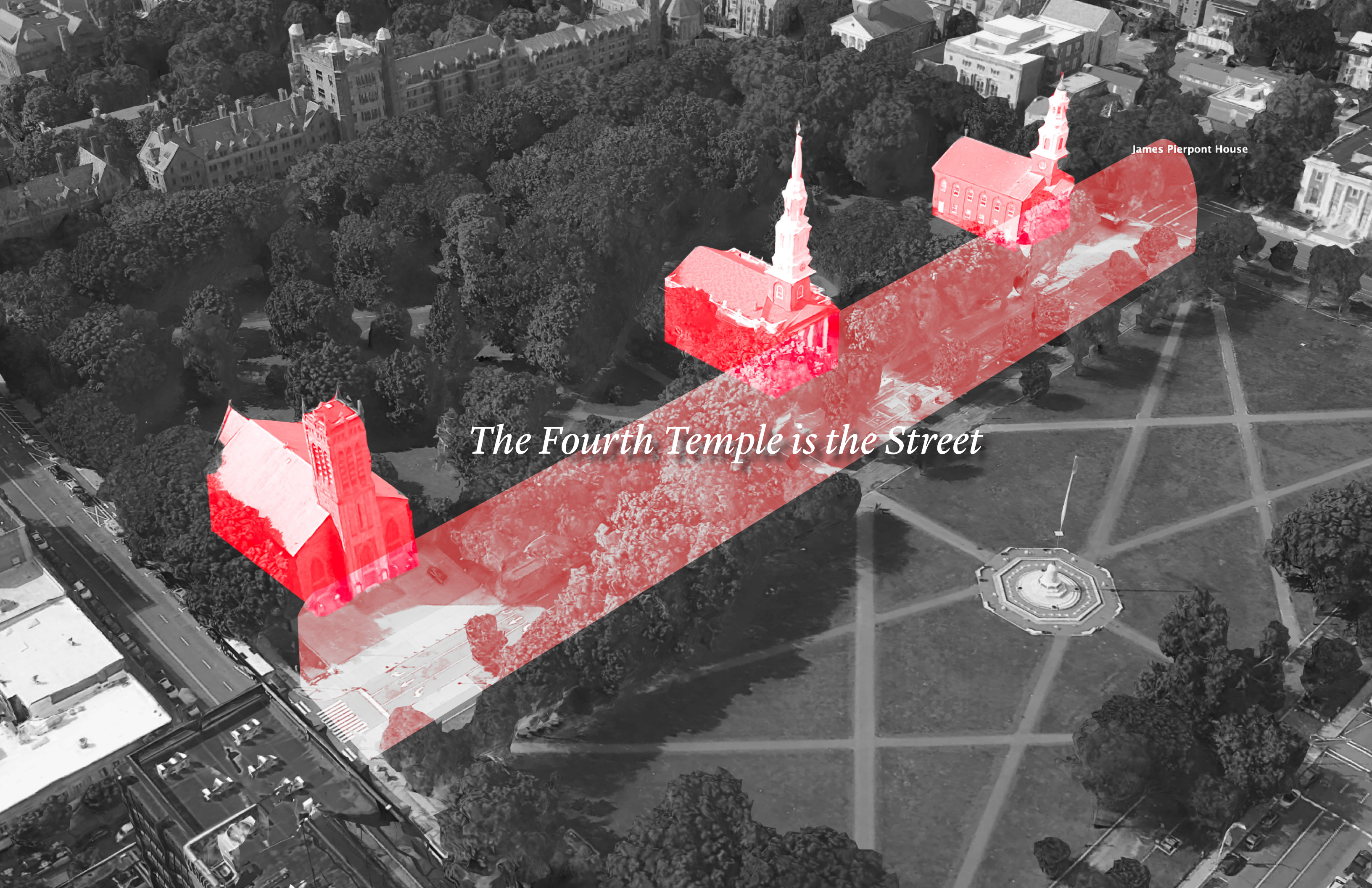


# New Haven Green

## Recommendations for Current City Proposal

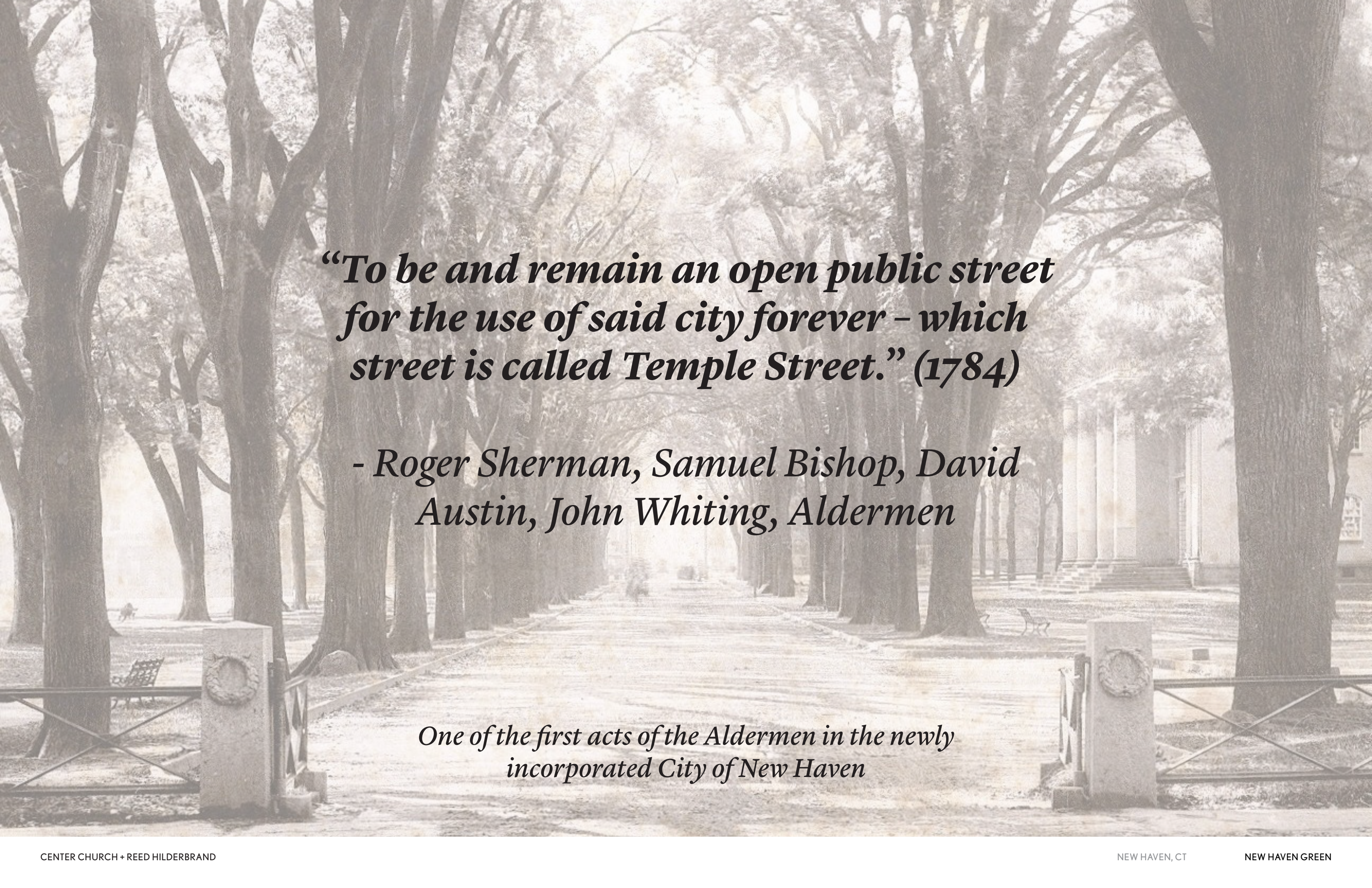
Center Church on the Green  
Reed Hilderbrand  
Brenner, Saltzman & Wallman LLP

JULY 17, 2025



James Pierpont House

*The Fourth Temple is the Street*

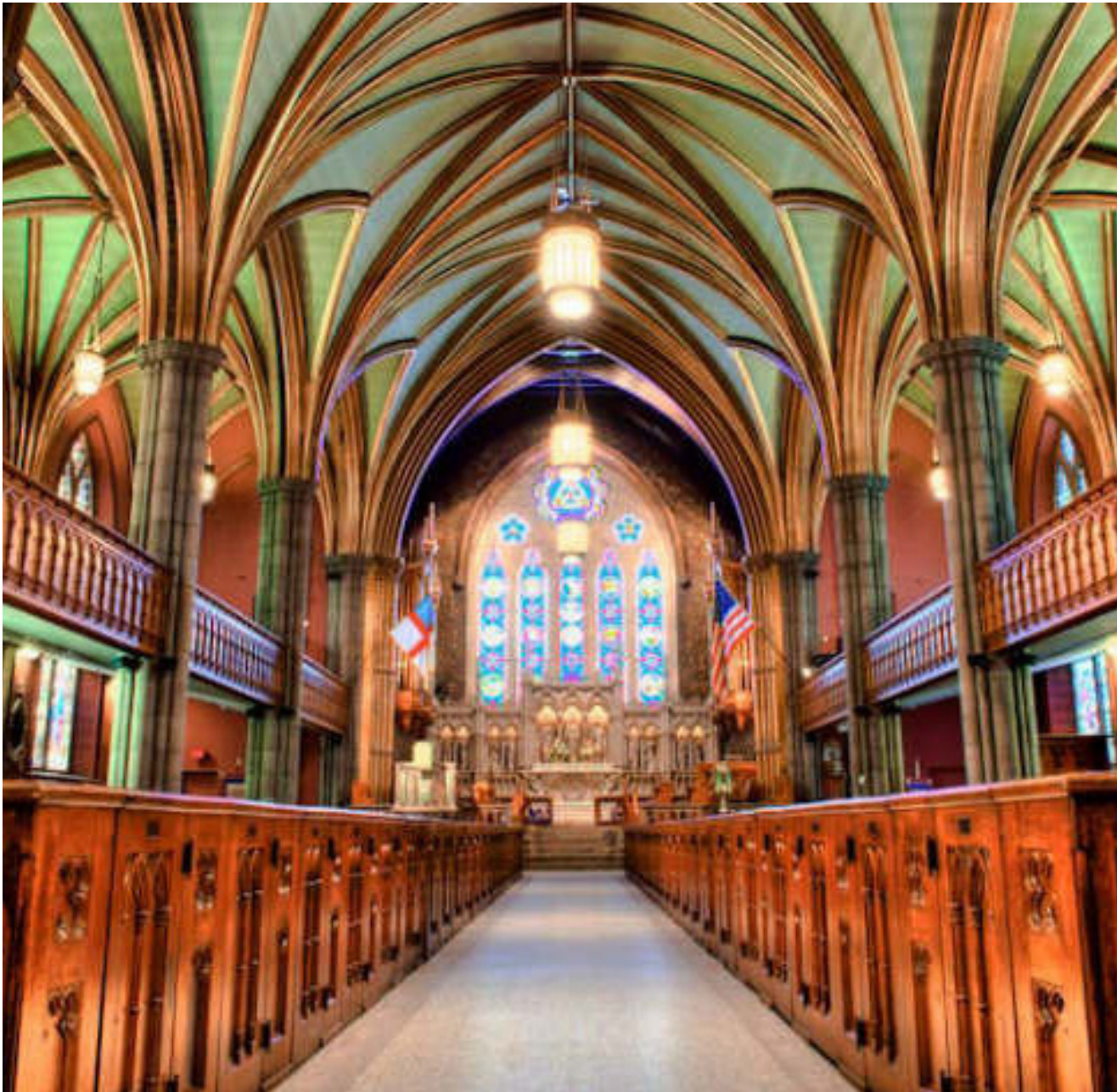


***“To be and remain an open public street  
for the use of said city forever – which  
street is called Temple Street.” (1784)***

