CENTERPLAN
Development Company
BREAKING NEW GROUND

March 27th, 2014

New Haven Board of Alders
Bartholomew Guida Aldermanic Chamber
165 Church Street
New Haven CT, 2nd Floor

Re: 243 Legion Avenue Development -- Compatibility of Proposed Design with the Design Guidelines for Route 34 West Development

Board of Alders:

Great care has been taken in developing the design of the proposed 243 Legion Avenue development to ensure that the project design maximizes the opportunities to incorporate the principles set forth in the Design Guidelines for Route 34 West Development which have been forwarded to the full Board of Alders by the Committee on Legislation with a favorable recommendation on March 13th, 2014 (the "Design Guidelines"). Upon submission to the Board of Alders, City staff has provided Centerplan with the draft design guidelines to ensure that the development plan incorporates the principles set forth in the Design Guidelines.

In an effort to highlight the areas in which the principles of these Design Guidelines have been incorporated into the 243 Legion Avenue development plan, an outline has been included (below) which describes the ways in which the development plan responds to, and incorporates, the specific principles set forth in the Design Guidelines and provides section references which refer back to the Design Guidelines. While the outline below does endeavor to be comprehensive, it is possible that the project may include additional features or elements that will further its ability to incorporate the principles set forth in the Design Guidelines.

Respectfully Submitted,

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243 Legion Avenue Development – Compatibility with Design Guidelines for Route 34 West Development

Section 2: Master Planning and Design Considerations:

2.2 Connectivity and the Urban Fabric:

- The development plan weaves the urban fabric together by creating an aesthetically pleasing and technically sound connection to the blocks immediately adjacent to the proposed development. The development will create "walkable" space that will encourage pedestrian, bicycle and motor vehicle mobility to and through the site. No dead end drives or streets are proposed. Driveways are aligned properly with adjacent existing streets, while providing safe crossings for pedestrians at signalized intersections with crosswalks. The block size will remain the same; however, it will be much more vibrant and attractive with the proposed mixed-use development to include retail, restaurant, office and hospitality uses.

2.3 Project Scale:

- The overall size of this development is large; however, the development has been segmented into 6 individual buildings which vary in size and stature in order to introduce a more human scale. Each proposed building has a unique identity yet, they all share similar design elements and/or finishes so that there is a harmonious blend of architectural influences throughout the site. The site itself is located on the edge of the dense downtown medical center and it transitions into multifamily residential neighborhoods. Based on the variety of existing buildings and houses in the area there is a precedent for both large to mid-scale buildings as well as single story scaled buildings. To the East and South of the site there are several mid-scale buildings (3-story mixed use building/parking garage and the civic scaled Career High School) which border our site. On the North side of the site there is a combination of mid-sized and large residential buildings and on the West end it is primarily smaller scale residential. The project design has taken this surrounding architectural and physical context into account by locating the large / higher-density buildings along the eastern end of the site while transitioning the size and scale of the buildings to smaller / lower-density structures as the development moves to the western end of the site.

- Due to the presence of Career High School which occupies the entire Southern boundary of the site across Legion Avenue and the termination of Waverly and Day Streets at MLK on the northern side of the site, the potential for vehicular connectivity through the site has been cut off. As a result, Orchard and Dwight Streets (the western and eastern property boundaries) have become the primary pedestrian and vehicular connections between the neighborhoods to the north and south of the site. In efforts to further enhance connectivity and as part of the overall project design, several north/south pedestrian pathways are proposed in interior site locations to create linkages from north to south through the site that do not rely on Orchard and Dwight streets. No public streets are being eliminated as part of the proposed project design.

2.4 Sustainable Design Integration:

- Based on the development requirements for the site the project will be required to design to the equivalent of LEED Silver Certification. Based on this requirement, many sustainable approaches will be considered as part of the final project design. Examples of some sustainable features to be included in this project include: photo-voltaic solar panel installations on unoccupied rooftops, the incorporation of living wall elements, and the incorporation of native flora for landscaping.

