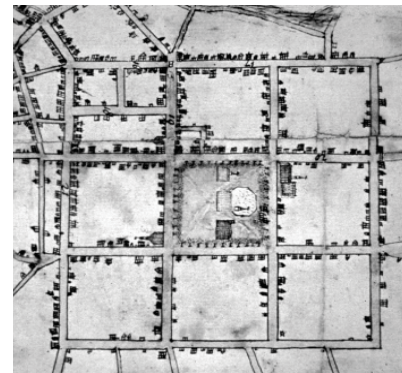


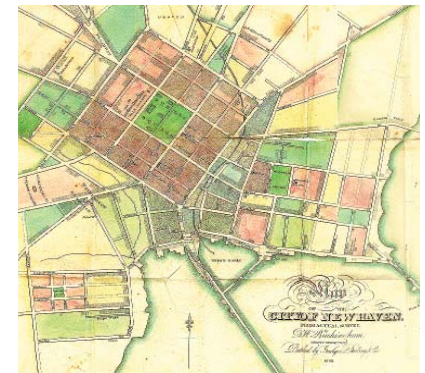
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## *Downtown Gateway Design Guidelines*

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Design Guidelines Book  
February 14, 2006

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# 1. Introduction

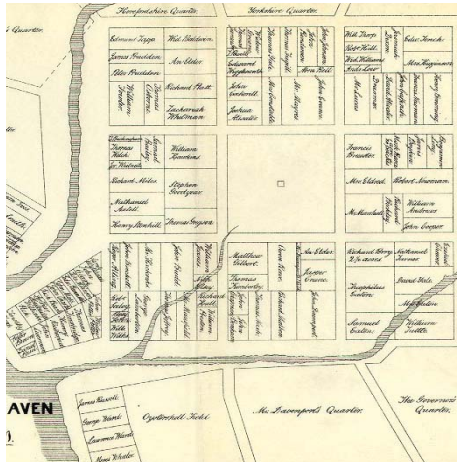


Figure 1  
The New Haven downtown is defined by the original 9 square grid established in 1637. The development area is located on the 10th Square of New Haven - a block laid diagonally to the grid - that provided a connection to the New Haven Harbor.

Throughout history, the hearthstone of civilization has been the city. It has been, and is still today, the primary place of commerce, culture, innovation and change. It is the place where people come together - seeking opportunity and human exchange of all kinds. Though by no means the largest or greatest of cities, New Haven is an important city, a place of innovation in design and industry, and a center of learning and invention.

New Haven's nine square grid was an early contribution to American architecture and urbanism that has provided a stable setting for urban life since the 17th century. Its proximity to a harbor was also a vital contributor to its success as a place of commerce. The nine square grid defines the downtown.

Downtown Gateway is a plan to rebuild the southeast edge of the New Haven downtown, at the head of Church Street, New Haven's principal street, so that it will have the attributes of a vibrant city precinct. The site for Downtown Gateway is in the area once known as the tenth square - an appendage to the nine squares that linked the city to the water. Once developed, Downtown Gateway will form an entrance to the downtown. Downtown Gateway will strengthen the nine squares' center of the city by providing continuity to the built fabric, reinforcing the street connections to the neighborhoods that lie to its south and east. It will help link the downtown with the growing medical research and education and health care precinct in the downtown south area of the city, improve the pedestrian routes from the center of New Haven to the Union Avenue railroad station, and reinforce the new Church Street South extension through to Long Wharf and the interstate highway system. Downtown Gateway will also play a role in realizing a long term goal of the City - reconnection of the city center with the harbor.

Downtown Gateway will add critical mass to the already successful Ninth Square redevelopment in New Haven, creating a viable new mixed-use downtown neighborhood. It will be home to Gateway Community College, professional theater, commercial and residential uses, and will become a regional destination for education, eating and entertainment.

Use of these guidelines will help to ensure that Downtown Gateway achieves the goals of an expanded Ninth Square neighborhood, with mixed uses in a human scale setting, contributing to the life of New Haven, the region, and the State, as a vital urban realm.

The guidelines define building scale, types, materials and character. They also describe the public environment desired for drivers and pedestrians, providing standards for the components of the public realm - the outdoor urban environment - such as paving, seating, lighting, parking, planting, and the support to be provided for outdoor activities. Service access criteria for the buildings and open public spaces are also defined in this development.

**Development Context**

Although at one corner of New Haven’s downtown, as the adjacent context map indicates, the Downtown Gateway development area is at the center of many neighborhoods of significance to the life of the city. It is also midway between two train stations - Union Station and the State Street commuter station - and is close to the intersection of interstate highways I -91 and I-95, both accessible from the Route 34 Connector.



Figure 2 - Context Map

- 1. Downtown Gateway
- 2. New Haven Green
- 3. Downtown Business/ Government
- 4. Downtown Entertainment/ Retail
- 5. Yale University
- 6. Bio-Medical
- 7. Ninth Square
- 8. State Street Station
- 9. Union Station
- 10. Wooster Square

- 11. Church Street Extension
- 12. Long Wharf
- 13. Waterfront Park
- 14. Amistad Pier
- 15. Wooster Square Residential Neighborhood
- 16. Interstate 91 Highway
- 17. Interstate 95 Highway
- 18. Route 34 Connector
- 19. New Haven Harbor
- 20. Vietnam Memorial

- Open Public Spaces
- Downtown Gateway
- Business/Government Entertainment/Retail
- Education/Bio-Medical
- Commercial
- Wooster Square Neighborhood
- Public Transportation
- Arrival Routes

## 2. Guiding Principles of Urban Form

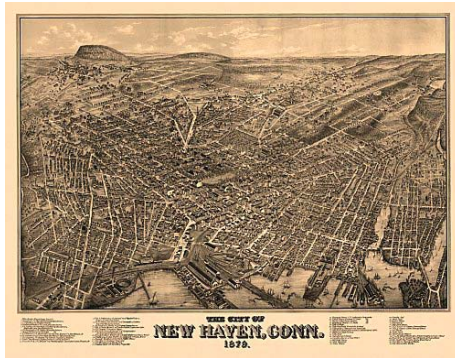


Figure 3

*Cities bring people together for their shared benefit. The goal of these Guidelines is to ensure that Downtown Gateway will have the physical structures that bring people together and find enrichment in their lives.*

### Streets, Squares and Parks

Downtown Gateway plan uses the elemental urban components that have characterized urban form since the birth of civilization. First among these is the matrix of **streets** that links every part of the city to every other part, creating opportunities for commerce and community life. Lining the streets are buildings and houses, built as densely as is consistent with human needs, and all accessible to one another. Modulating the matrix of streets are locations where the streets widen to allow people to come together - for festivals, marches, and for markets. It is at these public open places - **squares and parks** - that the important buildings of the city are usually found – places of worship, government, culture, and education.

### Outdoor Rooms

Outdoor spaces that are recognized as urban have well-defined edges. Those edges are building walls that turn streets, parks, squares, and other similar spaces into **outdoor rooms**. These outdoor rooms have clear functions in the city - to get from one place to another, to congregate, or to find respite. The walls define clearly what is public and what is private. As in those parts of New Haven that have retained their urban integrity, the buildings of Downtown Gateway will be placed on or close to the edge of the sidewalks. The walls of the new buildings will form **outdoor rooms**. These outdoor rooms will give clear definition to the public realm.

### Mixed Uses

The presence of a wide range of places for people to pursue their interests and meet their needs – to shop, to eat, for recreation, culture, education and entertainment, for work, and to live – is a characteristic of successful urban precincts. The concept plan will stipulate that **mixed uses** be provided on all the development parcels to ensure that there are opportunities for as wide a range of people as possible to have a reason to become part of the life of Downtown Gateway.

### Commercial Continuity

Commerce is at the heart of every vibrant city. The limits of commercial life are also the limits of an active urban realm. And intrinsic to the life of a vital and dynamic urban precinct is its connection to neighboring precincts, encouraging people to pass through as they make their way to and fro. Commerce both supports and is supported by this flow. The guidelines for each parcel in the concept plan call for street level commercial space for stores, restaurants, and galleries to be located at grade level along every street and public place. This commercial space will create **continuity** of activity – of places to go and reasons to visit – that will reinforce the paths between adjoining precincts and neighborhoods including the Ninth Square, Church Street South, the Wooster Square neighborhood, and Union Station.

### A Distinct Character

Memorable urban places have a character that distinguishes them from other parts of the city. In New Haven, the institution of Yale University has set its stamp on a large portion of the nine squares of downtown New Haven. The Audubon Street arts precinct, similarly, has a **distinct character**. The guidelines for Downtown Gateway will ensure that the buildings and public realm have a texture and character that forms a coherent, distinct whole.





Figure 4  
The British Art Center on the corner of High and Chapel Streets is an educational/cultural building that provides a wall to the street and street level commercial space, giving definition to the public realm and a range of reasons for people to visit.



Figure 5  
The Audubon Arts neighborhood is a diverse, mixed use precinct in New Haven with a distinct urban and architectural character.



Figure 6  
Orange Street, in the Ninth Square, is a public outdoor room, its space defined by the walls of the buildings that line it.



Figure 7  
New Haven City Hall



Figure 8  
Whitney-Grove



Figure 9  
On Chapel Street retail shops create continuity of activity and destination. This is a model for street level activity in the Downtown Gateway development area.



Figure 10  
New Haven Green



Figure 11  
New Haven Green, view towards Yale



Figure 12  
Audubon Street



Figure 13  
Commercial activity opens to the sidewalk on Broadway



Figure 14  
Broadway in New Haven is a public open place - a place of commerce and informal congregation, created by the confluence of paths and diversity of activity made possible by wide sidewalks.



Figure 15  
Wooster Square

### 3. Downtown Gateway Development Concept



Figure 16  
New Haven Skyline



Figure 17  
Chapel Street

The project area is bounded on the west by the Temple Street Parking Garage; to the north by Crown Street; to the east by State Street, and to the south by North Frontage Road.

While on the edge of the New Haven downtown, the project area has a pivotal role in linking the downtown with adjacent neighborhoods. It will form a connection for pedestrians between the Union Street train station, the medical precinct, and the downtown, mitigating the barrier to pedestrian movement caused by the Route 34 Connector. New uses in this area will also benefit by being close to both the Union and State Street train stations and by having good access to the interstate highway. A mixed use development, the buildings of Gateway will include the Gateway Community College Campus, offices, restaurants, retail stores, housing, the Long Wharf Theatre, and potentially a hotel and conference center.

An important aspect of this project is the encouragement of an active street life with the provision of retail services that will support the residents, workers, and visitors in the neighborhood. Therefore, all buildings in the project area will be encouraged to have retail and retail-related uses at street level, providing a continuous street level commercial life.

#### Urban Scale and Texture

A goal of the development is to create an urban fabric that is consistent with that of the downtown and which also maximizes development potential. While the downtown is heterogeneous in the age and material of its buildings - with many different heights and diverse architectural character - the dominant built fabric consists of buildings that are between 4 to 8 stories in height. While some buildings are lower, it is this low to mid-rise built fabric that creates the largely homogenous, undulating skyline of the downtown - punctuated by a few towers - commercial office buildings, spires, and the towers of Yale University.

#### Gateway Community College

Located on Church Street, the new Gateway Community College will be designed as a campus of buildings on two sites. The buildings of the community college are anticipated to form a major presence. Facing Church Street, the college will be urban in form and character, built to the street line except at the principal entrance to the college, where the Guidelines recommend a public open place. The overall building envelope anticipates an optimum height of 8 stories and sufficient

building mass to enable both the currently anticipated program of uses and significant future expansion on the two sites. At street level, space is to be set aside for college uses that interact with the public. Where possible, this street level space should include commercial activity.

#### Retail Space

A key element of the concept plan is the provision of retail space at street level. Primarily facing Church Street, George Street, and onto other public open spaces, retail uses will provide reasons for people to visit the neighborhood and will support the cultural, educational, housing, and other activities in the development area. The plan anticipates coffee shops, restaurants, clothing stores, book stores, and service retail, consistent with the diverse nature of the current and future residents, visitors and workers who will inhabit the development area.

#### Offices

The presence of offices is an important component of this project. The Knights of Columbus corporate headquarters is a fundamental anchor for day-time activity. Additional office space will bring more people to the neighborhood, which will be convenient for both car and train commuters. The Planning Concept anticipates that office space may be integrated into mixed-use buildings with retail, housing and other possible uses.

#### Housing

Apartments, including units for sale, market-rate rental, and assisted rental, are proposed. Where feasible, housing buildings will have retail space at street level.