***- Roger Sherman, Samuel Bishop, David  
Austin, John Whiting, Aldermen***

***One of the first acts of the Aldermen in the newly  
incorporated City of New Haven***

CATHEDRAL OF ELMS (FOURTH TEMPLE)



Interior of Trinity on the Green | Source: Faithstreet.com



View down Temple Street in Late 19th Century | Source: New Haven Preservation Trust

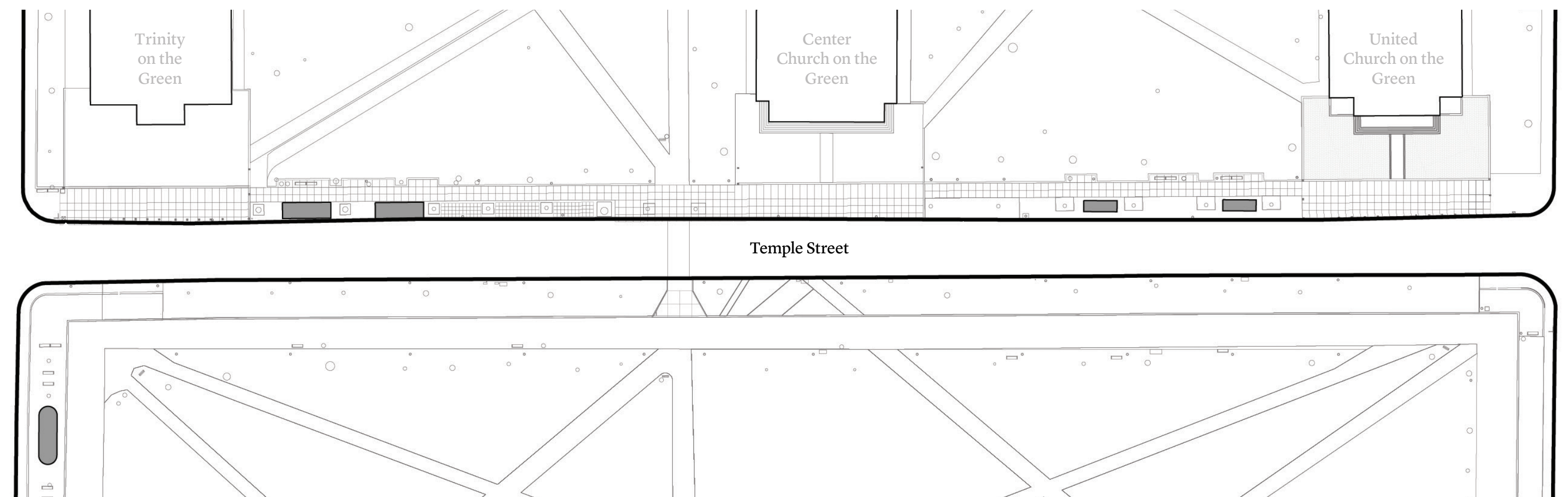


*Change is good, but the success of  
the Green is revealed in its slow pace  
of change.*

*“a highly significant aesthetic achievement in urban landscape design”*  
- National Historic Landmark Nomination, 1969

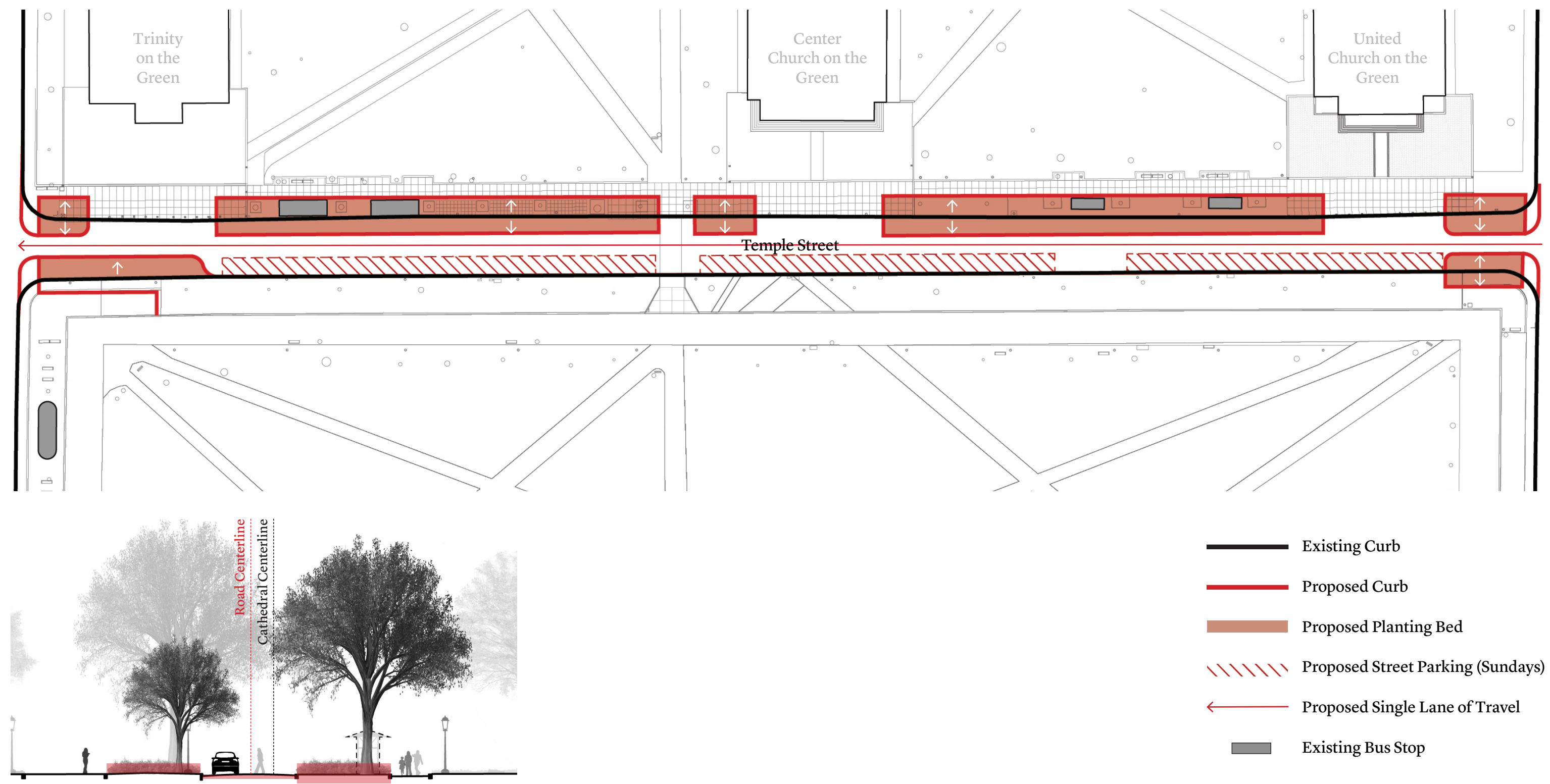


# EXISTING PLAN OF TEMPLE STREET



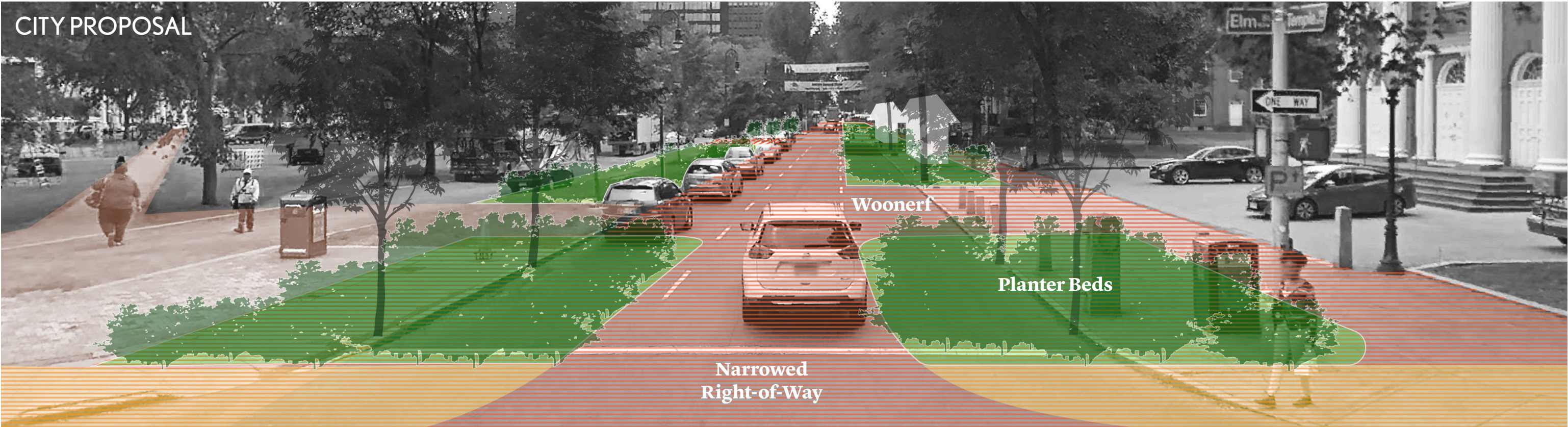
- Existing Curb
- Existing Bus Stop

# CITY PROPOSAL FOR TEMPLE STREET



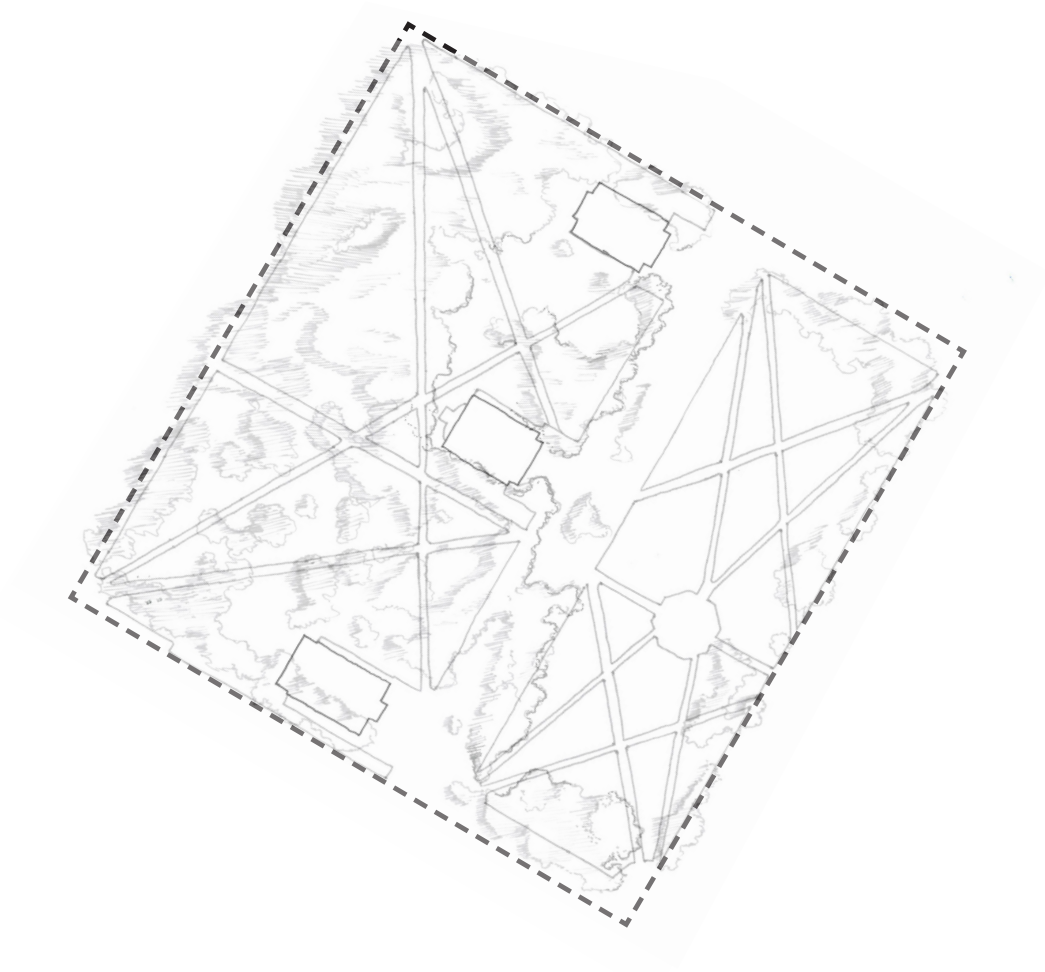
Speculative Typical Section based on Scaled May 2025 Plan

