalizing on site and resource opportunities when available
- ❖ Encourage and support formation of "friends for parks" promote stewardship of parks
- ❖ Expand tree canopy in those parcels or blocks where there is minimum or no tree canopy with relatively large amount of impervious surface
- ❖ Continue to support community garden programs, plan short- and long-term locations with defined leases, encourage the location of farmers markets, and provide resources when possible
- ❖ Support the remediation of soils for urban farms and community gardens to allow safe and healthy food to be grown



H. PLAN IMPLEMENTATION

The summary of recommendations matrix (shown earlier) lists the short-term and medium-/long-term recommendations of the Plan. However, some recommendations may take more than 10 years to implement depending on staff capacity, market conditions, and financial resources. Since the Plan is visionary and conceptual in nature, more detailed technical analyses and studies must be undertaken to implement specific recommendations. Also, many of these projects and programs require substantial City, State, and Federal investments. One way of achieving faster results is to integrate the Comprehensive Plan recommendations within the City’s Capital Improvement Program.

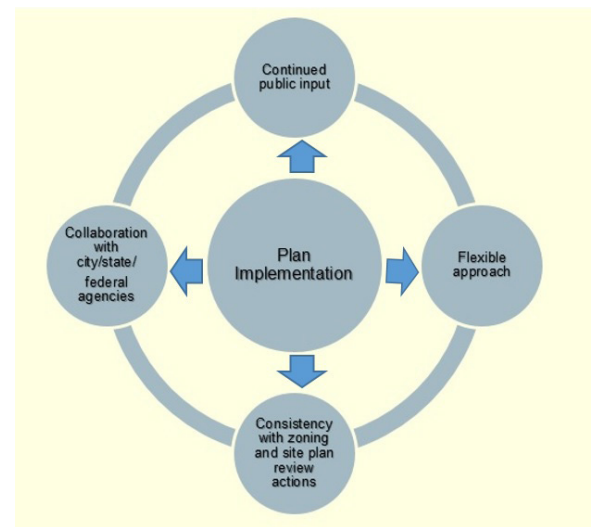
The **recommendations can be successfully implemented** only when there is continued collaboration, communication, and transparency during and after decision making among various City departments (i.e., City Plan, Livable City Initiative, Transportation, Economic Development, Parks, and Engineering), who are the responsible agencies for implementation.

This document was developed through extensive public input. Even moving forward, City staff should continue to engage the residents and various City boards/commissions to seek their input when implementing recommendations.

Cities thrive when the neighborhoods succeed and regions thrive when the cities succeed in implementing their visions. Keeping this in mind, the recommendations should be collectively implemented through partnerships at various levels including residents, neighborhood management teams, civic/non-profit associations, elected/appointed officials, institutional partners, and State/Federal/regional agencies.

A flexible approach must be adopted during implementation because in some instances the results of the technical analyses may suggest re-assessment of the proposed recommendations. Re-assessing the recommendations and policies outlined within this document periodically and making necessary amendments to the Plan would help ensure that it does not become obsolete.

The shared community vision and recommendations mentioned in this document should be publicized extensively among residents, local boards/commissions, elected/appointed officials, developers, non-profits, and other interested/affected agencies





Executive Summary

to achieve maximum desired results. All actions related to zoning and site plan review should be made generally consistent with the recommendations of this Plan.

Key Near-Term Actions

Strategy 1—Establish the Hill-to-Downtown Steering Committee of the Hill-to-Downtown Community Plan (2014).

- ❖ An official Hill-to-Downtown Steering Committee model shall include the four Hill alders or their designees, two designees from the Hill Management Teams (one from Hill North and one from Hill South elected by their respective Management Teams), two City of New Haven officials designated by the mayor (one from City Plan and one from Economic Development), and two representatives from local institutions or businesses nominated by the mayor and approved by the Board of Alders.