#### Public Open Space

Public open space, designed to encourage people to gather for events, for eating, meeting, and participating in the experience of community is integral to this planning concept.

Pedestrian paths, including sidewalks, will be wide to allow outdoor eating in front of restaurants and cafes. Public space will provide a campus for students of the community college and should also enable scheduled activities such as ceremonies, outdoor theater, exhibitions and neighborhood events to occur in addition to unscheduled activities.

#### Long Wharf Theatre

Projected to include a 500-seat proscenium theater and a



300-seat theater, Long Wharf Theatre should be located in the development area to reinforce its connection with the entertainment, restaurant, and arts neighborhoods in the downtown.

**Parking**

The parking demand created by the development will be addressed in the context of the City of New Haven's overall parking strategy for the parking precinct in which the development is located. The Guidelines anticipate that the parking solution for each development will consist of a combination of short-term curb-side parking and structured parking, whether provided within or outside the development area. On-site, surface parking will not be part of any development solution except as an interim phase in a development build-out.

Short-term curb-side parking will encourage healthy street-level retail activity, and therefore will be provided in the development area wherever feasible - typically on both sides of the street in the development area.

Structured parking will be encouraged below the buildings of the development area. Additional above-grade parking garages are also anticipated. Where parking faces the streets of the development area, ground floor retail space will be provided between the parking structure and the sidewalk. 'Liner buildings' at the street that rise in front of the garages are also encouraged. To promote security for garage users, vertical circulation systems, including stairs, lobbies, and elevators, should be extensively glazed.

Permanent above-grade parking structures, except for the development parcels that specifically include them, are not anticipated as part of the development project.

**A Sustainable Design Approach**

Underlying this development project are considerations of environmental sustainability. The development area is close to two railroad stations, will be served by buses, is in a mixed use neighborhood, and will encourage greater pedestrian movement in the downtown. The design guidelines will also encourage building design strategies that are oriented toward environmental sustainability.

**Infrastructure**

Infrastructure improvements below grade will provide service access to the buildings in the development area.

Not included in the development area, but of significance for the future is the Church Street bridge linking the downtown

with the downtown south precinct of New Haven. This bridge will at some time be redesigned so that it can appropriately signify the point of entry to the downtown from the south.

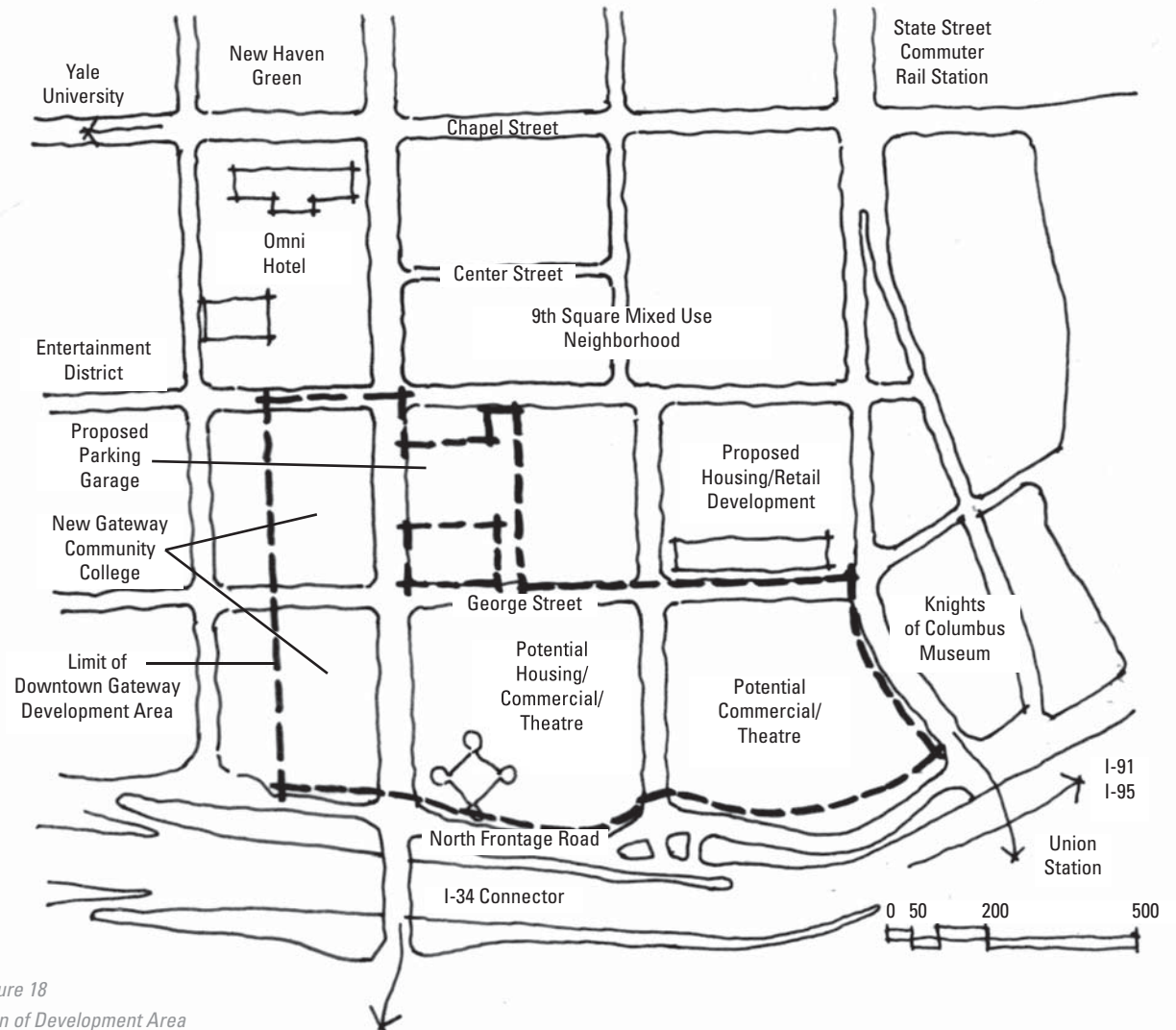


Figure 18  
Plan of Development Area

## 4. How to use the Design Guidelines

### Introduction

The role of the guidelines is to facilitate creation of a rich urban environment, heterogeneous in character and use, both distinct and continuous with the fabric of New Haven, and as dense as is consistent with the goals of the City. These Guidelines aim to provide the greatest possible freedom of expression and use while establishing a framework that will ensure coherence in urban form, use and amenity to the public.

In order to determine the design parameters of any project within the development area, it is necessary to ensure their compliance with the Guidelines.

The limits of the Development Parcels, which are the sites available for development, are established either by the streets that bound them or adjacent properties not within the development area.

Public Open Spaces include the streets with the development area and Public Open Places that are to be provided within the Development Parcels.

### Development Parcels

The Guidelines for the Development Parcels establish the following:

- Site Coverage and 'Build-to' Lines
- Easements
- Massing and number of floors
- Architectural Character
- Building Performance

One of the elements of urban form-making is the creation of outdoor rooms. These outdoor rooms are created by the buildings that define the edges of the public spaces.

### Public Open Spaces

The Guidelines for the Public Open Spaces establish:

- Streets:
  - Roadbed
  - Sidewalk Widths
  - Trees
  - Streetscape Details

Public Open Places:

- Locations
- Adjacent uses
- Trees
- Details
- Public Spaces Details

The following pages provide the information necessary to establish the parameters that should guide the development of each of the parcels in Downtown Gateway.

### To Use the Guidelines:

#### *Step One:*

Locate the Development Parcel in the Plan on the facing page.

#### *Step Two:*

In the following pages find the Development Parcel description. This describes the constraints, permitted uses, and scale of development for the relevant parcel.

Not indicated on the Parcel diagrams are the locations of Public Open Places. It is however expected that Parcels 1, 2, and 3 will have Public Open Places incorporated into the developments on those parcels. To plan the parcels, therefore, consideration of Step 3 (b) is fundamental.

#### *Step Three:*

In the Public Spaces Section, find:

(a) The pages that describe the streets adjoining the relevant development parcel and that are in the development area. These pages establish the location of the parcel extents and build-to line for each development parcel.

(b) Public Open Places. They describe the types of open public places that may be provided as part of each development in order to meet the need for public open spaces in addition to streets.

(c) Open Space Details. These pages describe the nature details such as paving, trees etc. recommended in the public spaces of the development area.

*Note:*

1. All diagrams on the following pages are indicative of the design intent of Guidelines. They are not legal descriptions. Any parcel dimensions, including easements, other restrictions and encroachments should be determined by survey and in conjunction with the Public Space (Streets) guidelines.
2. Guidelines governing the use of the development parcels are to be read in conjunction with the Zoning Ordinance of the City of New Haven.

**Description of the Development Parcels**

The development area is divided into parcels, as shown on this plan. The limits of each parcel are defined by adjacent property not in the development area or by the rear edge of the sidewalk of adjacent street(s). The location of the rear of sidewalk is defined by the Right of Way, as shown on the 'Streets' defined in the Public Spaces guidelines.

*Build-to Line*

The intention of the Guidelines is for buildings to be built as close to the sidewalk as practicable in accordance with the objective of creating 'outdoor rooms.' The Build-to Line is shown on the parcel plan.

For Example: A build-to line of 0' signifies that the exterior wall of a building facing a street should be constructed 0 feet behind the rear edge of the sidewalk. In order to provide design flexibility and to create opportunities for variety in the streetscape, the guidelines provide for a range in the distance of the exterior wall from the sidewalk. A build-to line of 0' - 4', 15% signifies that up to 15% of the building face may be constructed up to 4' back from the rear of the sidewalk - the balance is to be built 0' from the rear of the sidewalk.

*Building Floors/Building Height*

The Guidelines do not typically stipulate maximum building heights. The Guidelines typically stipulate an optimum number of floors for the buildings proposed for the development parcels. Because it is an objective of the City of New Haven to maximize the development potential of each parcel, developers are encouraged to build the optimum number of floors, consistent with the use of the buildings in the development and other factors defined in the Guidelines.

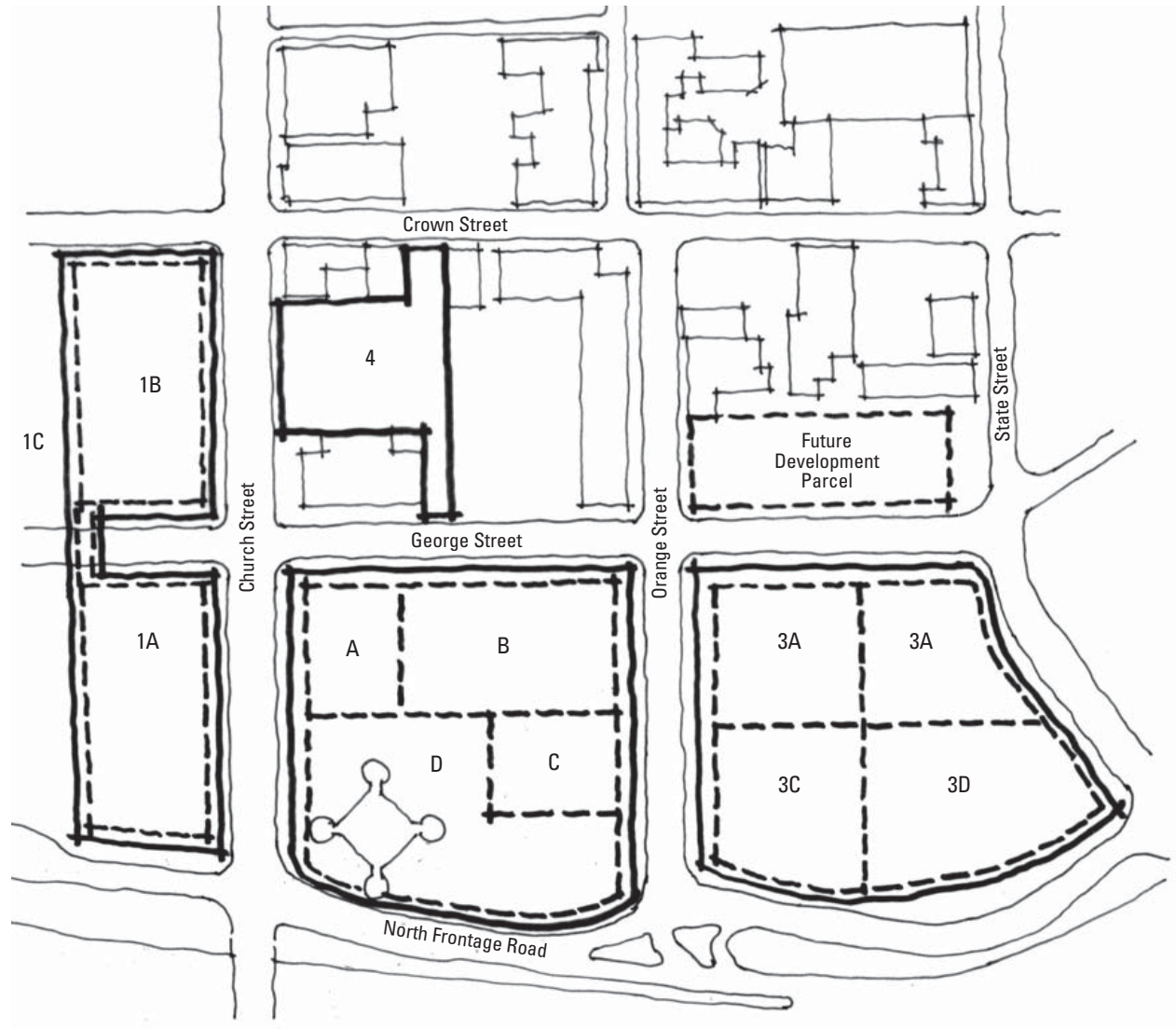


Figure 19  
Development Parcel Plan

## 5. Development Parcels

### General

The primary use of Parcel 1A is to be education-related. It is one of the two downtown sites for the new Gateway Community College. The other site is Parcel 1B. The building to be constructed on this site will share with the Knights of Columbus office tower the role of forming a portal to the downtown. The guidelines, therefore, reflect the belief that its mass and form should be comparable in its urban significance with that of the Knights of Columbus building, located on the other side of Church Street, immediately north of the Church Street bridge.