# CITY PROPOSAL FOR TEMPLE STREET

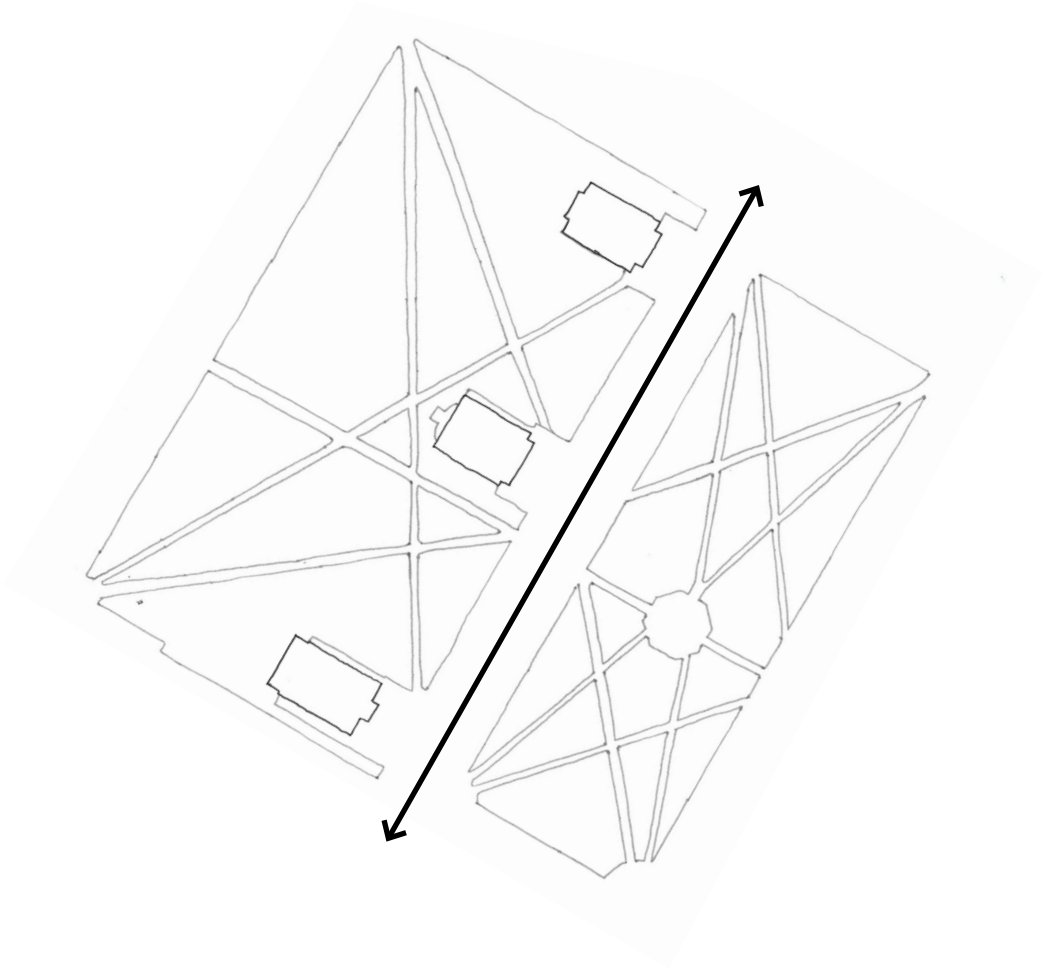


\*Speculative View based on Scaled May 2025 Plan

# WHAT IS AT STAKE IN THE CURRENT PROPOSAL?



**1. Character Defining Features\***  
National Historic Landmark



**2. Church Operational Needs**

\*Source: New Haven Preservation Trust

# NATIONAL HISTORIC LANDMARK: CHARACTER DEFINING FEATURES\*



Trees



Grass



Fencing



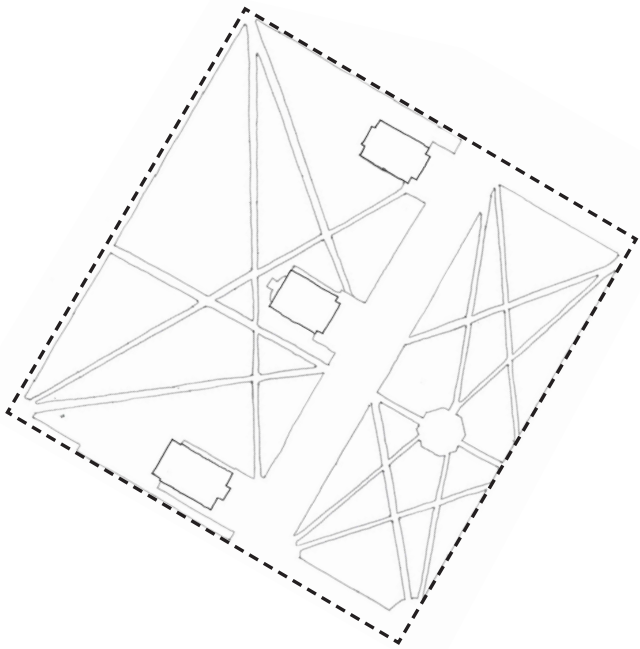
Streets & Paths



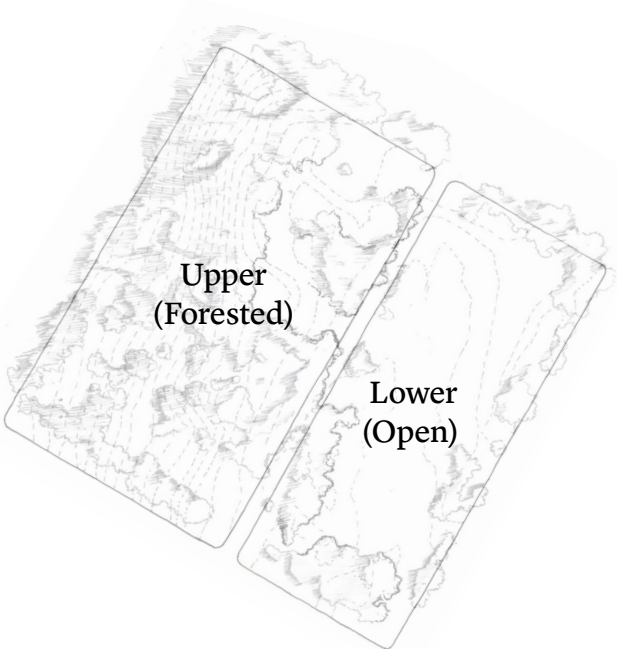
Buildings



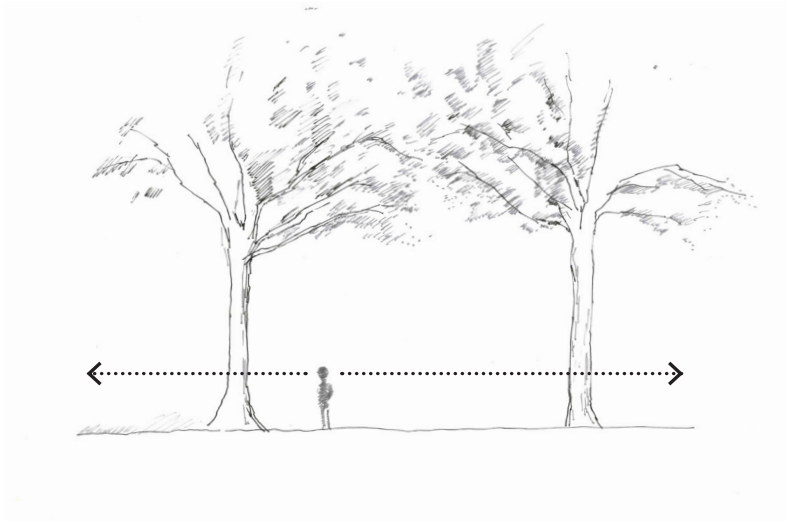
Minimal Intrusion of Other Elements



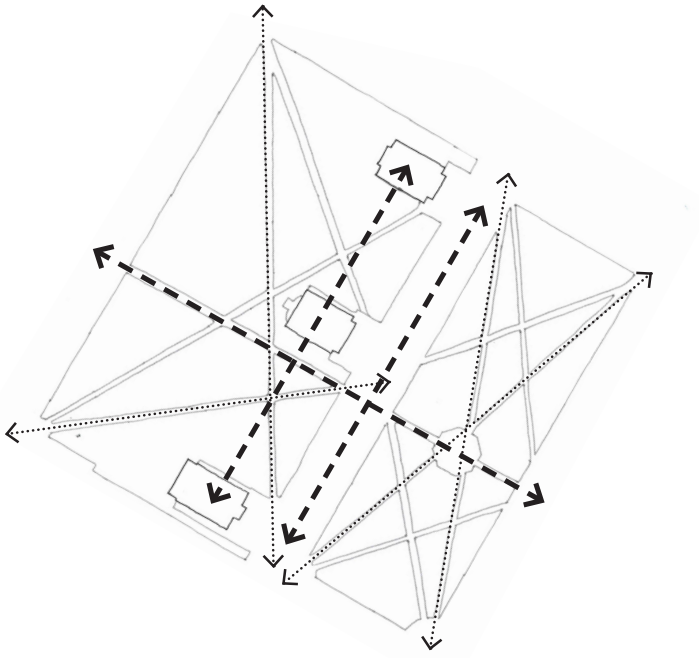
Size & Scale



Two United but Distinctive Areas



Openness & Views



Rectilinearity of Features

\*Source: New Haven Preservation Trust

# CHARACTER DEFINING FEATURES\*

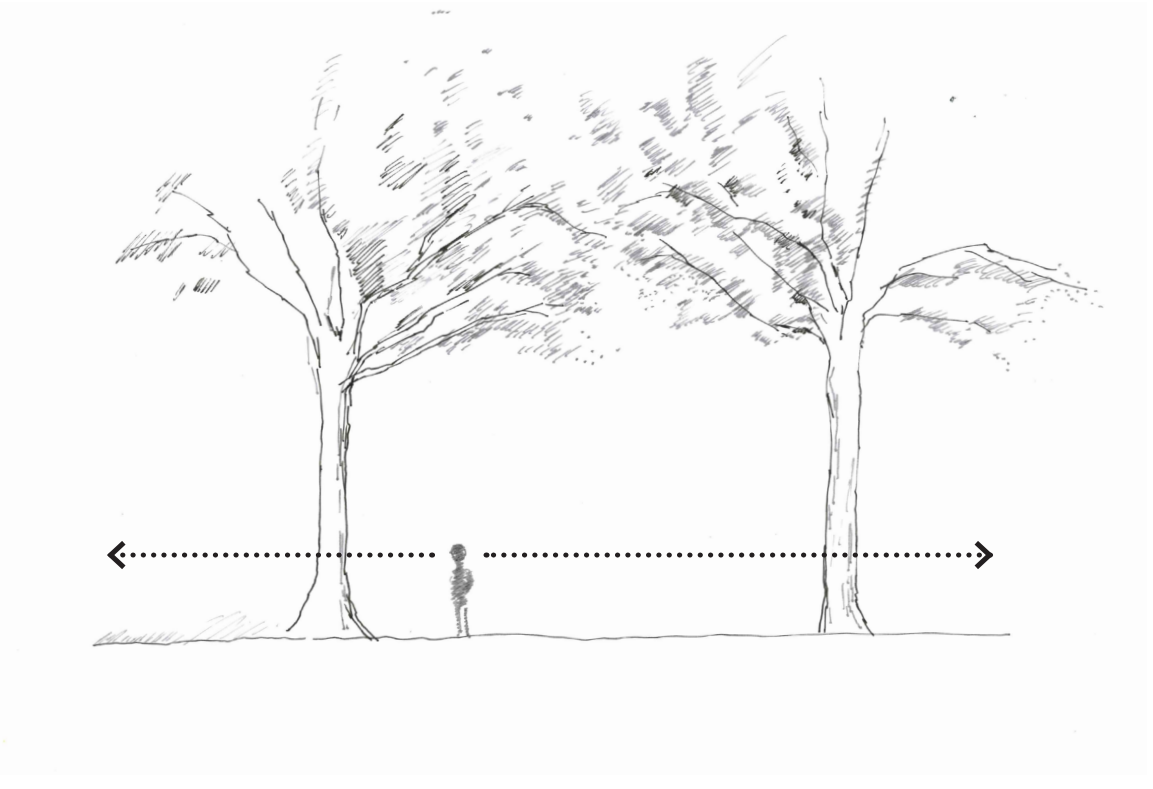