2.5 Active Design:

- The project design will promote active design by providing a perimeter looped sidewalk around the block that will be marked for walkers or joggers as 0.44 miles for one lap. There will also be opportunities to walk stairs adjacent to the proposed parking garage. Interior sidewalks will be available as well to provide a balanced walkable development that encourages active design. The site will also have bike racks at each proposed building and within the lower level of the parking garage to encourage the use of bicycles to travel to and from the site.

- The development consists of a mix of uses that promote physical activity during the day. The development includes a mix of office, medical, retail and restaurant uses within a 5+ acre development. This environment will promote walking to meet daily needs for employees throughout the day such as breakfast, lunch, and breaks. The adjacent neighborhoods will also benefit from these active / convenience features as many residents live within a ¼ mile of the site for pedestrians and a ½ mile for bicyclists.

- The project design will introduce enhanced landscaping buffers between the development and the street along the Orchard and Dwight streets to encourage pedestrian travel along these corridors. A series of interior and exterior sidewalk systems will also be added to create connections between the project and adjacent parcels. Interior cross-walks will serve to facilitate pedestrian circulation within the site and benches will be placed within the larger green spaces for pedestrian convenience.

- The project design contemplates the location of bicycle racks for bicycle storage outside of all buildings. Additionally, locker areas and shower facilities will be incorporated in some buildings for workers to further promote active transportation methods to and from work. The proposed multi-level buildings have been designed with strategically placed stair wells that include windows, ample lighting, and signage to promote use.

2.6 Transit Oriented Development:

- The project design will promote the incorporation of transit oriented development techniques and will encourage the use of public transportation and non-automobile related transit to and from the site where possible. New walkway systems will be incorporated both around the site exterior and throughout the site interior to provide bicycle and pedestrian access to and from the site. Entry ways from all buildings and garages will be orientated so that doors are facing public streets and walkway systems maximizing the opportunity for pedestrian access. Bicycle racks will be incorporated throughout the site adjacent to proposed building locations and locker / shower facilities will be added to some of the proposed buildings to accommodate workers which elect to ride to work.

- Although no transit stop is located directly on the site, the site is located one block from the O-Route 1 Bus Route. The development's mixed uses have allowed for the application of shared parking strategies which are being incorporated to minimize parking requirements onsite.

2.7 Storm Water Management and Low Impact Development:

- The site is designed to incorporate the principles of low impact development (LID), which describes the method of incorporating smaller integrated management practices or IMPs throughout the site design. This means that larger areas of impervious area will be broken up and the runoff from these areas will be infiltrated closer to the source of generation. The proposed site drainage design will utilize infiltration practices to the maximum extent practical and will be able to achieve reductions in both the peak flow rate offsite as well as the total volume offsite when compared to the existing site condition. The site will also incorporated a new storm water conveyance system with catch basins and sumps to help collect

sediment and trash, underground detention and recharge areas, a rain garden within the retail parking lot, and water quality structures at the discharge points. The water quality will also be addressed through the incorporation of additional landscaping plantings to help attenuate and "treat" the stormwater as well as to provide shading for paved areas reducing heat gain. Landscaped islands will further efforts to slow down and clean the stormwater before it enters the state drainage system on MLK Boulevard. The project design contemplates the incorporation of over 2,472 different plants, perennials and trees.

- Most of the development consists of roof tops, which for the most part generate clean water. This clean water will be recharged into the ground by way of underground recharge areas. The recharged areas will be over-excavated to take advantage of the permeable sands and gravels that lay underneath the property.

- The site has been designed to use concrete within the pavement area for loading, cross walks, driveway aprons and pedestrian access ways to reduce heat and heat island effects. The project design also contemplates the incorporation of a parking structure which will minimize the need for surface parking and paved surface area, and allow more intense development of the site.

2.8 Walkable Streets:

- In its existing condition, the site is not currently walkable and does not provide a destination or create a sense of place. The site currently does not provide baseline levels of walkability as it does not provide sidewalks around the site perimeter for pedestrians. The proposed development design will add sidewalks, lighting, and more attractive and voluminous landscaping to create a walkable environment around the entire block. In additional to these pathways which will promote walkability around the site, sidewalks, lighting, and planting will also be incorporated to create pedestrian crossings and pathways through the site both east/west and north/south. All sidewalks proposed will be ADA compliant, constructed of durable weather resistant materials such as concrete, and encourage multiple pathways throughout the site. No dead end sidewalks are being proposed in the project design.