Except as required for open public space, facades on public right of ways will be placed at the rear edge of the sidewalk – the ‘build-to’ line. These ‘build-to’ lines are indicated in the Public Realm guidelines for each of the streets adjacent to the parcel and in the diagrams on the facing page. Allowable modulation of the facade with respect to the ‘build-to line’ is indicated on the facing page, and is desirable. Some variation in height is also desirable.

The facades on Church Street, George Street, and North Frontage Road are to have extensive areas of glass. Other facade materials are to be consistent with the institutional character of the building, and may include brick, stone, and metal. Specific material selections, including color and texture, will be consistent with the overall design guidelines.

Interior assignable spaces should have access to natural light, directly or indirectly. Interior building and site planning should encourage the utilization of adjoining streets and the new public spaces to provide paths from one building of the college to another and as places for students to meet and socialize, and to shop.

### Future Growth

It is the intention of the Guidelines that there be sufficient permissible floor area and building envelope on Parcels 1A and 1B to enable the Community College to meet its current program requirements on these sites, and to allow the college to construct one or more future phases on the site. It is also a recommendation of the Guidelines that maximum build-out of the permissible building envelope be pursued - consistent with the building purpose and other criteria of the Guidelines. The mass and form of any initial construction should, however, emphasize the creation of a street wall, as defined above.

Initial construction phases should observe the build-to line and provide as many stories as possible facing the street

### Sustainable Design

The buildings should be designed to achieve as high a level of environmental sustainability as is achievable for their type. In addition to the selection of efficient mechanical systems, the City encourages the use of design strategies consistent with sustainability, including (but not limited to):

- Green roofs
- Use of natural light moderated by suncreening
- Natural Ventilation
- Use of recycled and recyclable materials
- LEED certification - platinum

### Service Access and Parking

Service access to the building will be below grade. Any loading areas and parking on this parcel, should be provided below grade level.

Any surface parking provided on the parcel should not be visible from any of the streets in the development area. Surface parking should only be provided on an interim or temporary basis - not as part of a permanent development solution.

### Secondary Uses:

At street level, the community college building is to be designed to provide community-oriented uses, accessible to the public directly from the street. Community college social and recreational spaces should also be directly accessible from the street and designed to enable use by the public. Community college programs, where appropriate, may have space at street level if these spaces are visible and accessible to the public.

### Public Open Places

One or more public open places are to be provided on either or both Parcels 1A and Parcels 1B (see over). If the principal pedestrian entrance to the community college is to be located on Parcel 1A, this parcel should have a public open space located at that entrance. Criteria for public open places are defined in ‘Public Space.’



# Development Parcel 1A

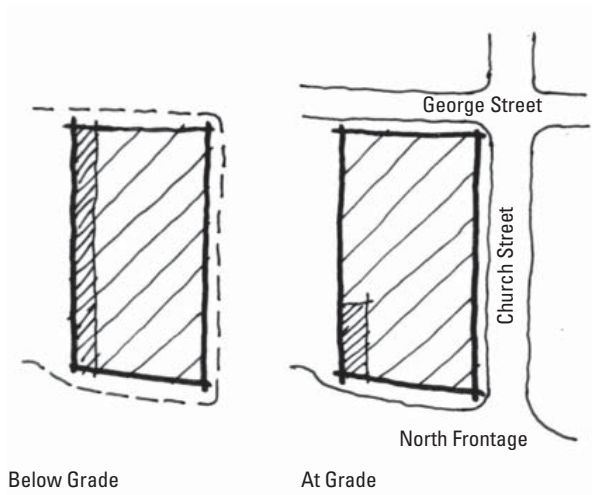
## Other factors:

### Service Tunnel

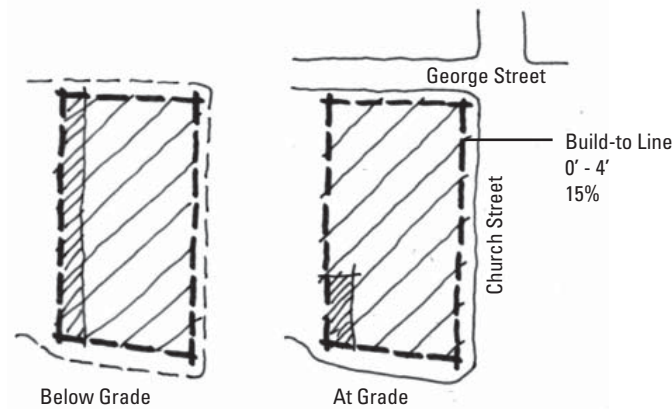
Service access is to be provided from North Frontage Road. Access will be a tunnel leading from grade to loading, parking and building service facilities below the building. Provision of an easement will enable this access tunnel to be used by property owners on the block bounded by Church, Chapel, Temple and Crown Streets.

### Phasing Approach

The Guidelines provide for a full build out of the parcel in more than one phase. Portions of the street frontages may be left open to enable future construction. At full build out, the project should meet the build-to criteria defined for this parcel.



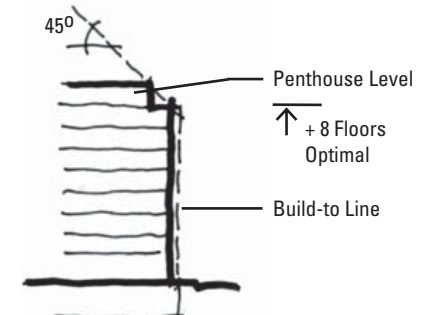
## Parcel 1A - Parcel Limits



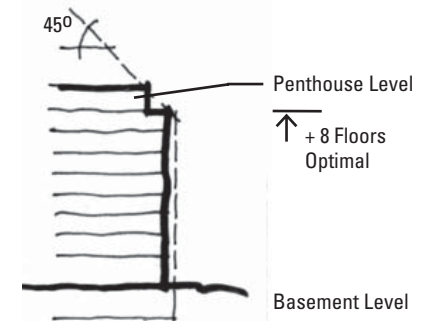
Uses: Shared Access Tunnel  
Parking  
Building Service  
Educational

Uses:  
Primary Use: Educational  
Other: Retail and Community  
Accessible at street level

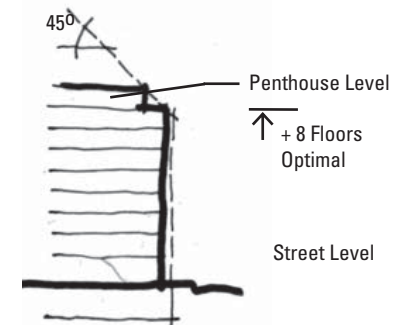
## Parcel 1A - Parcel Uses



## Massing - Church Street



## Massing - George Street



## Massing - North Frontage Street

# Development Parcel 1B

## General

The primary use of Parcel 1B is to be education-related. This parcel is one of the two downtown sites for the new Gateway Community College. Whereas the building form located on Parcel 1A is affected primarily by its role as part of the the edge of downtown, to the Route 34 Connector and the Knights of Columbus headquarters office tower, the building forms of Parcel 1B are imbedded into the dominant fabric of the downtown and should respond appropriately (\*) to the downtown's overall urban scale.

Except as required for open public space, facades on public right of ways will be placed at the rear edge of the sidewalk – the 'build-to' line. These 'build-to' lines are indicated in the Public Realm guidelines for each of the streets adjacent to the parcel and in the diagrams on the facing page. Allowable modulation of the facade with respect to the 'build-to line' is indicated on the facing page, and is desirable. Some variation in height is also desirable.

The facades on Church Street, George Street, and Crown Street should have extensive areas of glass. Other facade materials are to be consistent with the institutional character of the building, and may include brick, stone, and metal. Specific material selections, including color and texture, will be consistent with the overall design guidelines.

Interior assignable spaces should have access to natural light, directly or indirectly. Interior building and site planning should encourage the utilization of adjoining streets and the new public spaces to provide paths from one building of the college to another and as places for students to meet and socialize, and to shop.

## Planning for Future Growth

It is the intention of the Guidelines that there be sufficient permissible floor area and building envelope on Parcels 1A and 1B to enable the Community College to meet its current program requirements on these sites, and to allow the college to construct one or more future phases on the site. It is also a recommendation of the Guidelines that maximum build-out of the permissible building envelope be pursued - consistent with the building purpose and other criteria of the Guidelines.

The mass and form of any initial construction should, however, emphasize the creation of a street wall, as defined above.

## Sustainable Design

The buildings should be designed to achieve as high a level of environmental sustainability as is achievable for their type. In addition to the selection of efficient mechanical systems, the City encourages the use of design strategies consistent with sustainability, including (not limited to):

- Green roofs
- Use of natural light moderated by suncreening
- Natural ventilation
- Recycled and recyclable materials
- LEED certification - platinum

## Service Access and Parking

Service access to the building will be below grade. Any loading areas and parking on this parcel, should be provided below grade level.

Any surface parking provided on the parcel should not be visible from any of the streets in the development area. Surface parking should only be provided on an interim or temporary basis - not as part of a permanent development solution.

## Public Open Places

One or more public open places are to be provided on either or both Parcels 1A and Parcels 1B (see over). If the principal pedestrian entrance to the community college is to be located on Parcel 1A, this parcel should have a public open space located at that entrance. Criteria for public open places are defined in 'Public Space.'

## Secondary Uses:

At street level, the community college building is to be designed to provide community-oriented uses, accessible to the public directly from the street. Community college social and recreational spaces should also be directly accessible from the street and designed to enable use by the public. Community college programs, where appropriate, may have space at street level if these spaces are visible and accessible to the public.

## Other Factors:

Service Tunnel

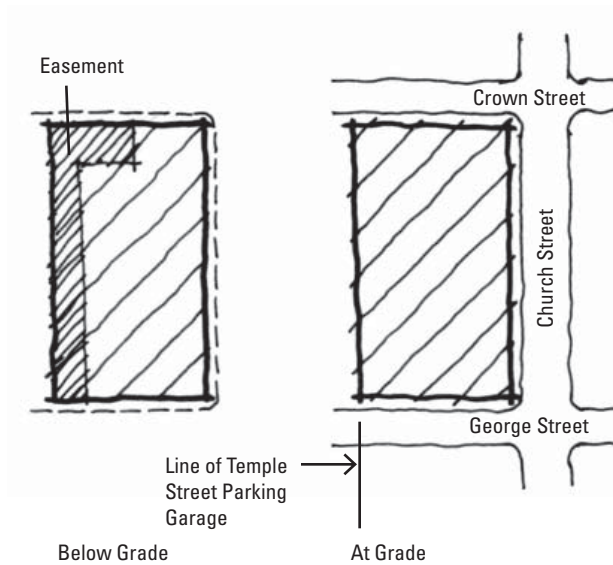
Service access is to be provided from North Frontage Road. Access will be a tunnel leading from grade to parking and building service facilities below the building on Parcel 1A, and George Street. Provision of an easement on Parcel 1B will enable the access tunnel under the building parcel to be used

by property owners on the block bounded by Church, Chapel, Temple and Crown Streets.