## Trees, Grass, Openness & Views



**Trees**



**Grass**

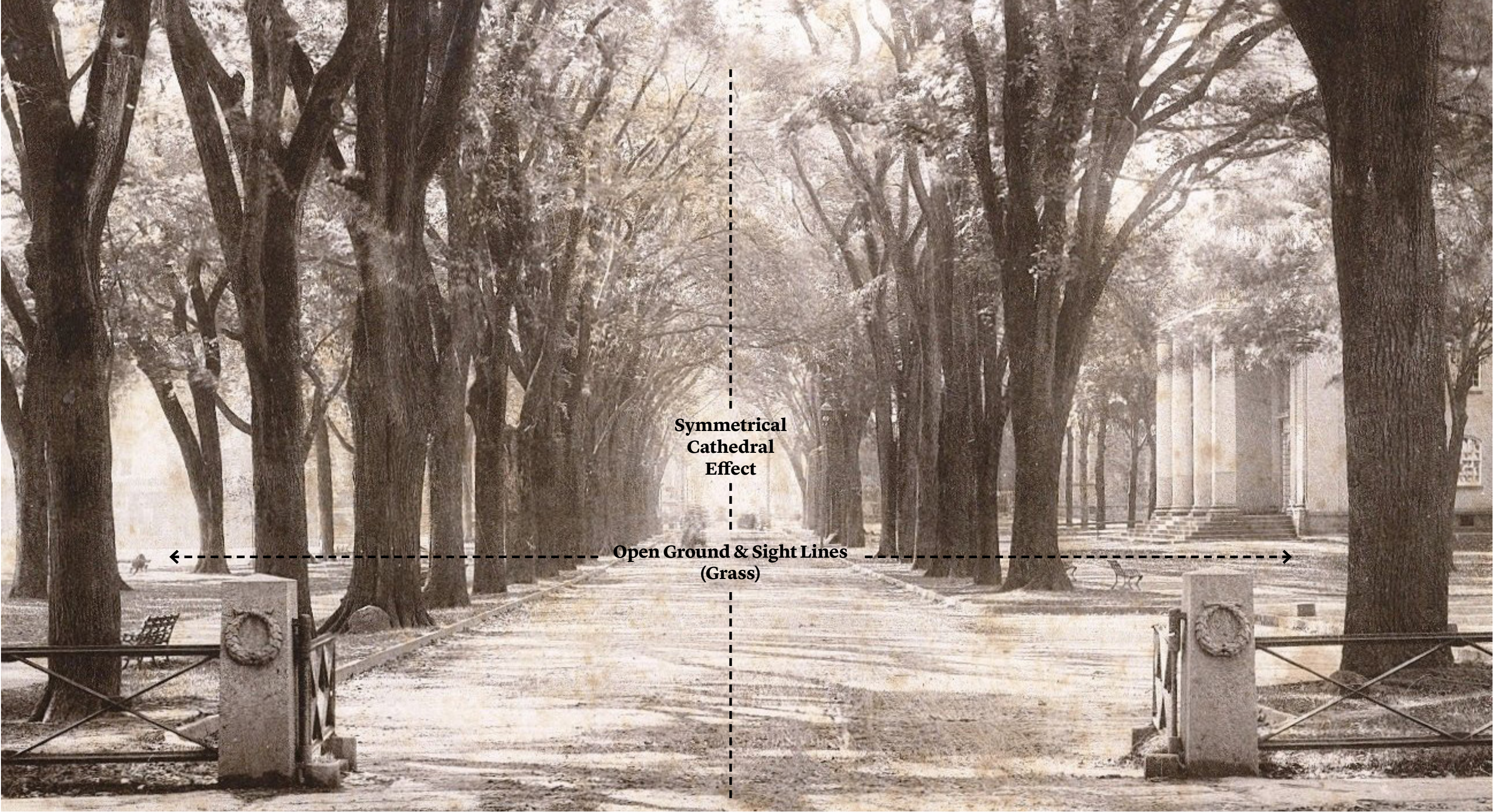


**Openness & Views**

\*Source: New Haven Preservation Trust

# CHARACTER DEFINING FEATURES

## Trees, Grass, Openness & Views



Temple Street in Late 19th Century | Source: Preservation Connecticut

# CURRENT CITY PROPOSAL

## Trees, Grass, Openness & Views



Speculative Sketch View of City Proposal based on Scaled May 2025 Plan

# DIFFERENCES FROM HISTORICAL CROSS SECTION

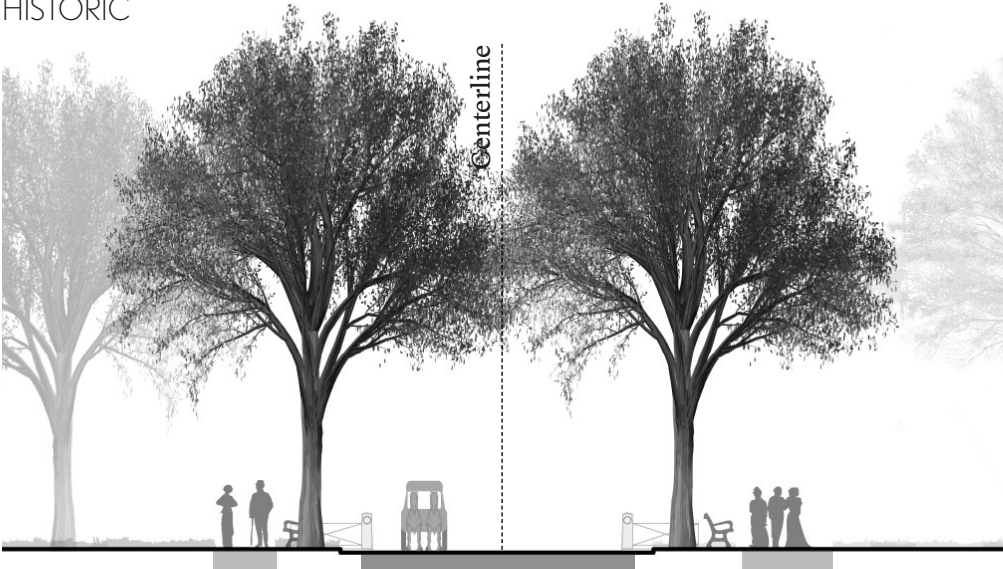
## Trees, Grass, Openness & Views

**Limited Changes over Time:**  
Roadway still on center with trees  
Open sightlines across Green remain (Grass)

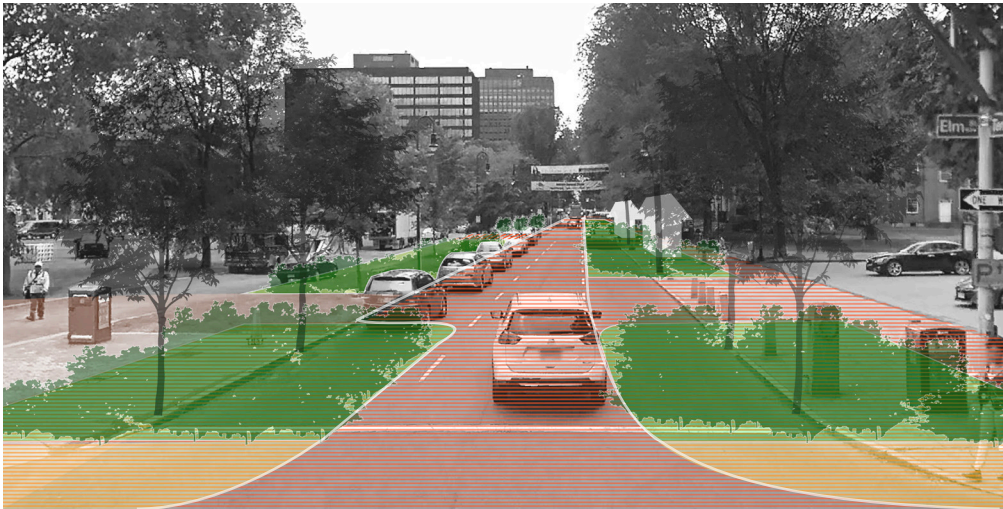
**Fundamental Changes:**  
Roadway off-center with trees  
Planting beds interrupt open sightlines across Green