2.9 Handicap accessibility and Universal Design:

- All sidewalks and access points to the proposed buildings and parking garage will be ADA accessible. Tactile surfaces will be used where needed and appropriate and in compliance with current regulations.

Section 3: Site and Building Design:

3.2 Setbacks:

- One of the goals and objectives of the project design is to create "street walls". By bringing the building to the street edge the design promotes the creation of street walls which calm traffic. Narrower street walls create a greater sense of enclosure for a travelling motorist thereby increasing the likelihood that the motorist will reduce its speed. In addition to bringing the buildings to the street edge, the project design also contemplates introducing trees and plantings along the edge of the road to provide variety and diversity of scale to the vehicular and pedestrian experience. Project setbacks will be in accordance with zoning regulations.

3.3 Corner Lot Development:

- The corner lots on this site both continue the continuity of the size and scale of adjacent properties and serve to execute the transition from block to block. In the case of the two corner lots at the intersections of Dwight and MLK/Legion, the project design positions two multi-story buildings (Continuum of Care

and a Medical Office Building/Hotel) close to each corner's street edge while still allowing enough room to accommodate landscaping, sidewalks and active bike lanes.

- At the corners of Orchard and MLK/Legion a Pharmacy use is planned. Because the Pharmacy is a smaller scaled building and will serve people in the adjacent neighborhoods the project design proposes to locate the Pharmacy closer to the residential scaled neighborhoods on the West end of the site. Similar to the treatment of the corners along the Dwight Street corridor, the Pharmacy will be positioned close to the street edges along the corner to promote the development of "street walls" while still providing the requisite area to introduce landscaping, bike paths, and adequate sidewalks.

- Because of the high visibility of these buildings and the corner lot significance, thoughtful consideration has been given to the finish materials and design aesthetics of these structures to ensure that they are visually appealing and serve to enhance the aesthetic context of neighboring structures and intersections.

3.4 Rhythm:

- The architectural approach of the project design aspires to blend in with and complement adjacent buildings, create rhythmic patterns in the buildings through material selection and architectural features, and generate aesthetic variety and interest within the larger development. By incorporating rhythmic gestures in the building facades, building spacing, and site features a consistent pattern that organizes the streetscapes has been created.

3.5 The Urban Forest:

- Due to the nature of the proposed development and the desire to locate the buildings along street edges with interior parking away from the sidewalks, saving most of the existing trees in not practical. However, the proposed project design proposes to introduce a large number of new trees and plantings throughout the site landscape and the total number of new trees and plantings contemplated in the project design far exceeds the number of trees and plantings currently existing on the site. As a result, the landscape plan contemplated by the project design will, at maturity, provide an equal or greater canopy relative to that which exists today.

3.6 Access:

- Driveway curb cuts are minimized and are provided for at each of the four existing perimeter streets to encourage balanced access both in and out of the site while not compromising the safety of bicyclists or pedestrians.

- The project design incorporates common driveways to promote fluid vehicular circulation both on- and off-site.

- The parking structure has been wrapped with architectural features on the two street frontages and has strategically placed the two vehicular access points off of the interior circulation lanes. This placement has eliminated the need for additional vehicular access points to the garage off of the public streets.

3.7 Parking:

- The project design features building structures along most of the street frontage despite the physical challenge presented by the site boundaries defined by roadways along all four sides. Despite this challenge, where possible, parking has been placed interior to the site in locations where it can be screened by buildings and out of immediate street view. Strategically located landscaping elements have also been incorporated to further screen parking areas from street view.

- The parking for the development has been designed so that it is convenient to the entrances of all buildings. Lighting within the parking areas will be designed to create a safe and secure environment while ensuring that light infiltration off-site is minimized. The project design also contemplates shared parking between the office, retail, restaurant and medical uses. The peaks for the restaurant and retail will be nights and weekends, where the office and medical facilities will be during normal business day hours. Snow storage for the development will utilize some of the remote parking spaces during major storm events and will not conflict with landscaping, visibility, or pedestrian safety.