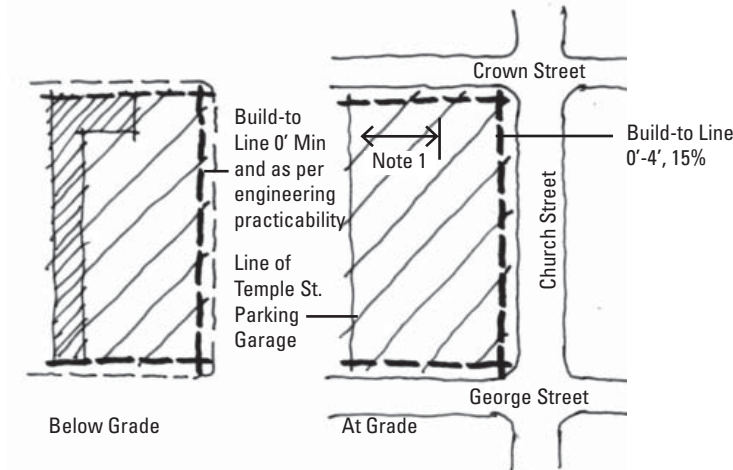
**Phasing Approach**

The Guidelines provide for a full buildout of the parcel in more than one phase. Portions of the street frontages may be left open to enable future construction. At full build out, the project should meet the build-to criteria defined for this parcel.

(\*) A determination as to what constitutes 'appropriate' is addressed in the section of the Guidelines 'Administration of the Design Guidelines.'



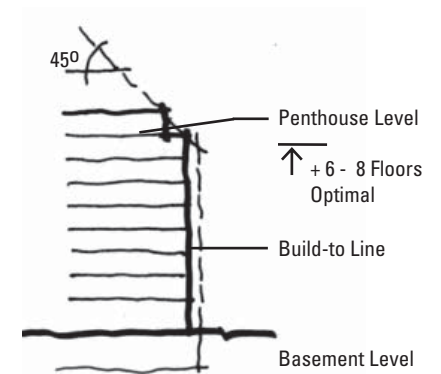
**Parcel 1B - Parcel Limits**



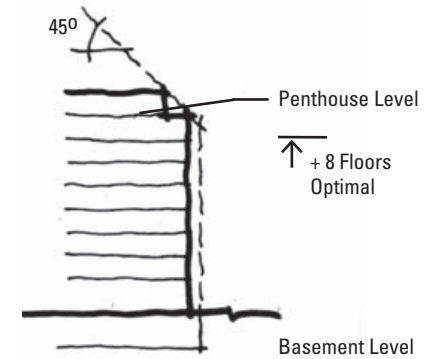
Uses: Shared Access Tunnel  
Parking  
Building Service  
Educational

Uses:  
Primary Use: Educational  
Other: Retail and  
Community Access at Street Level

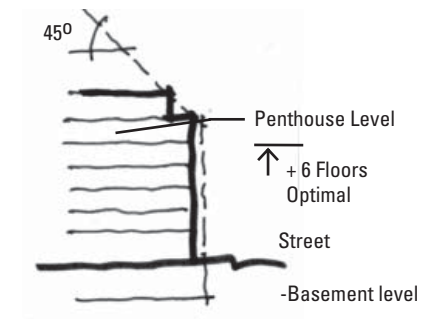
**Parcel 1B- Parcel Uses**



**Massing - Church Street**



**Massing - George Street**



**Massing - Crown Street**

# Development Parcel 1C

## **General**

A fundamental principle guiding this development project is the concept that the streets and sidewalks should be the common place of circulation between buildings that are separated by streets. The connection of buildings with bridges that cross over streets is inconsistent with that principle.

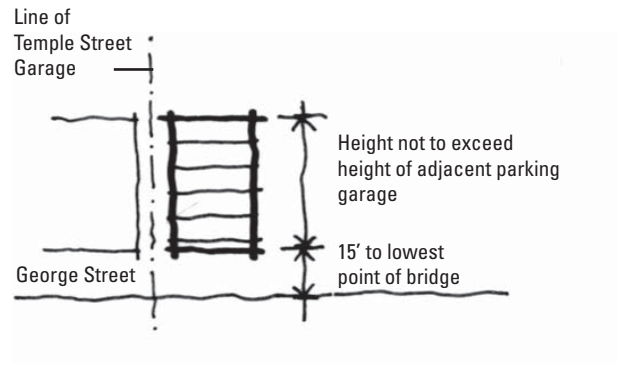
In view of the planned uses for Parcels 1A and 1B, however, the development area includes an air rights parcel to enable construction of a bridge connection over George Street between the buildings of the Gateway Community College, should it be required. The coverage and floor area of the connection should be sufficient only to permit access between the two buildings and only on floor levels where it is shown that this connection is required to enable convenient circulation of the students between classes. No other uses will be permitted in Parcel 1C.

A new connecting bridge will inherently increase the negative effect of the existing Temple Street Garage on the environmental quality of George Street between Temple and Church Streets. An objective of the Guidelines therefore, is that, if required, the bridge should be located where its effect on the street below is minimized - particularly with respect to the loss of direct natural light on the street. The bridge should be as narrow as possible consistent with functionality, glazed, and as transparent as structural considerations will allow.

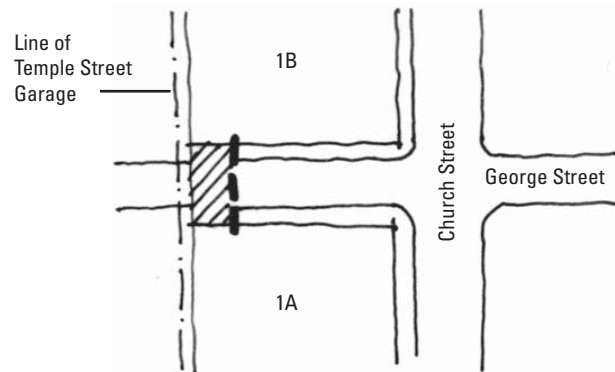
## **Sustainable Design**

The design of the bridge should be consistent with the sustainable design approach for the buildings on Parcels 1A and 1B.

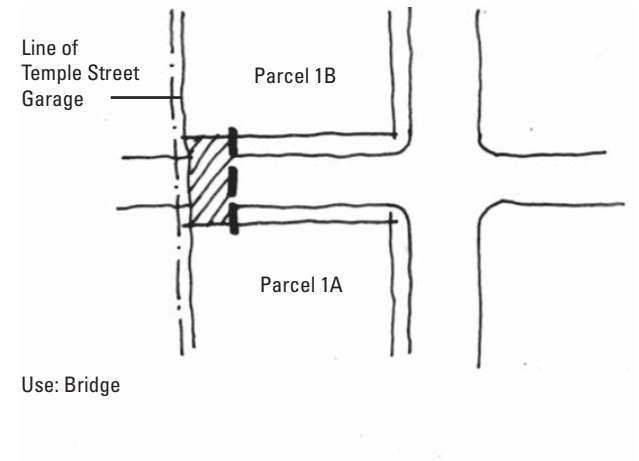




**Parcel 1C - Massing**



**Parcel 1C - Parcel Limits**



**Parcel 1C - Parcel Use**

# Development Parcel 2

## General

The recommended uses of this parcel include commercial space retail, and housing. Commercial space may include retail, restaurants, office space, and entertainment (theater). The ground floor area of buildings facing the adjoining streets should be designed to allow as much retail/restaurant activity as is economically feasible.

Parcel 2 is divided into 4 sub-parcels, reflecting the current subdivision of the block. The guidelines anticipate that these sub-parcels may be combined into one or more development parcels. The final parcel disposition may reflect the divisions now shown or may alter. Whatever the final disposition, it is the intent of the Guidelines that the sub-parcels be developed to create an integrated whole on the block. Any proposed development on any sub-parcel will be not be permitted to negatively affect the development potential of any other portion of the parcel.

### Parcel 2-A

On the corner of Church and George Streets, this parcel is currently a City-owned park.

### Parcels 2-B and 2-C

These Parcels are currently City-owned. Parcel 1-C includes the entrance to the existing access tunnel serving the Omni Hotel and Chapel Square. This entrance and the portion of the access tunnel passing through Parcel 2 and underneath Church Street will be decommissioned and replaced by an access tunnel leading from North Frontage Road at Parcel 1A.

### Parcel 2-D

Parcel D is a property currently owned by the Knights of Columbus. The building and associated below-grade service and parking structure are now used as the Knights of Columbus Corporate Headquarters.

## Service Access and Parking

Service access to the building will be below grade. Any loading areas and parking on this parcel should be provided below grade level.

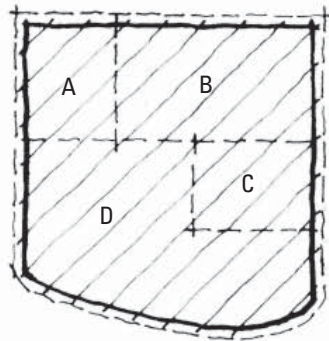
## Public Open Places

One or more public open places are to be provided on Parcel 2. Public open places on the parcel should be located and connected in such a way as to be mutually supportive. Criteria for public open places are defined in 'Public Space.'

## Sustainable Design

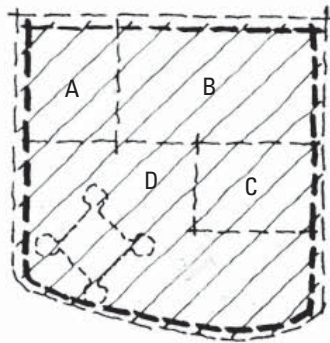
The buildings should be designed to achieve as high a level of environmental sustainability as is achievable for their type. In addition to the selection of efficient mechanical systems, the City encourages the use of design strategies consistent with sustainability, including:

- Green roofs
- Use of natural light moderated by suncreening
- Natural ventilation
- Use of recycled and recyclable materials
- LEED certification - platinum



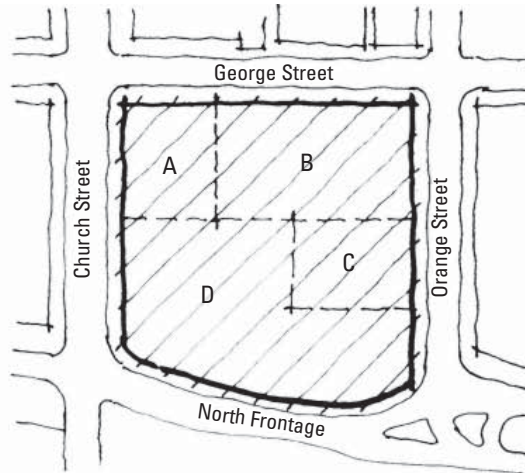
Below Grade

### Parcel 2 - Parcel Limits

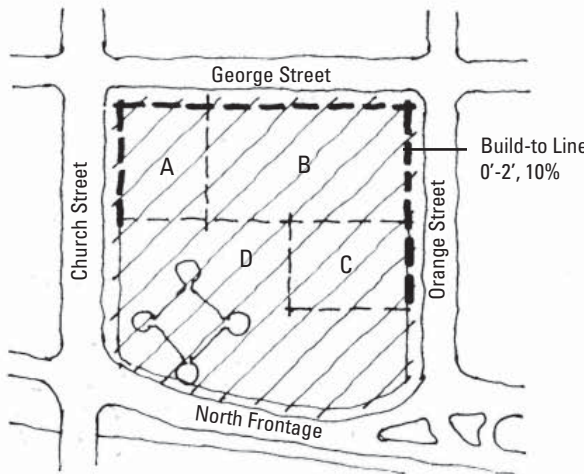


Below Grade:  
Uses: Parking  
Building Service

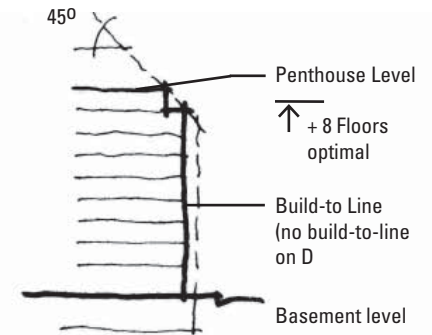
### Parcel 2 - Parcel Uses



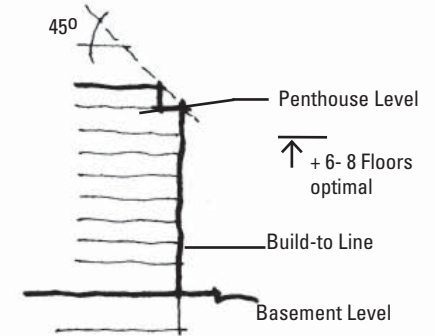
At Grade



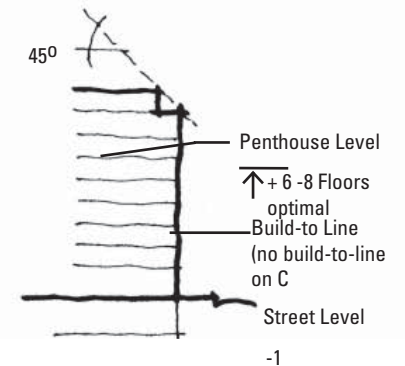
Grade Level:  
Uses: Housing  
Commercial/  
Theater



### Massing - Church Street



### Massing - George Street



### Massing - Orange Street

# Development Parcel 3

## General

The recommended use of this parcel is commercial. Commercial space may include retail, restaurants, office space, and entertainment (theater). The ground floor area of buildings facing the adjoining streets should be designed to have as much retail/restaurant space as is feasible.