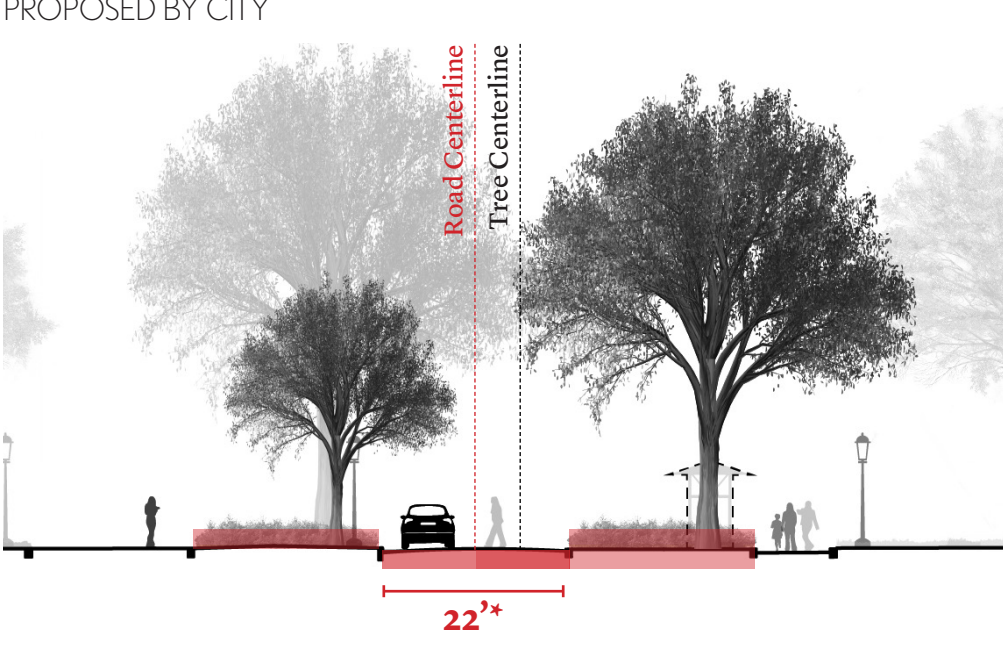
HISTORIC



EXISTING



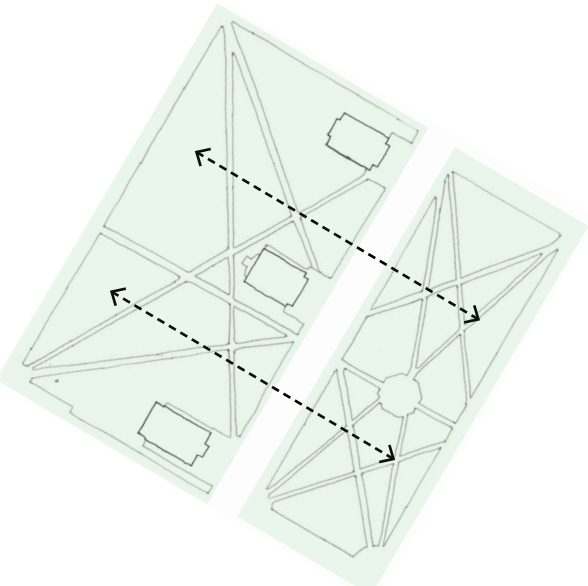
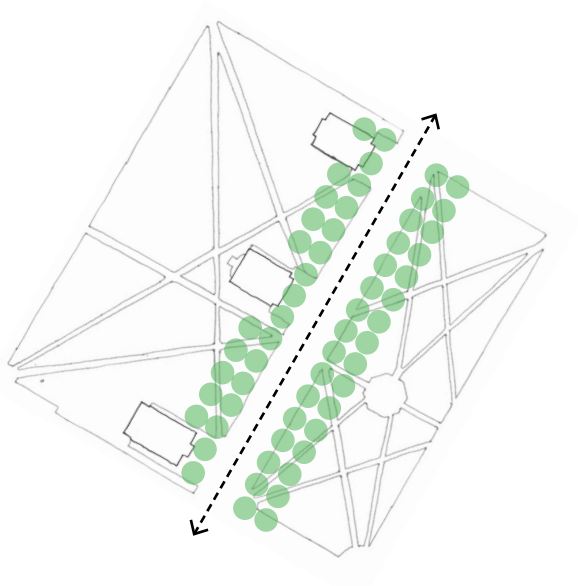
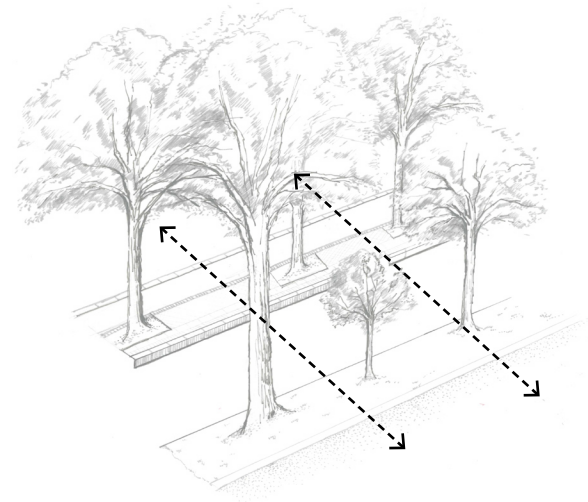
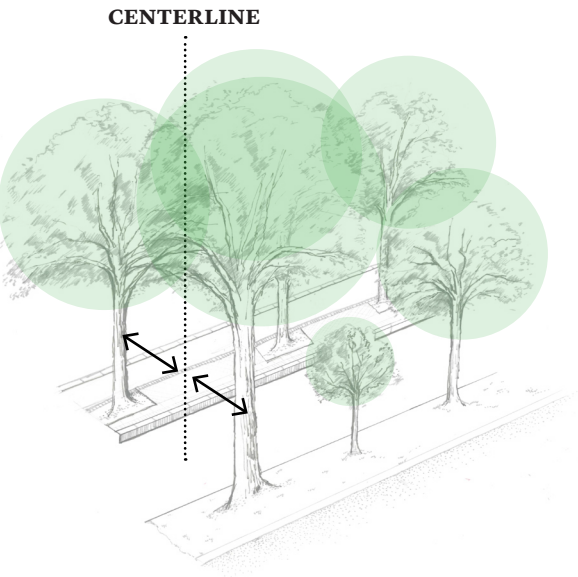
PROPOSED BY CITY



\*Measurements based on Scaled May 2025 Plan

# RECOMMENDATIONS

## Trees, Grass, Openness & Views



**1.**  
Maintain centered,  
symmetrical relationship of  
Temple Street & its trees

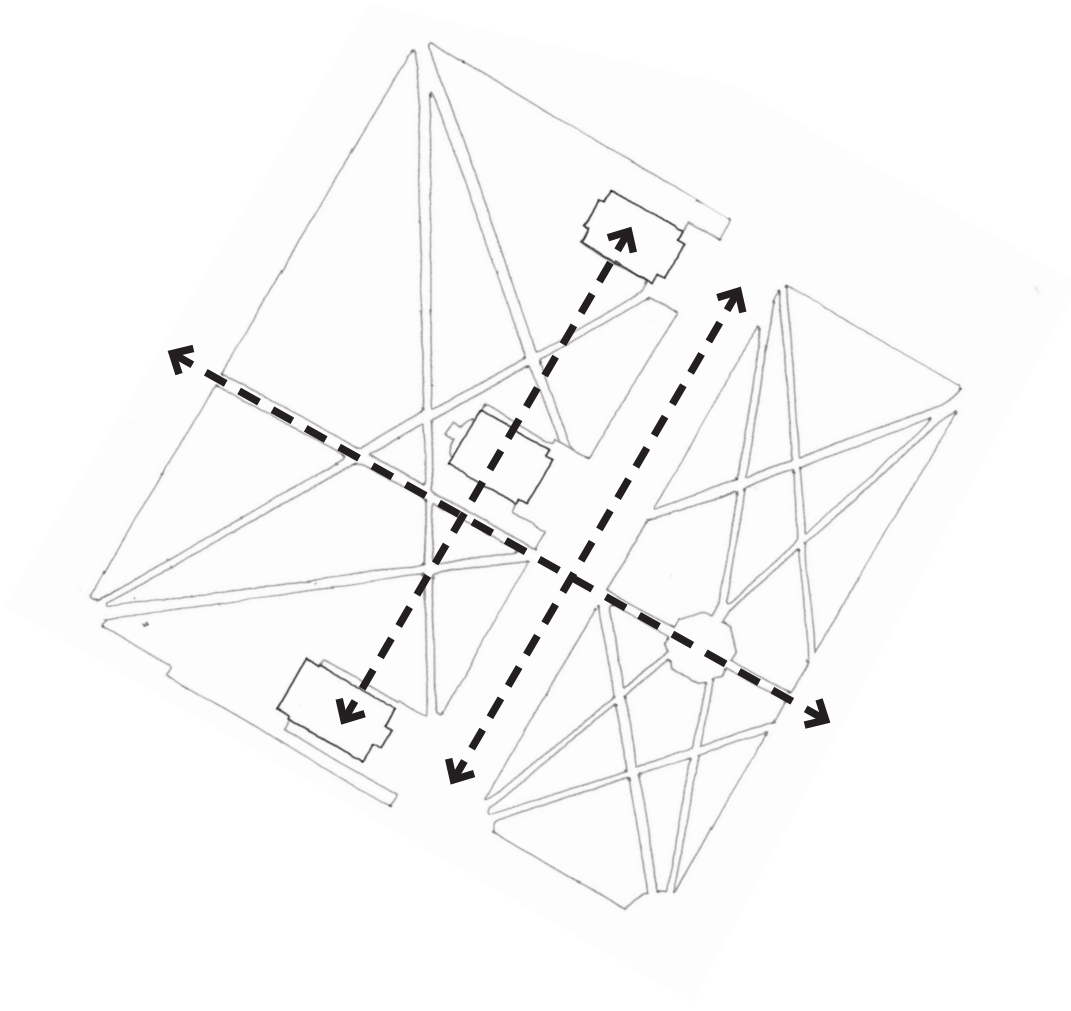
**2.**  
Keep sight lines  
uninterrupted by garden  
plantings & other elements