3.8 Outdoor Private Spaces: N/A residential only

3.9 Public Spaces and Recreation:

- The project design will provide public spaces where possible primarily through the provision of landscaped greenspaces and benches throughout the site. Site lighting will also be provided to create a safe and secure public environment. Public sidewalks will be added along MLK and Legion. In efforts to incorporate Active Design, a perimeter loop with a distance marker and stair climb calculations will be incorporated into sidewalks and stairwells respectively.

3.10 Landscaping & Site Furnishings:

- The site landscaping has been designed by a licensed landscape architect and incorporates over 2,472 different plant materials which will provide a combination of shade and color enhancements throughout the development. Selected plant materials will be indigenous, non-invasive, and drought tolerant species to reduce the need for irrigation and maximize the changes of plant survival. Landscaping will be designed and maintained to facilitate pedestrian travel and secure visibility zones by keeping sightlines open for pedestrians to buildings and travel ways. Planting beds will be utilized within the retail portion of the development to purify storm water prior to discharging to the outlet point. These areas will act as rain gardens.

- Site furnishings will include amenities such as benches, tables and chairs, bike racks, and potentially sculptures / art elements to encourage pedestrian use and enhance the overall site aesthetic and experience. All site furnishings and amenities will accommodate handicap requirements. Adequate wayfinding and signage will be incorporated into the project design to provide clear direction to visitors to the site.

- The four property intersections have been designed to provide large green spaces and landscape buffers to provide an aesthetically pleasing view into the site. The intersections are all signalized with pedestrian phases and will assure proper sight lines for safe vehicular and pedestrian travel.

3.11 Refuse and Service Areas:

- All proposed refuse areas will be covered from site with aesthetic screening that will be both accessible and secure.

Section 4: Architecture:

4.2 Additions and Adaptive Reuse:

- N/A

4.3 Building Mass and Scale:

- Building Mass and Scale are very closely related to design guideline sections 2.3 Project Scale and section 3.4 Rhythm. In a way, all three sections are inherently connected because they share the same principals. As we have described, the buildings developed in the project design shall incorporate architectural techniques that reduce the mass and scale of the buildings, utilize a variety of materials and colors, and use landscaping to reduce the perceived scale of the buildings and their edges.

4.4 Roof Treatments:

- The roof treatments for this development are all planned to be flat roofs and the project design will apply architecturally appropriate solutions for roof parapets, mechanical equipment screening and sustainable opportunities such as the incorporation of rooftop photo-voltaic solar panel installations throughout the development.

4.5 Materials, Details and Colors:

- The materials being considered for this development are largely comprised of masonry, metal, panel, wood, and glass. Due to the commercial uses being proposed and the existing material context around the site these finishes are appropriate for the combination of uses planned. In addition, these finishes traditionally are known for their durability and relatively low maintenance to help ensure preservation of a quality exterior aesthetic over time.

4.6 Entryways and Porches:

- Each building shall hierarchically accentuate the entry to the building it serves. By highlighting the place of arrival for people, it promotes clear wayfinding, creates a memorable first impression of the building and can provide scale. In this development, the design intent is to treat the majority of buildings with canopies which will provide weather protection for people while also serving to help to identify the building entrances.

4.7 Windows and Doors:

- Window and door treatment will vary from building to building; however, in all cases these building elements shall assist in the management of building scale, massing and rhythm. Windows and doors typically comprise a significant percentage of today's building's exterior envelopes, therefore the performance criteria of window systems such as light reflectance, acoustic and thermal properties as well as energy efficiency will all be carefully studied.

- Security and safety is a top priority to the development and will be managed by doors that are both aesthetically pleasing and also provide proper security.

- In addition to the performance requirements, windows also provide functional uses such as day light and fresh air. These functional uses will be a key building element in meeting the City's sustainable requirements for the development.

4.8 Garages and Garage Doors:

- N/A – this section references residential developments.

4.9 Mechanical Systems, Solar Panels and Satellite Dishes:

- Mechanical components will be located primarily on rooftops. The project design will ensure that adequate screening is provided to minimize or eliminate the visual and audio impacts of mechanical equipment to neighboring uses and the general public.

- All PV/Solar panels shall be roof mounted and screened / integrated into the architectural aesthetic.