Parcel 3, which is wholly City-owned, is divided into 4 sub-parcels. The guidelines anticipate that these sub-parcels may be combined into one or more parcels. The final parcel disposition may reflect the divisions now shown or may alter. Whatever the final disposition, it is the intent of the Guidelines that the sub-parcels be developed to create an integrated whole on the block. Any proposed development on any sub-parcel will not be permitted to negatively affect the development potential of any other portion of the parcel.

Except as required for open public space, facades on public right of ways will be placed at the rear edge of the sidewalk – the ‘build-to’ line. These ‘build-to’ lines are indicated in the Public Spaces guidelines for each of the streets adjacent to the parcel and in the diagrams on the facing page. Allowable modulation of the facade with respect to the ‘build-to line’ is indicated on the facing page and is desired.

The facades on George Street and Orange Street should have extensive areas of glass, consistent with building function. Other facade materials may include brick, stone, and metal. Specific material selections, including color and texture, will be consistent with the overall design guidelines. Interior assignable spaces should have access to natural light, directly or indirectly to the greatest extent feasible.

The massing of the buildings on Parcel 3 should conform to the diagrams shown on the facing page except that one building tower with an unlimited building height may be placed on the parcel in conjunction with other lower buildings.

## Service Access and Parking

Service access to the buildings of any development on the parcel should be below grade. Any loading areas and parking on this parcel, should be provided below grade level.

Exception: Retail stores and restaurants at grade level may be serviced directly at grade level, from the street.

## Public Open Places

One or more public open places is to be provided on Parcel 3. Public open places on the parcel should be located and connected in such a way as to be mutually supportive. Criteria for public open places are defined in ‘Public Space.’

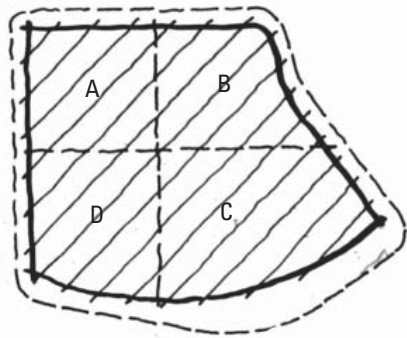
Though not included in the development area, State Street, which forms the east site limit of Parcel 3, is significant as a vehicular and pedestrian connection between the downtown and Union Railroad Station. Development of Parcel 3 should take into consideration the opportunities and obligation to improve this section of the public realm to reinforce its role in the life of the city.

## Sustainable Design

The buildings should be designed to achieve as high a level of environmental sustainability as is achievable for their type. In addition to the selection of efficient mechanical systems, the City encourages the use of design strategies consistent with sustainability, including:

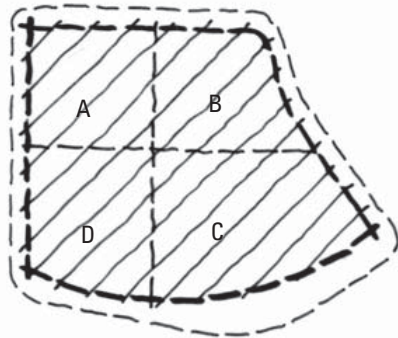
- Green roofs
- Use of natural light moderated by suncreening
- Natural ventilation
- Use of recycled and recyclable materials





Below Grade

**Parcel 3 - Parcel Limits**

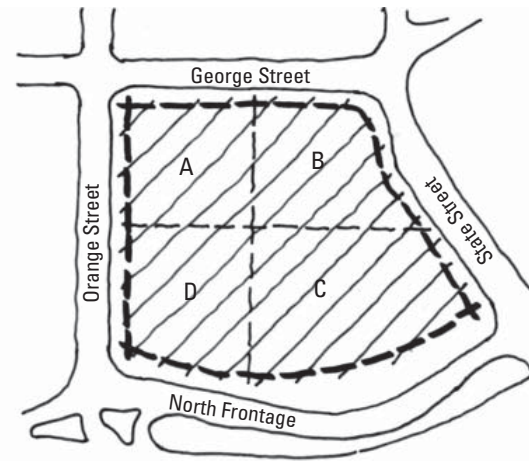


Below Grade:  
Uses: Service Access  
Parking

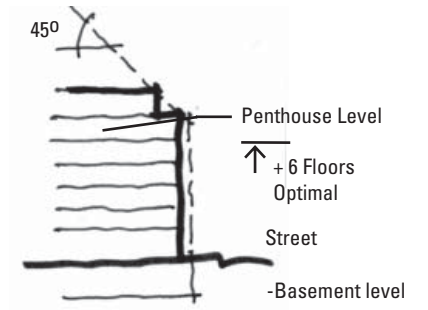
**Parcel 3 - Parcel Uses**



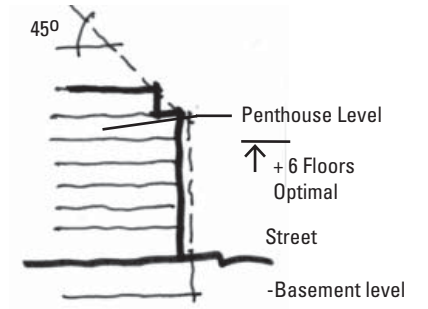
At Grade



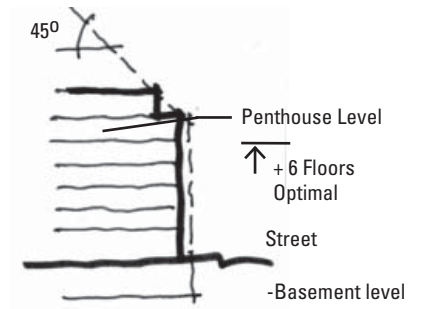
Grade Level:  
Uses: Housing  
Commercial incl.  
Theatre



**Massing - Orange Street**



**Massing - George Street**



**Massing - State Street**

# Development Parcel 4

## **General**

The currently proposed principal use of this development parcel is a parking structure. Other uses of this parcel include commercial space and housing. The ground floor area of buildings facing Church Street should be designed as retail space. The development plan projects that the portions of the parcel facing Crown and George Streets may be used to provide access to the parking structure.

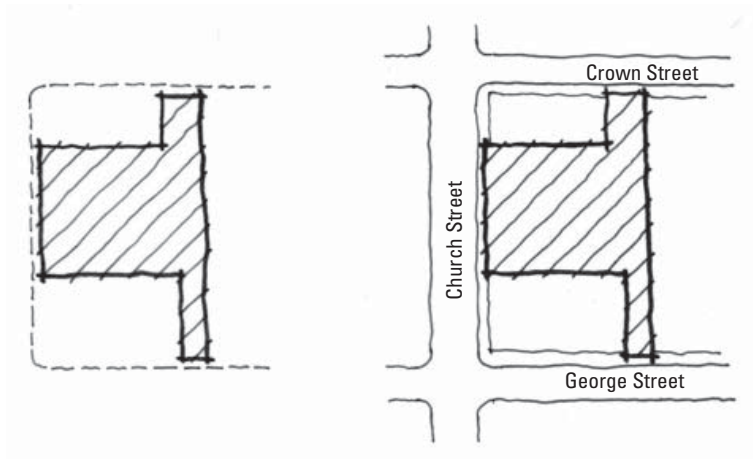
Except as required for open public space, facades on public right of ways will be placed at the rear edge of the sidewalk – the ‘build-to’ line. These ‘build-to’ lines are indicated in the Public Spaces guidelines for each of the streets adjacent to the parcel and in the diagrams on the facing page. Allowable modulation of the facade with respect to the ‘build-to line’ is indicated on the facing page.

The facades on George Street and Orange Street should have extensive areas of glass, consistent with building function. Other facade materials may include brick, stone, and metal. Specific material selections, including color and texture, will be consistent with the overall design guidelines. Building components providing access to levels of structured parking should be as extensively glazed as possible for the security of the users.

## **Sustainable Design**

The buildings should be designed to achieve as high a level of environmental sustainability as is achievable for their type. In addition to the selection of efficient mechanical systems, the City encourages the use of design strategies consistent with sustainability, including:

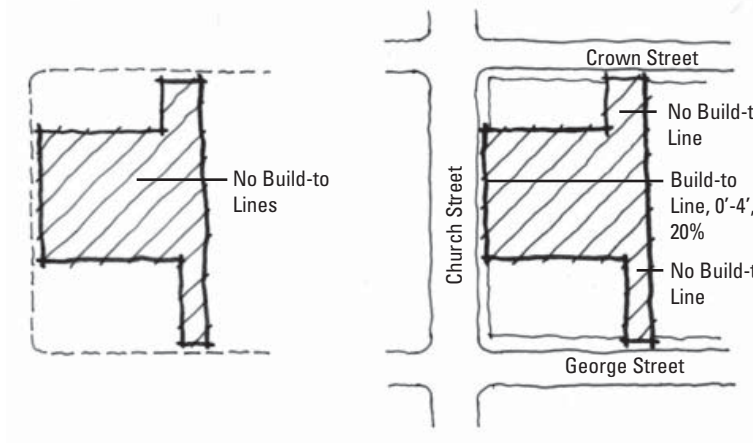
- Green roofs
- Use of natural light moderated by suncreening
- Natural ventilation
- Use of recycled and recyclable materials
- LEED certification - platinum



Below Grade Level

Grade Level

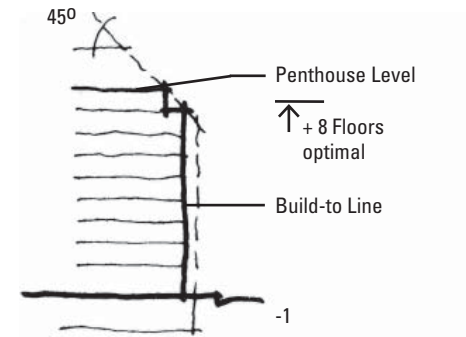
### Parcel 4 - Parcel Limits



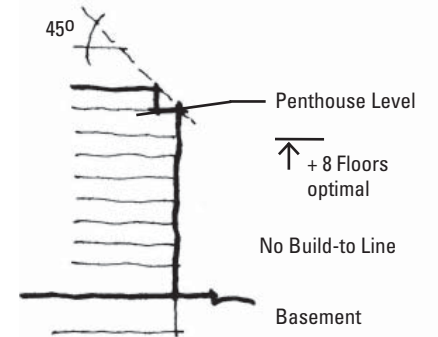
Below Grade Level  
Uses: Parking/Service

Grade Level  
Uses: Parking  
Retail

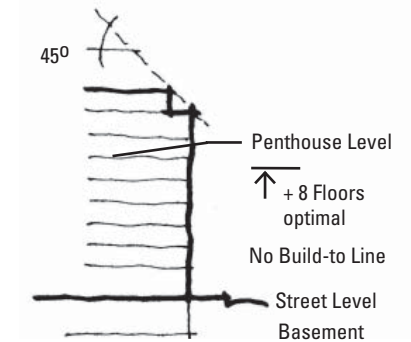
### Parcel 4 - Parcel Uses



### Massing - Church Street



### Massing - Crown Street



### Massing - George Street

## 6. Public Open Space

### General

A city is its people: urban fabric brings people together – to live, work, shop. The most important places in the city are its streets, squares, parks and other outdoor places accessible to the public. These are the outdoor rooms where the community finds itself. Commercial and residential buildings act as the walls of the public realm, providing a backdrop to the life of the city. The walls are themselves representative of life and activity, and their windows provide eyes on the street.