# CHARACTER DEFINING FEATURES\*

## Streets, Paths & Rectilinearity



**Streets & Paths**

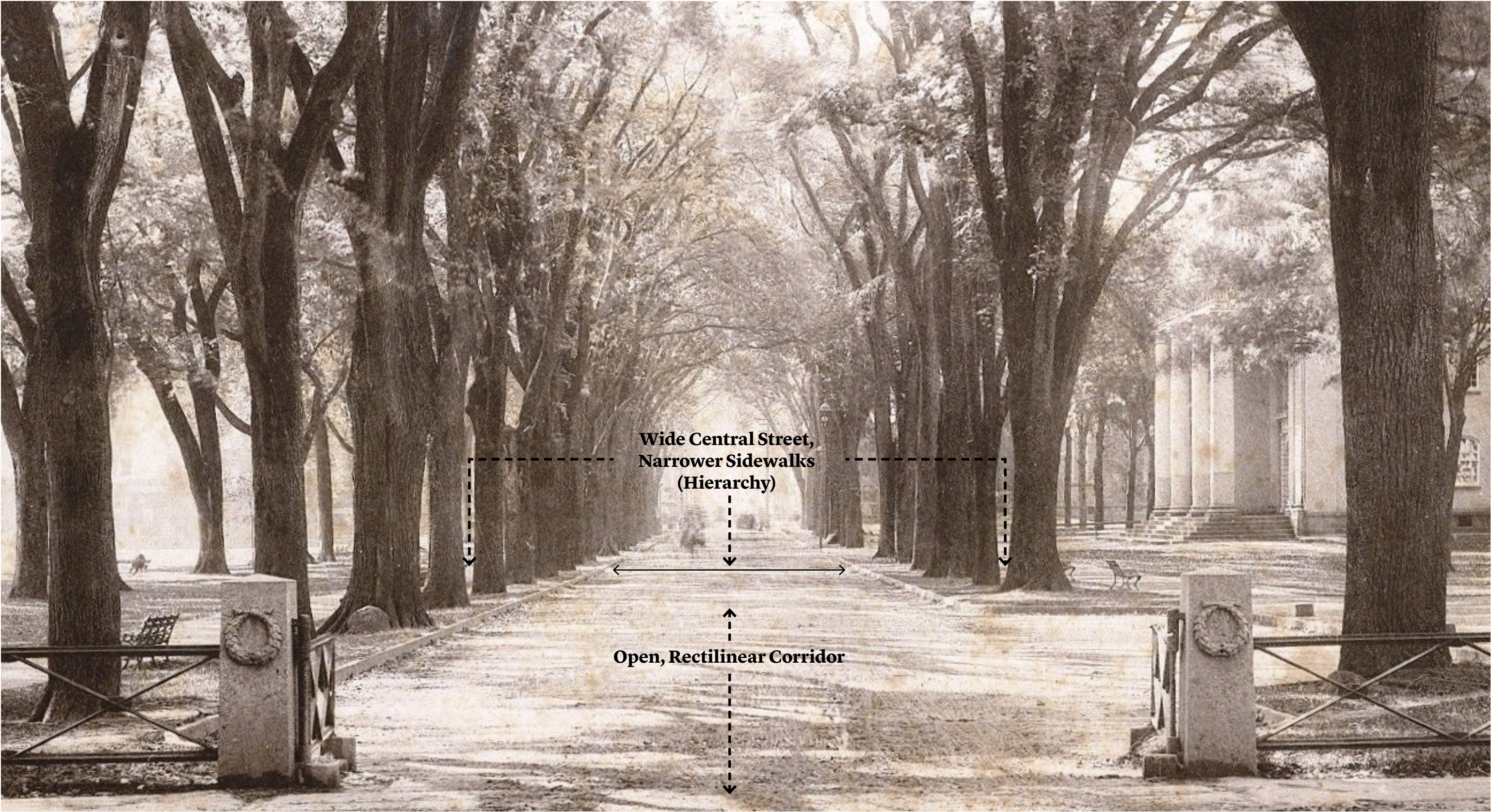


**Rectilinearity of Features**

\*Source: New Haven Preservation Trust

# CHARACTER DEFINING FEATURES

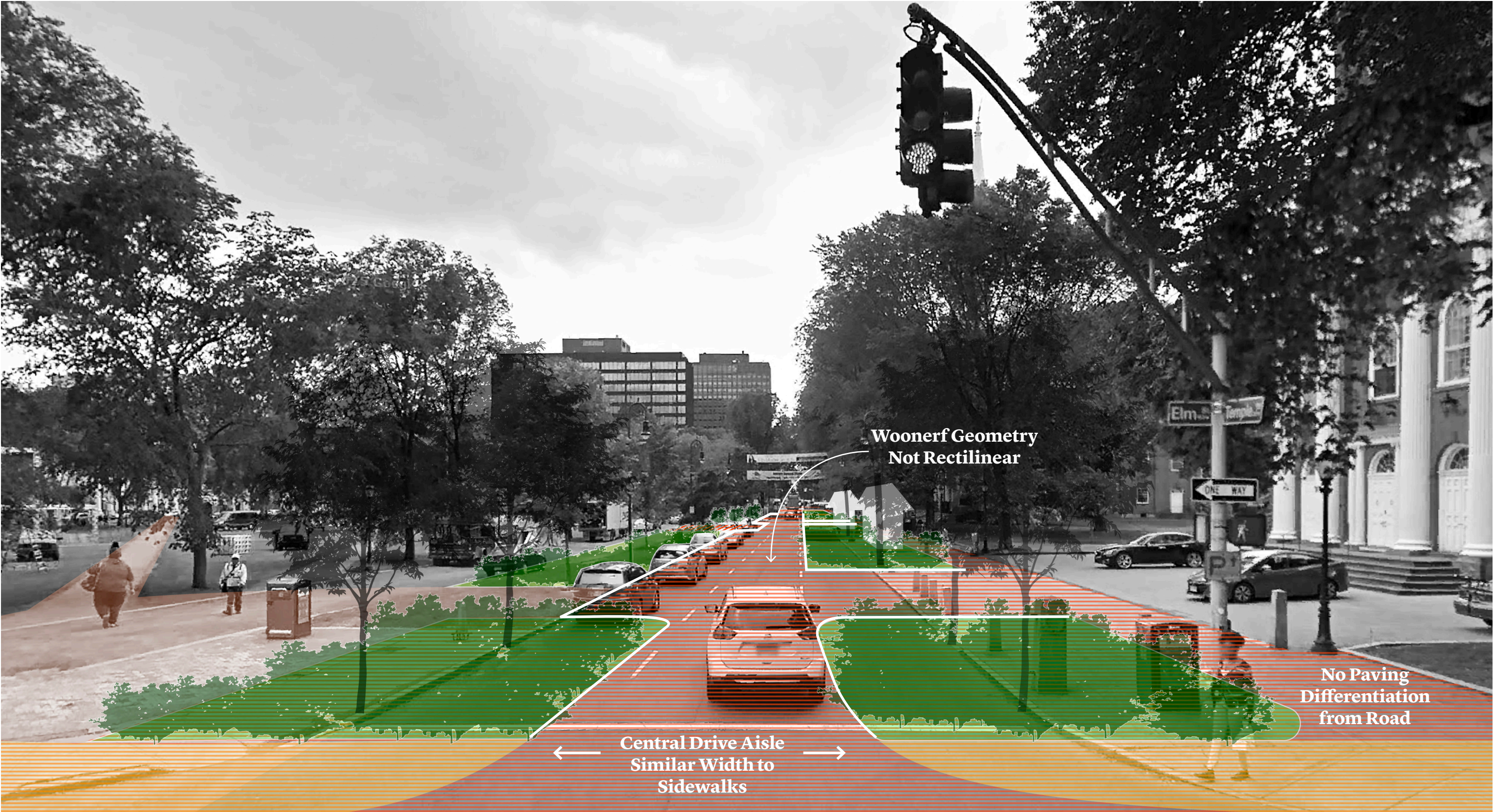
## Streets, Paths & Rectilinearity



Temple Street in Late 19th Century | Source: Preservation Connecticut

# CURRENT CITY PROPOSAL

## Streets, Paths & Rectilinearity



Speculative Sketch View of City Proposal based on Scaled May 2025 Plan

# DIFFERENCES FROM HISTORICAL CROSS SECTION

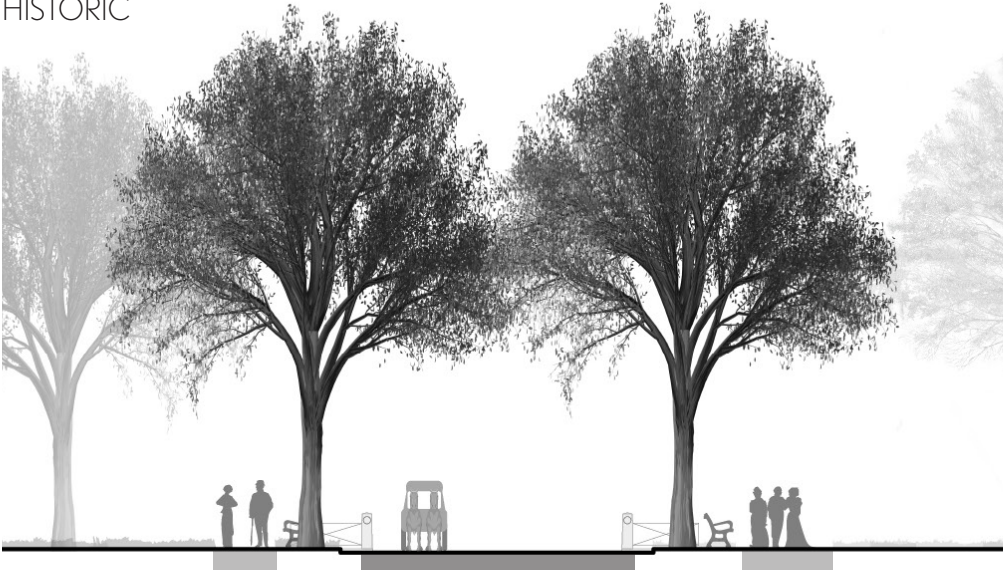
## Streets, Paths & Rectilinearity

**Limited Changes over Time:**  
Road still substantially wider than sidewalks  
Paths and sidewalks remain differently paved

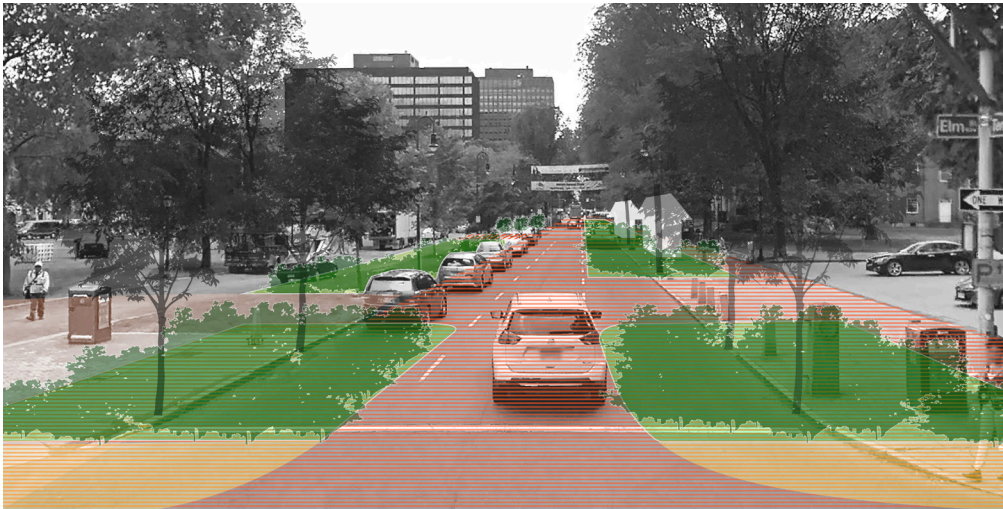
**Fundamental Changes:**  
Central drive aisle not substantially wider than sidewalks  
Path and roadway paved in same way  
Less clear rectilinearity in road geometry



HISTORIC



EXISTING



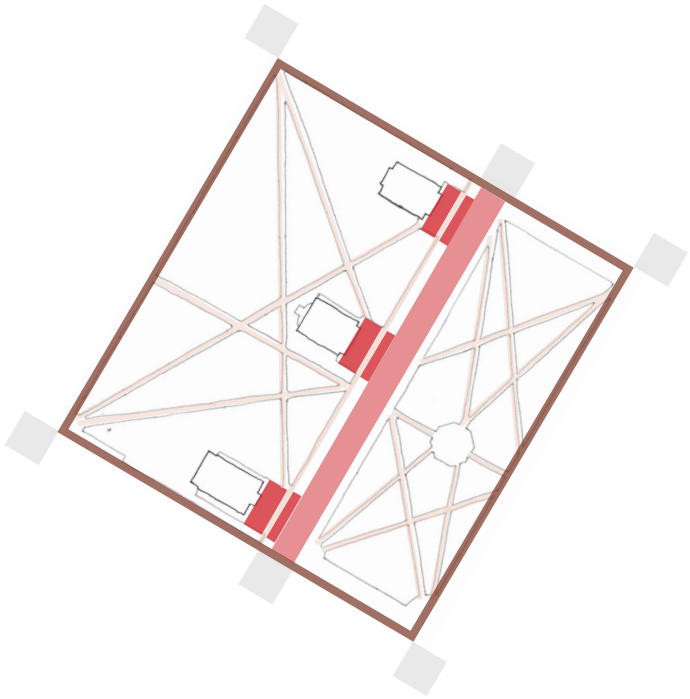
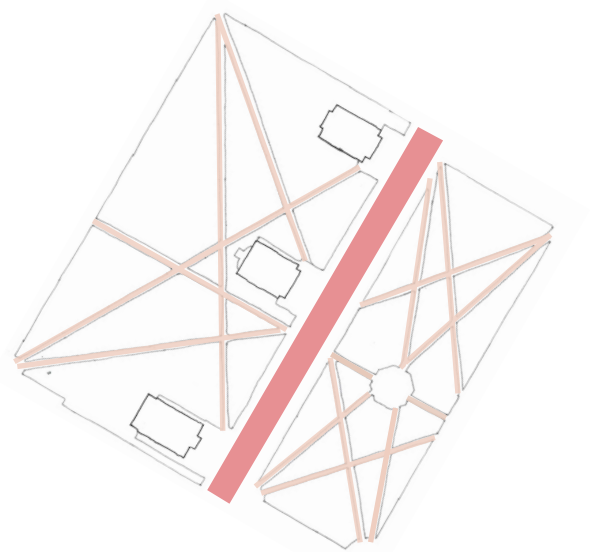
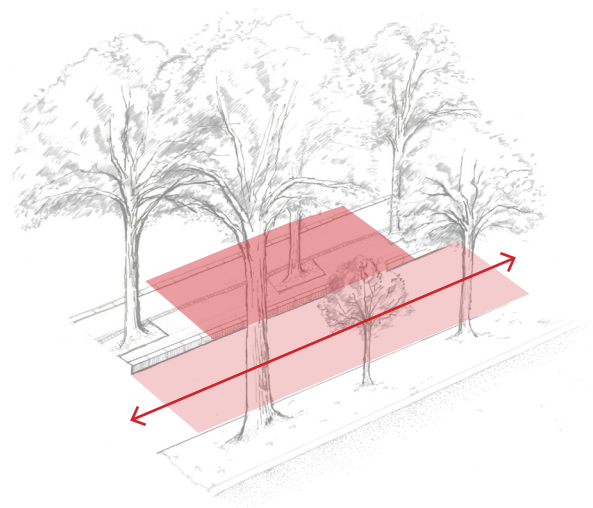
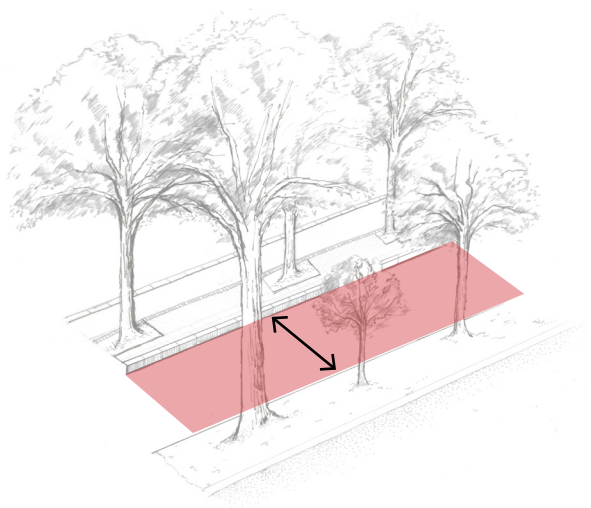
PROPOSED BY CITY