The creation of an active public realm, as described in these Guidelines, is integral to the design approach that should be taken in the development of each development parcel and in the development area as a whole. The buildings which line the public realm are defined for each of the project parcels. The public realm guidelines define the character of the spaces that lie between the project parcels and that are accessible to the public.

The streets of the development area are:

Church Street  
George Street  
Orange Street

The principal determinants of the character of these streets are road and sidewalk widths, locations of crosswalks and other provisions for pedestrians, parking locations, the nature of the traffic flow, and the presence, species, size, and interval of trees. Also significant are curbs, sidewalk materials, and street furniture, including lighting, bollards, shelters, benches, bike racks, and directional signage.

It is a goal of the Guidelines that the streets in the development area emphasize pedestrian comfort, and encourage retail development at street level, including sidewalk cafes and restaurants. In streets of this nature, sidewalks are wide, curb-side parking is encouraged, traffic is preferably two-way and slow-moving. The Guidelines anticipate that these attributes will be found on the streets of the development area.

Supporting the life of the streets will be the **public open places** found within the built fabric of the parcels in the development area. These public open places will offer the space and opportunities for members of the community to gather - in groups of different size, for purposes and in a variety of ways beyond what will be practicable in the space of the streets alone. Like

the streets, these places will be part of the connective fabric of the city, but will enter into the blocks, creating the 'porosity' of urban fabric that is now beginning to be developed in other parts of the downtown.

For each of the parcels, the development potential should be evaluated in the context of the interplay between the buildings and the public spaces, the characteristics of which are described on the following pages.

### Building Service Areas

Buildings will be serviced from the public spaces. Where feasible, service will be provided below grade, accessible from access ramps. These ramps are to be placed in unobtrusive locations and are not to be considered public open places. Where possible, service access provided at grade should be integrated into the public open places in the development area and should be designed appropriately for use as outdoor public amenity space.

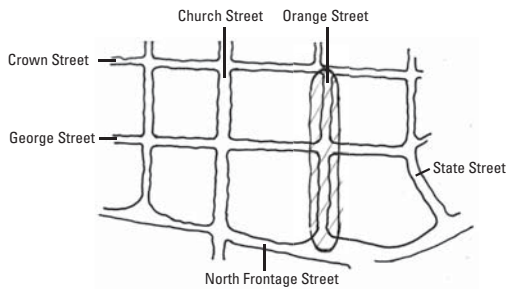
Service zones - points of delivery and collection - provided at grade should be integrated into the envelope of each building. This includes trash sorting and holding rooms, receiving rooms, and bays. All accessory elements required, including elements such as walls, gates, and bollards, should be integrated into the architecture of the building(s) served.

Consideration of the design of service zones will take into account the methods of delivery and collection. Strategies for goods delivery and trash removal that reduce the impact of service access requirements on public space are encouraged.

# Public Spaces: Streets



Figure 18  
Orange from Crown, 1921



Key Diagram

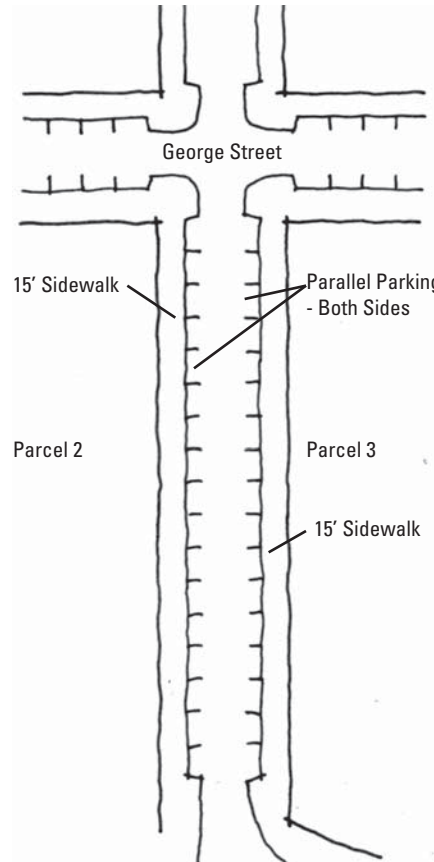
## Orange Street

Orange Street is the principal street in the Ninth Square. Its continuation into the development area will be a significant means of creating continuity between the development area and an already well-established neighborhood.

New buildings will be mixed-use with ground-floor space designed for the provision of retail and retail-related uses,

creating continuity along the street. Sidewalks will be widened and parallel, short-term curb-side parking provided, trees, and street furniture in accordance with the adjacent diagrams and 'Street Furniture' guidelines.

It is anticipated that Orange Street will have a two-way traffic flow.



*To encourage street level retail activity, parallel parking will be provided on both sides of the street to the greatest extent practicable.*

## Orange Street

*Between George Street and North Frontage Road*



# Public Spaces: Streets

## Church Street

Church Street is the most significant thoroughfare in New Haven. It provides a direct connection between the center of the downtown – the Green, City Hall, the courthouses, and Yale University – and New Haven harbor and the interstate highway.

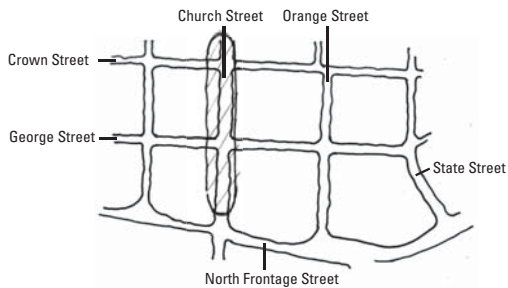
The design concept envisages that Church Street will have the role of front door to New Haven – a passage that will describe New Haven and orient visitors and users to the organization of the city center and its peripheral precincts – from the harbor at its southern end to the arts precinct at its northern end. Within the concept plan area – from the Route 34 Connector to Crown Street, the elements of the street should all be configured to reinforce this role.

In the development area, Church Street should be two-way, with short-term curb-side parking on both sides. Sidewalks will be wide, with large scale street trees spaced close together to form a continuous canopy over the sidewalk on both sides of the street.

The Church Street bridge over the Route 34 Connector is a significant point of connection on Church Street. Although this bridge is not included in the development area, the guidelines anticipate that pedestrian enhancements to this bridge will be added in the future. These will improve the connection between the north and south downtown areas, while the addition of scale-building elements will mark the bridge as a place of entry to the city.

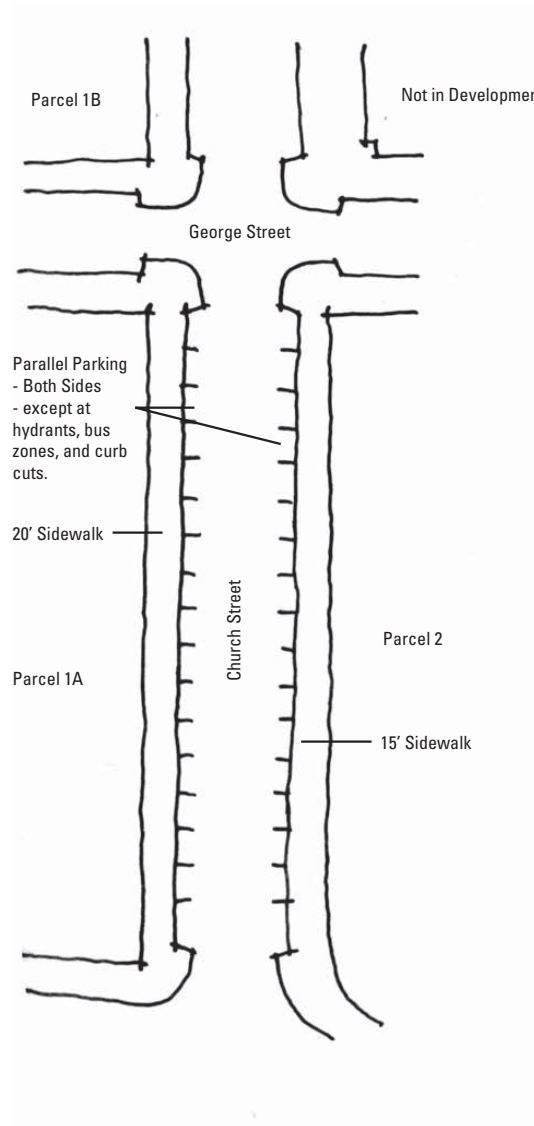


Figure 19  
Church Street looking North,  
1935

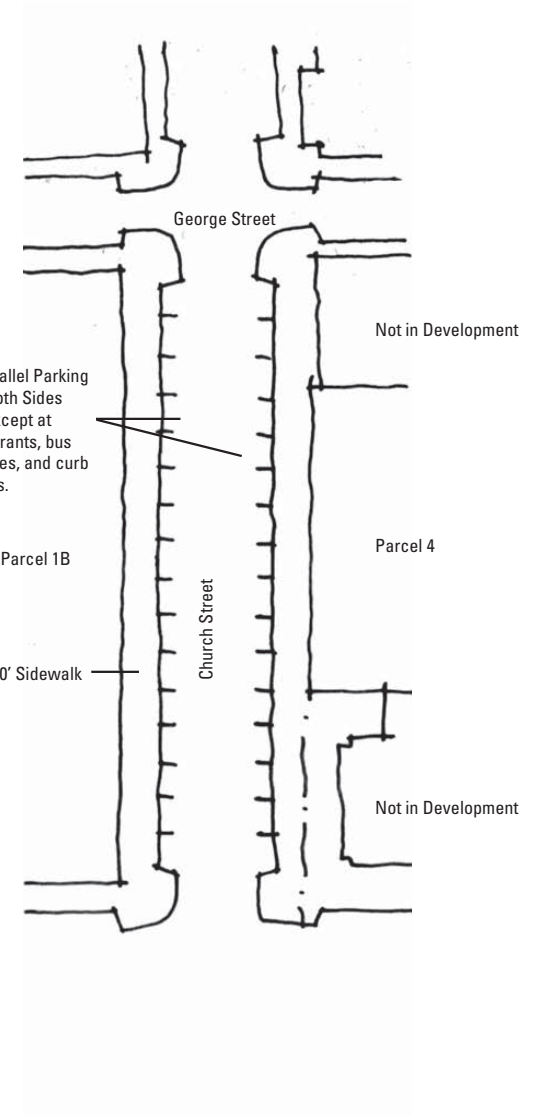


Key Diagram

To encourage street level retail activity, parallel parking will be provided on both sides of the street to the greatest extent practicable.



**Church Street**  
*Between George Street and North Frontage Road*

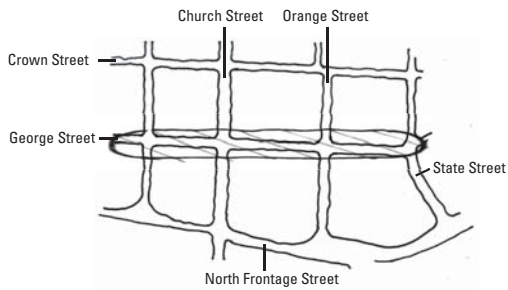


**Church Street**  
*Between Crown Street and George Street*

# Public Spaces: Streets



Figure 20  
George Street, 1916



Key Diagram

25

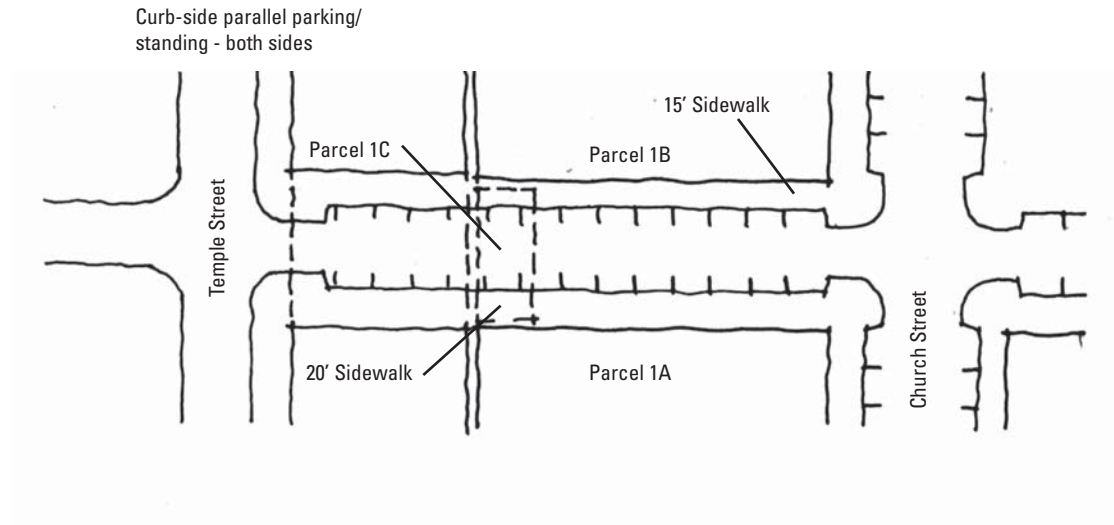
## George Street

George Street was originally one of the perimeter streets of New Haven's nine square grid. As the city grew, it was absorbed into an expanded grid system with the addition of the 'tenth square' and the creation of Oak Street.

New buildings will be mixed-use with ground-floor space designed for the provision of retail and retail-related uses, creating continuity along the street. Sidewalks will be widened and short-term curb-side parking provided, and trees and street furniture provided in accordance with the adjacent diagrams and 'Street Furniture' guidelines.

George Street is currently a one-way commuter artery capable of collecting a significant quantity of traffic quickly from the downtown and delivering it to the periphery. Because of the intention to develop George Street as a pedestrian-oriented commercial street, its current traffic pattern is under review.

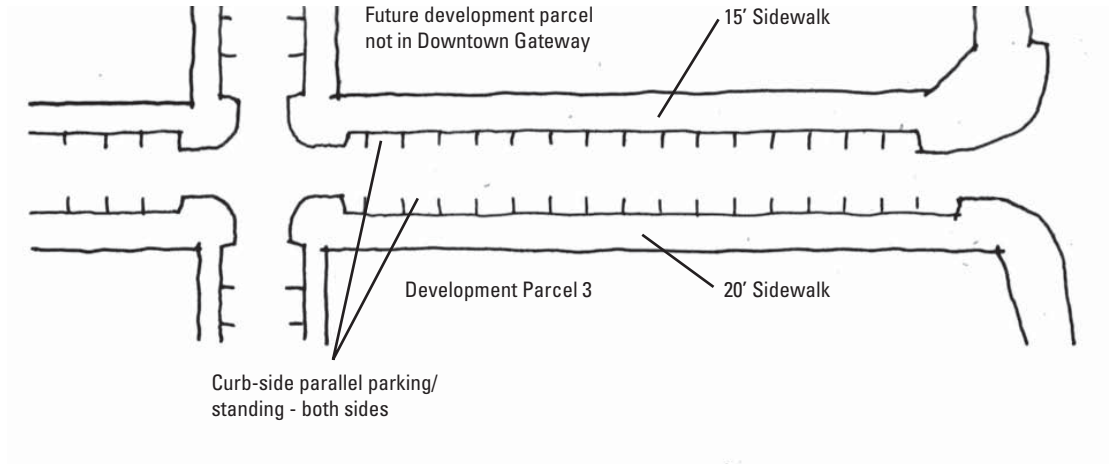
*Parallel parking where practicable*



## George Street

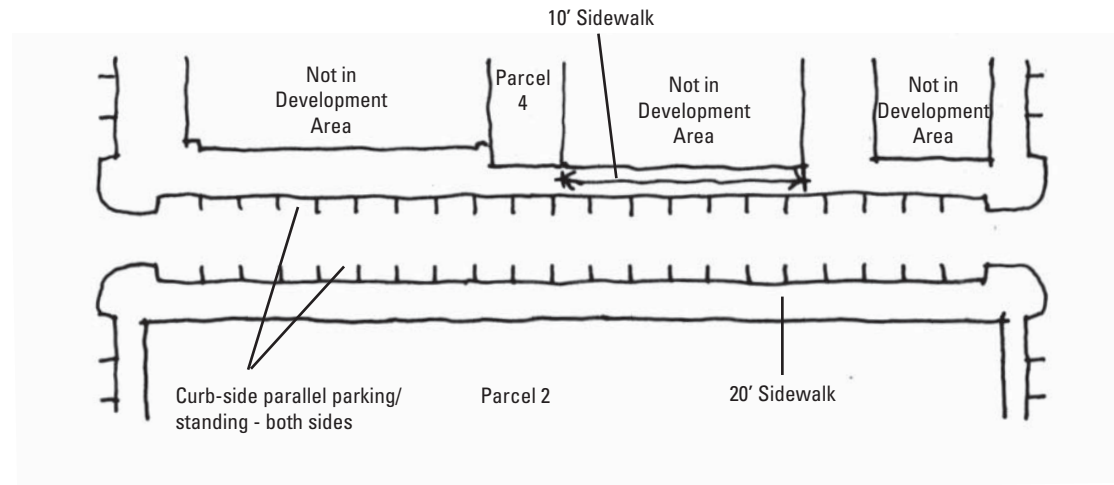
*Between Temple and Church Street*

To encourage street level retail activity, parallel parking will be provided on both sides of the street to the greatest extent practicable.



### George Street

Between Orange Street and State Street



### George Street

Between Church and Orange Street

# Public Open Places



Figure 21  
Sherman's Alley, New Haven

## General

In addition to the streets in the development area, open space will be provided as a public amenity. This open space will be located within the development parcels and will be accessible to the public at all times. For the purposes of definition, these are designated 'public open places.'

The Guidelines describe the forms that each of these open public places may take. Each development parcel is to have public open places. Each public open place is to be contiguous with one or more of the streets in the development area. Contiguity can be provided either by placement adjacent to a street, street corner, or by connection of the public open place to the street by paths or alleys. Any such connecting passage should have sufficient retail or other commercial space or entrances to ensure that there will be pedestrian destinations from one end of the path to the other.

Public open places should be part of the connective fabric of the city. Where located interior to a development parcel, public open places should not create dead ends. A path that leads to an interior public place from a street should pass through the space to connect with other such spaces or to another street in the development area.

Every public open place should be configured so that its ground plane can receive direct sunlight for some portion of every day.

## Outdoor Rooms/Spatial Enclosure

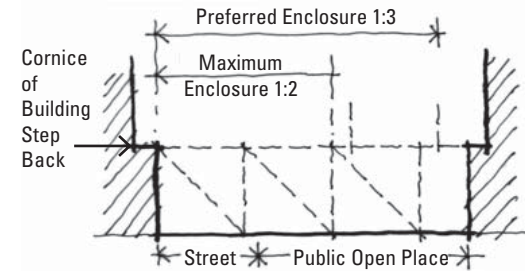
The Guidelines conceive of public space in the city as 'outdoor rooms.' To create spatial enclosure in public open places that is consistent with that concept, the Guidelines recommend that their overall dimensions take into account the height of the buildings facing into the public place. This principle is illustrated in the diagrams at right in Figure 22.

## Design Details

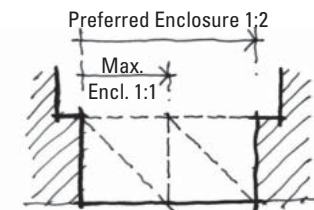
Public open places may be paved and/or grassed. Ornamental trees should define those zones intended for restaurant and café seating.

## Build-to-line

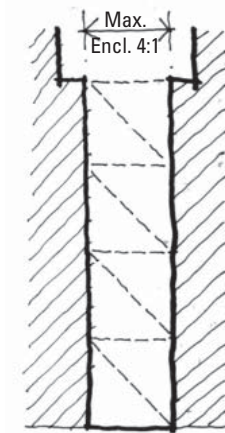
Where public open places are provided, the build-to-line shown on the parcel plans will be modified according to the type of open place provided. These types of open places and the build-to-lines created by them are shown on the facing page.



**Public Open Place: Adjacent to Street**



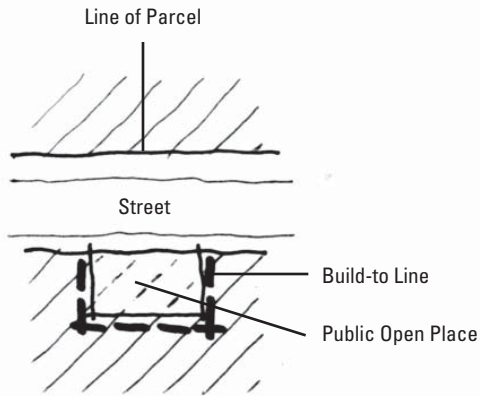
**Public Open Place: Interior to Parcel**



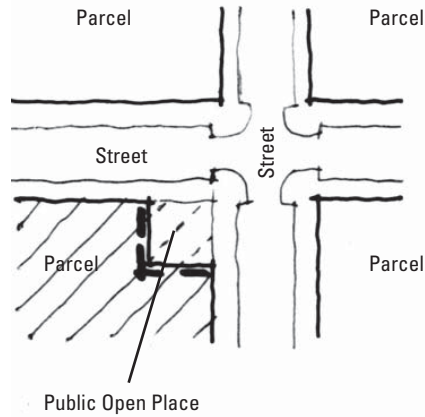
**Public Open Place: Connecting Paths/Alleys**

Figure 22  
Spatial Enclosure - the Creation of Outdoor Rooms

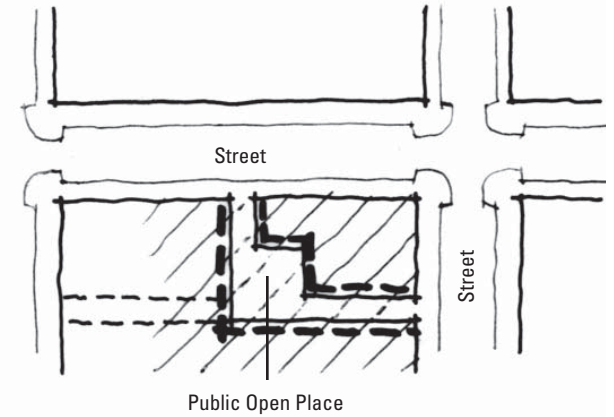




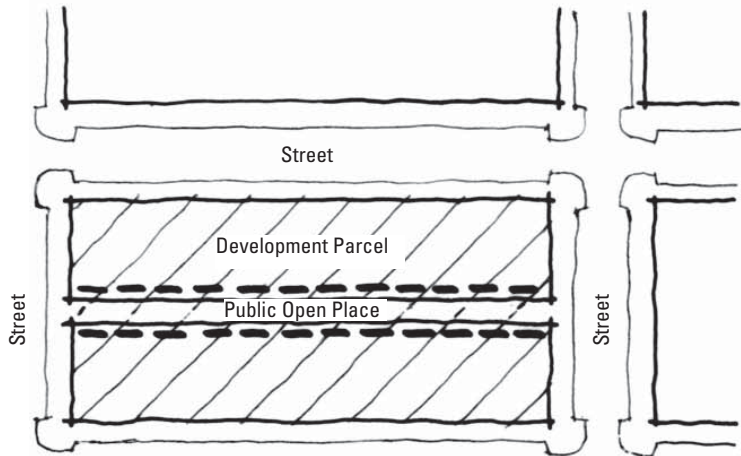
**Diagram 1 - Mid-Block Public Open Place**



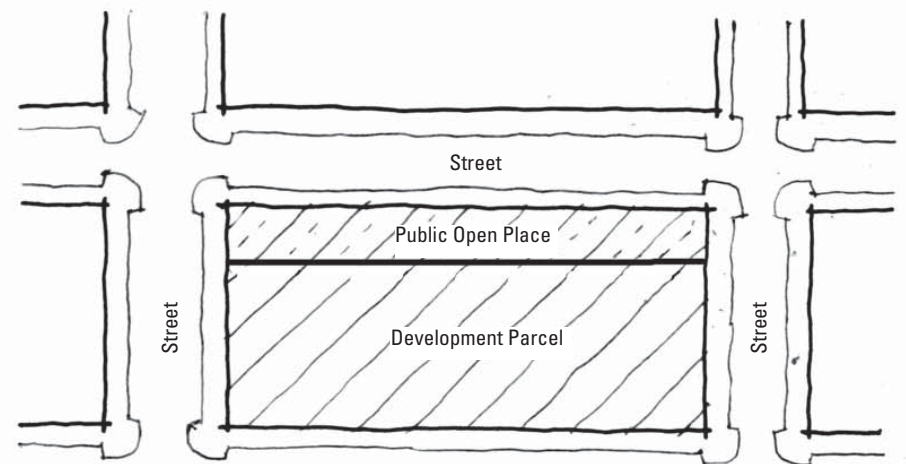
**Diagram 2 - Street Corner Public Open Place**



**Diagram 3 - Interior-Block Public Open Place**



**Diagram 4 - Through Block Public Open Place (Alley)**



**Diagram 5 - Street to Street Public Open Place**

# Public Open Space Details

## Introduction

One of the objectives of the Guidelines is to ensure that the public spaces in the development area have continuity with the downtown as a whole, and are seen as integral to the life of the downtown. Another objective is to create a character in the development area that is distinctive within the downtown. To achieve both objectives without one contradicting the other, the Guidelines propose continuity of the language of the right-of-way ground plane - paving, curbs, trees - and differentiation of the secondary 'figural' components of the public spaces - lighting, benches, etc.