\*Measurements based on Scaled May 2025 Plan  
CENTER CHURCH + REED HILDERBRAND

# RECOMMENDATIONS

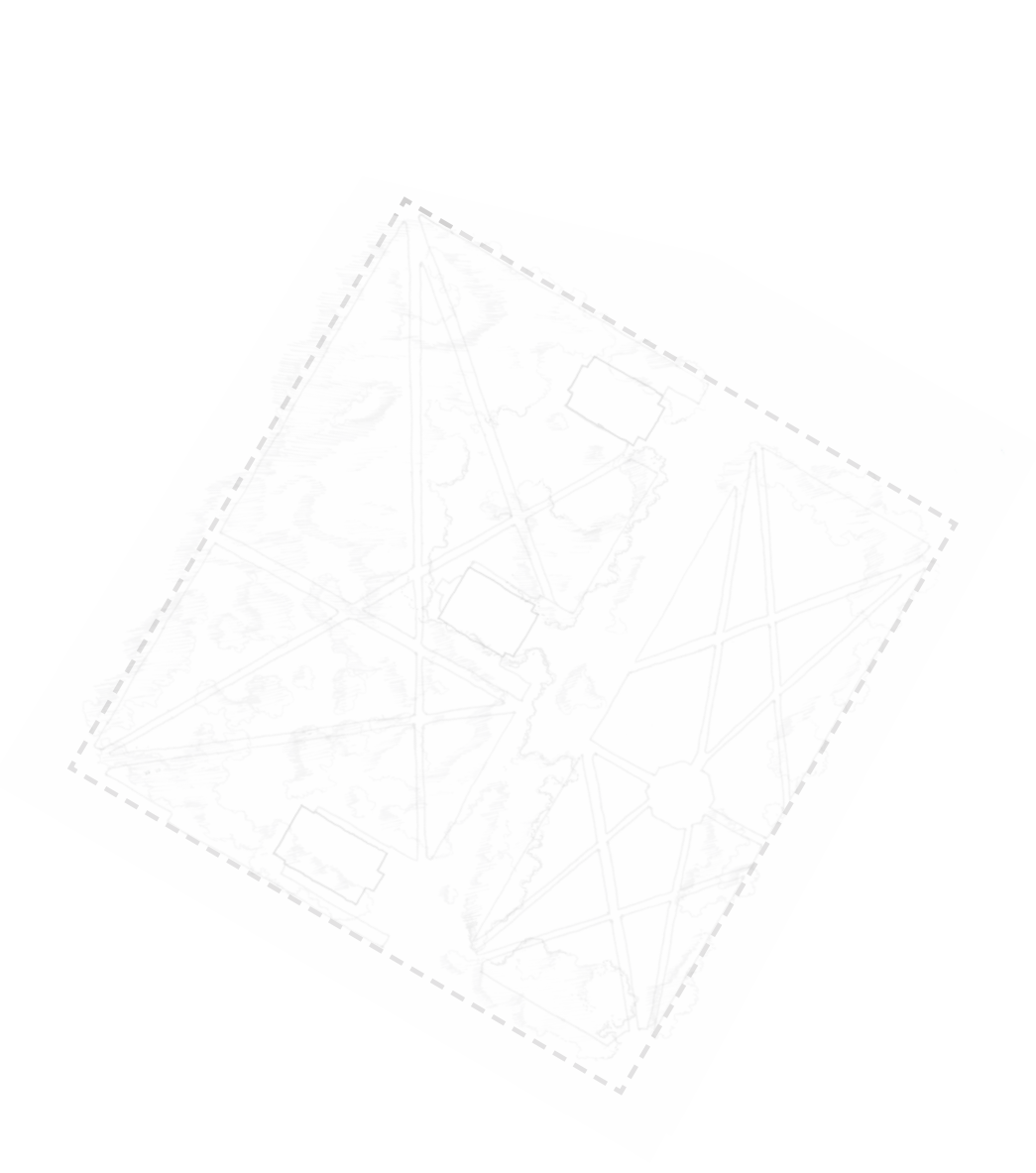
## Streets, Paths & Rectilinearity



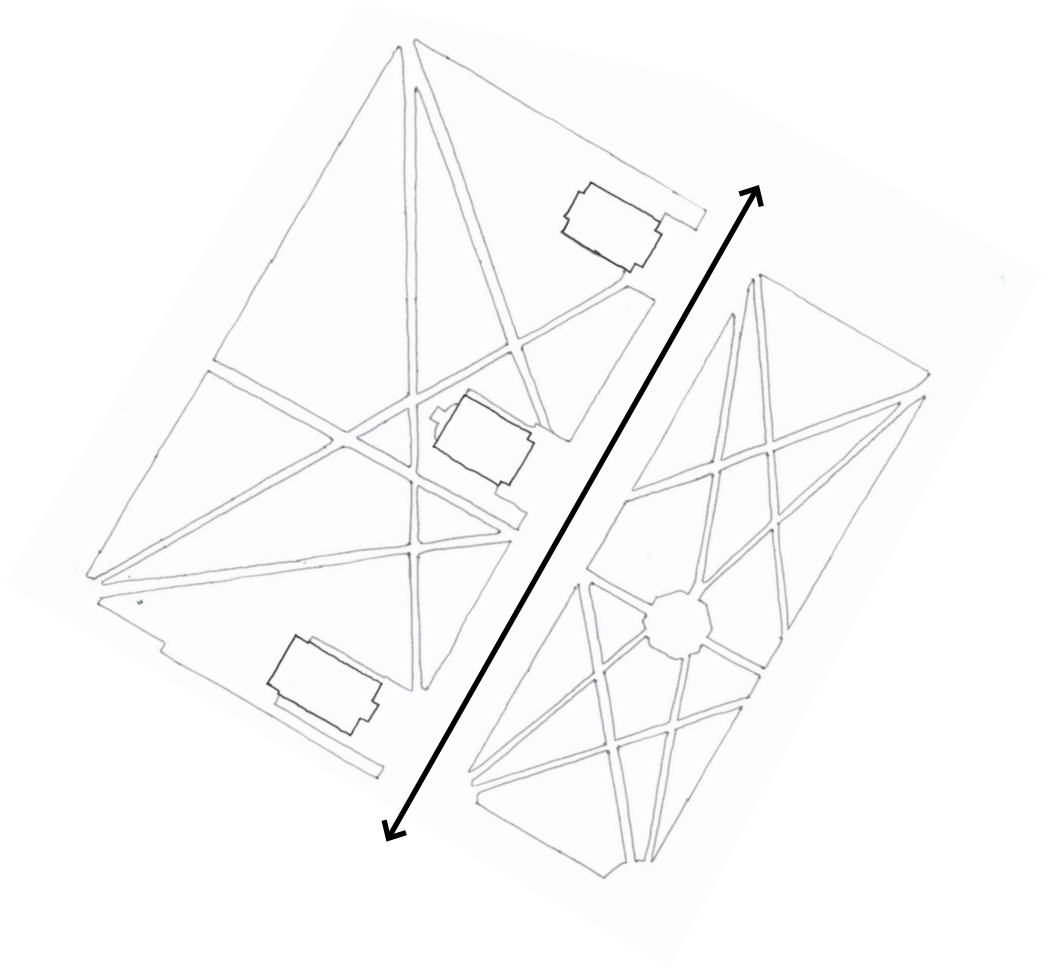
**3.**  
Distinguish Temple Street  
in its detailing, materials &  
dimensions as a street distinct  
from pedestrian pathways

**4.**  
Reinforce the rectilinearity  
of the Green and its distinct  
program areas through  
different paving treatments

# WHAT IS AT STAKE IN THE CURRENT PROPOSAL?



**1. Character Defining Features\***  
National Historic Landmark



**2. Church Operational Needs**

\*Source: New Haven Preservation Trust

# CHURCH OPERATIONAL NEEDS

- Protection of the Green as the National Historic Landmark setting for the Churches (especially Temple Street)
- 24/7 public vehicular access
- 24/7 vehicle parking and drop-off on the church apron (ADA)
- Sunday street parking
- Regular 24/7 pedestrian and vehicular through-traffic for visibility and security
- Signalization of both ends of Temple Street for pedestrian and vehicular safety for staff and parishioners
- Security features (bollards, etc.) for ram protection
- Sufficient clearances for large logistical vehicles for church events
- Required clearances for emergency access



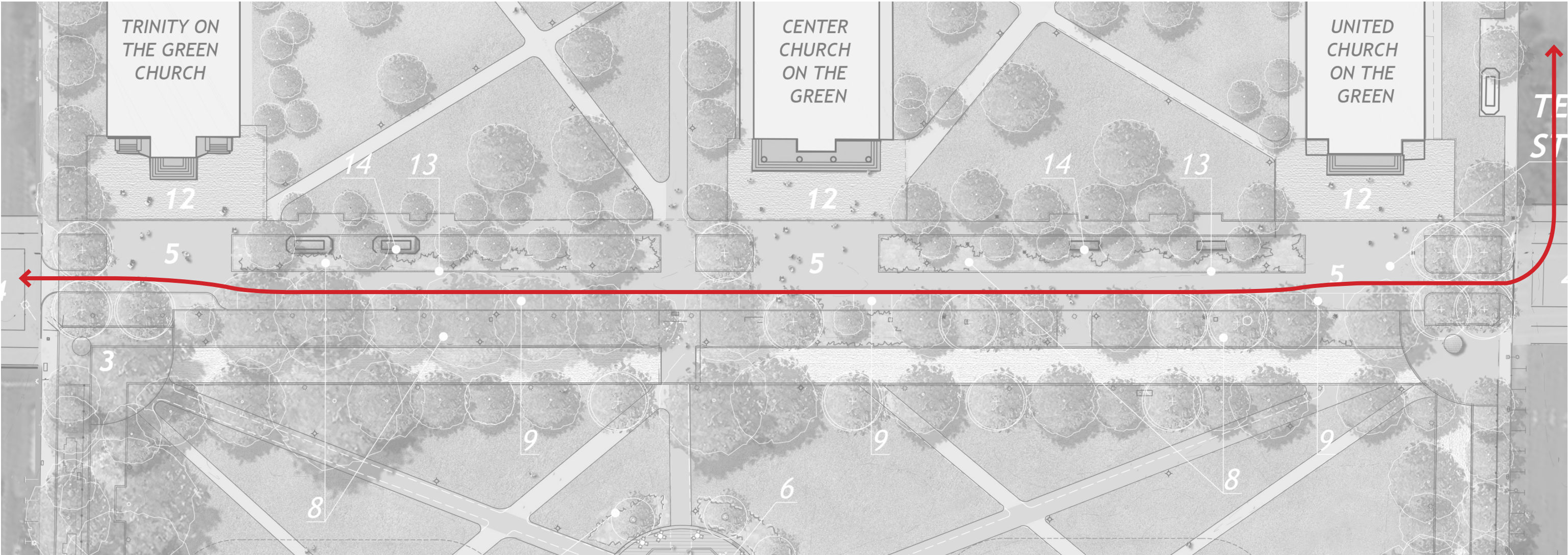
Center Church on the Green, Wikimedia Commons

# EMERGENCY ACCESS

## Church Operational Needs

↔ Speculative Emergency Access Route

- How will emergency services access the Churches in the proposed plan?