On the facing pages of this section are representative examples of appropriate open space details.

## Paving

Paving design is the primary means of creating continuity and difference in the public realm.

### Streets:

Sidewalk paving will be scored concrete - City of New Haven Standard

Roadbed paving will be asphalt - City of New Haven Standard

### Curbs:

Curbs will be granite - City of New Haven Standard

### Public Open Places:

Paving in public open spaces located within the development parcel may be differentiated from the streets.

## Lighting

Lighting is important for safety, way-finding, and ambience. Consistent with the City's intention to promote sustainable design, lighting should be energy-efficient and be designed to minimize light pollution. An appropriate design strategy is 'Dark Sky' technology, which directs light where it is needed - the ground plane and objects in the environment, rather than into the air. Appropriate luminaires shield the light source, with a defined cut-off for optimum visual comfort, and emitting no light above the horizontal plane.

## Street Furniture

### Public Seating

Benches in public spaces such as streets may be archetypal in design, as used in the park adjacent to the Knights of Columbus headquarters building, or be a contemporary interpretation of a public bench. In either case, care in selection will be expected to ensure that the seating is both durable and exhibits a clear design logic. Benches provided in public open spaces should be integrated into the hardscape and be highly durable. Other seating should be movable cafe chairs, provided by restaurants, highly functional and durable.

### Trash Receptacles

In an urban environment, trash receptacles are vulnerable to damage and replacement by receptacles that may not conform with a specialized design. The Guidelines, therefore propose that a City Standard trash receptacle be provided in public areas. These may be painted to match the finish of other secondary detail elements in the development area.

### Bicycle Racks

In order to encourage the use of alternative transportation, the Guidelines will require that all developments provide bike racks in public open places. The City Standard bicycle rack is shown on the facing page.

### Trees and Planting

#### Streets

Trees will be planted on both sides of streets in the development area. Trees will be selected and planted through joint-planning with the city's landscape architect. Trees and planting in public open places should be irrigated.

**Paving**



Figure 23  
Public Space Paving - Scored  
Concrete



Figure 24  
Public Open Place Paving-  
Granite Belgian Block



Figure 25  
Public Open Place Paving -  
bluestone



Figure 26  
Public Open Place - integration  
of paving, curb and planting bed

**Lighting**

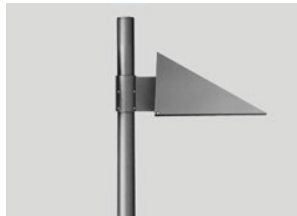


Figure 27  
Functional, downward-directed  
pole-mounted luminaire



Figure 28  
Functional, downward-directed  
pole-mounted luminaire



Figure 29  
Functional, downward-directed  
pole-mounted luminaire



Figure 30  
Light Bollard



Figure 31  
Light Bollard



Figure 32  
Functional wall-mounted  
luminaire designed to direct light  
on the building face.



Figure 33  
Functional wall mounted down-  
ward-directed luminaire

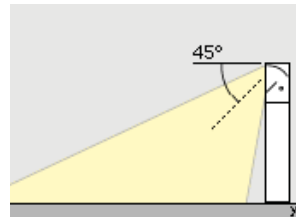


Figure 34  
'Dark-sky' lighting concept -  
illuminating ground plane only

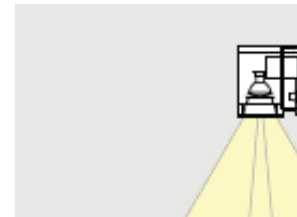


Figure 35  
'Dark-sky' lighting concept -  
illuminating vertical surfaces and  
ground plane

**Public Seating**



Figure 36  
Granite bench



Figure 37  
All metal bench  
design: Enric Miralles



Figure 38  
Bench as sculpture



Figure 39  
Transit bench



Figure 40  
Archtypal park bench

## Public Open Space Details *(Continued)*

### **Signage**

The purpose of signage is to provide way-finding in the public realm and to identify services, amenities, businesses and building addresses. A fundamental objective of these Guidelines is that the character of the public spaces be defined by the ground plane, the walls of the spaces, and street level activity both outside and inside the buildings in the development area. Signage should be secondary. It should defer to the public realm and be designed to be as simple and unobtrusive as is consistent with its purpose.

Municipal (traffic and pedestrian) signs should be sufficient for their purpose but coordinated with other elements of street equipment.

Building signage - parallel and perpendicular to the building wall plane - should be limited in size and designed in the context of the facade or storefront to which it refers. Signs on multiple tenant buildings should be coordinated regarding location, type, and size.

Signage should be externally illuminated. Any back-lit signs should illuminate the letter only, not the field within the sign. Commercial signs should be limited to indicating the building or business name. The building address should be limited to the street number and building name. Free-standing, monument signs combining business names with way-finding information should be coordinated within the development area to form a consistent design language.

**Misc. Street Furniture and Design Elements**



Figure 41  
Trash Receptacle - City Standard



Figure 42  
Trash Receptacle - Alternate



Figure 43  
Bollard



Figure 44  
Bus Shelter



Figure 45  
Bicycle Rack



Figure 46  
Integration of paving, steps, ramp, seating

**Trees**



Figure 47  
Broadway



Figure 48  
Chapel Street



Figure 49  
College Street



Figure 50  
Ornamental Tree

**Signage**



Figures 51, 52  
Coordinated perpendicular building signs



Figure 53  
Building sign coordinated with architecture



Figure 54  
Wayfinding/Amenity identification



Figure 55  
Monument sign - appropriate scale and information



## 7. Administration of the Design Guidelines

The design guidelines apply to all development within the Gateway Downtown Development Project. The guidelines will be administered at several stages in the development process, including:

### 1. Education.

The City of New Haven will use the guidelines to educate potential developers about the design intentions and up-front requirements for the design within this development project.

### 2. Land Disposition.

The Development Commission, in its role to oversee the Gateway Downtown Development Project, will use the Design Guidelines to ensure compatibility with proposed land uses and building/site designs

### 3. Site and Building Design.

The City Plan Commission will use the Design Guidelines to ensure that the proposed design of projects within the Gateway Downtown Development Project adhere and respond to the guidelines.

### 4. Zoning.

The project site contains a mix of BD and BD-1 zoning, and zoning relief may be needed to allow some approved land uses within the project area. In the event a developer seeks relief from the underlying zoning, project staff will provide comment on the merits of the application relative to the Design Guidelines.

Consideration will be given to deviations from the guidelines only if agreement is reached with the City of New Haven on the specific design proposal.



## Appendix A - Images of New Haven - Yesterday

*These photographs show downtown New Haven during different periods prior to the redevelopment years following World War II. These images are provided for informational purposes.*



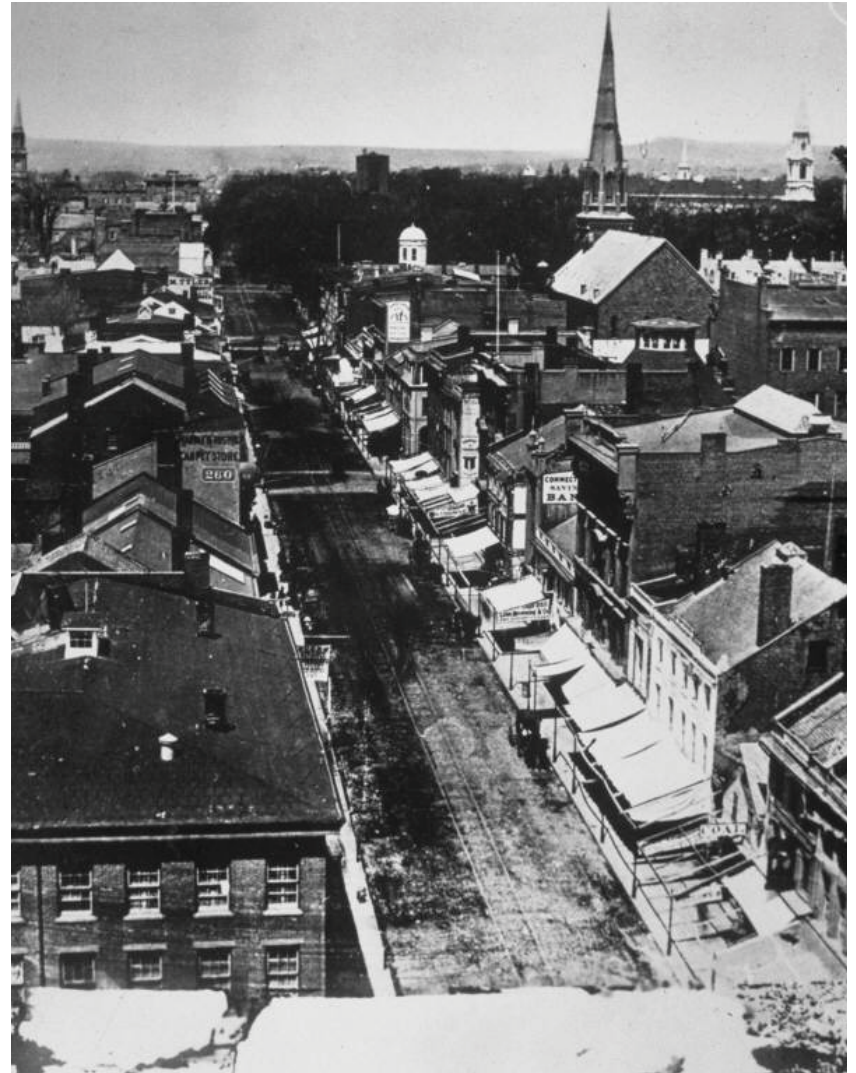
*Chapel Street Stores, 1900*



*Chapel between Orange and Church, 1933*



*Chapel between State and Church, 1956*



*Chapel towards Orange*





Church Street ,1895



Church Street, 1910



Chapel and Church, 1875



Church Street, 1910



Church Street Stores, 1910



Chapel and Church, 1910



Church Street, 1910



Church Street, 1910



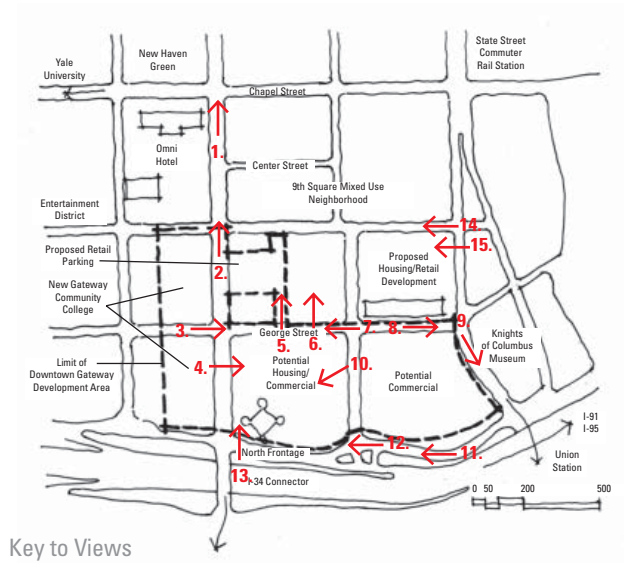
Chapel between Church and Temple, 1940



Church Street, 1910

# Appendix B - Images of the Development Area - Today

Appendix B consists of views within and surrounding the development area. These images are provided for informational purposes.



37



1. Church Street



2. Church Street



3. George Street



4. Public Park



5. Alley off George Street



6. Parking Garage on George Street





7. George Street



8. George and State



9. Knights of Columbus Museum



10. Area under Coliseum Garage



11. Coliseum



12. Coliseum



13. Church and George



14. Public Park



15. Crown Street



*These Design Guidelines were prepared for the New Haven  
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