Proposed City Plan, May 2025

SCALE: | 0' | 20' | 40'

# EMERGENCY ACCESS

## Church Operational Needs

- Is the plan adequately satisfying emergency access needs for the churches?
- Can emergency vehicles easily access the center of the Green?

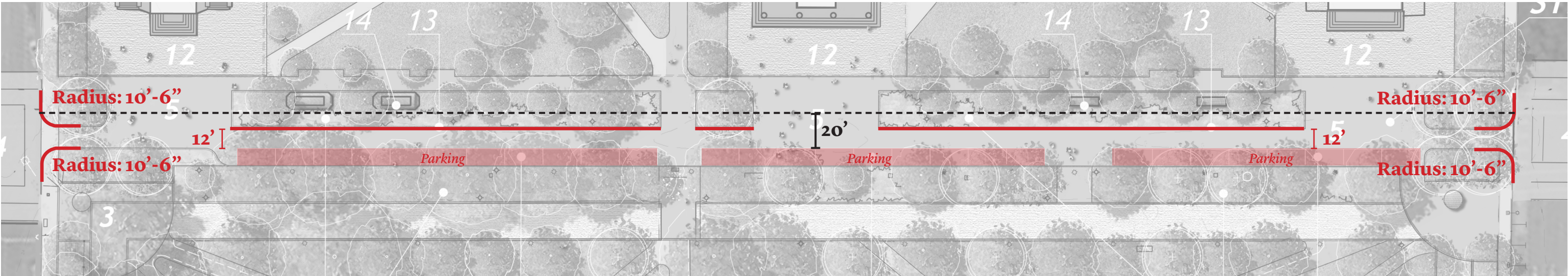
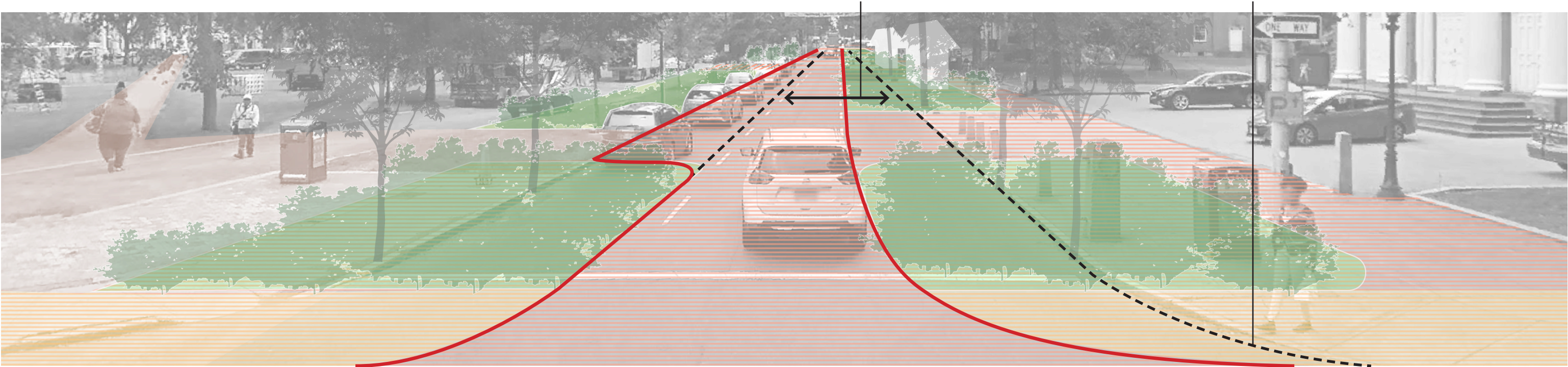
Proposed Edge of Curb

Proposed Street Parking

Estimated Requirement for  
Emergency Access

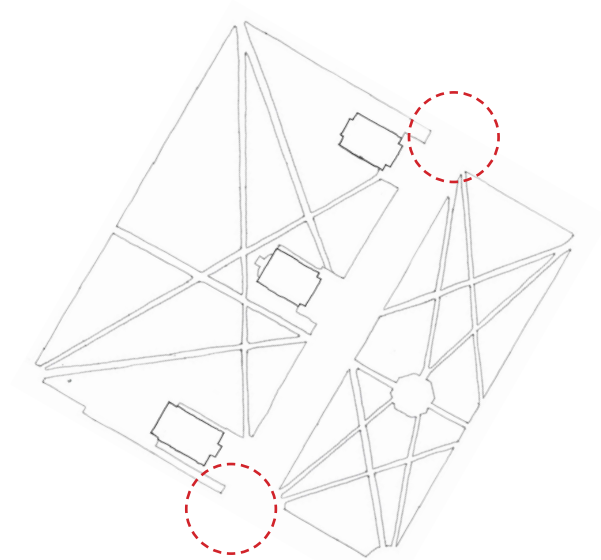
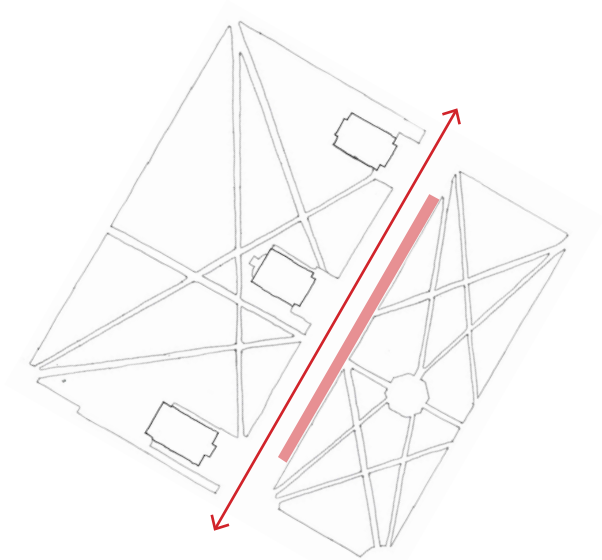
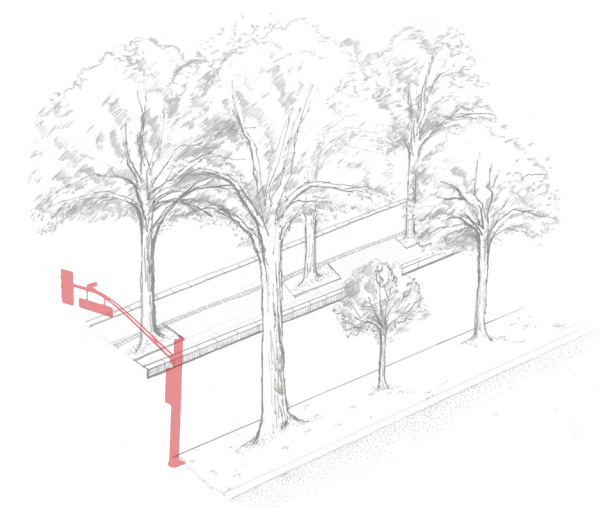
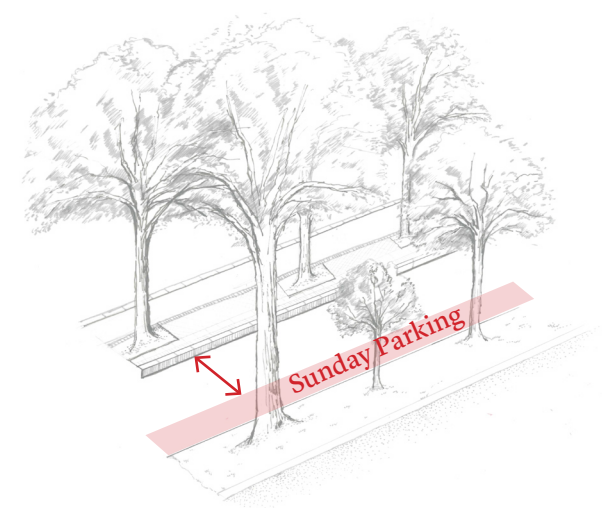
20' Horizontal Clearance, Typ.  
International Fire Code

28' Turning Radius, Typ.  
International Fire Code



# RECOMMENDATIONS

## Church Operational Needs

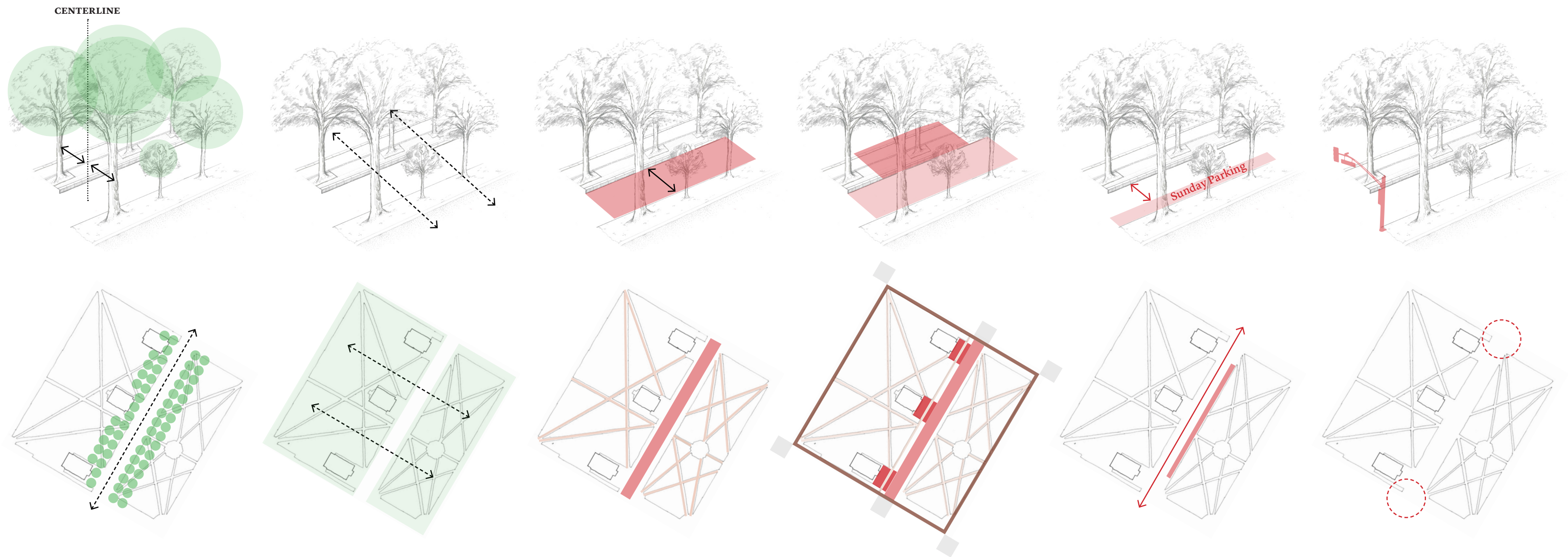


**5.**  
Ensure Temple Street is wide enough  
as a Shared Street for adequate  
emergency access even during  
Sunday parking

**6.**  
Maintain signalized entrances to  
Temple Street

# OVERALL RECOMMENDATIONS

## Character Defining Features\* + Church Operational Needs



- 1.** Maintain centered, symmetrical relationship of Temple Street & its trees.
- 2.** Keep sight lines uninterrupted by garden plantings & other elements.
- 3.** Distinguish Temple Street in its detailing, materials & dimensions as a road distinct from pedestrian pathways.
- 4.** Reinforce the rectilinearity of the Green and its distinct program areas through different paving treatments.
- 5.** Ensure Temple Street is wide enough as a Shared Street for adequate emergency access even during Sunday parking.
- 6.** Maintain signaled entrances to Temple Street.

\*Source: New Haven Preservation Trust

## OTHER OPEN QUESTIONS

## QUESTIONS: REFUGE

- How will existing users of the Green be impacted?
- How will the proposed changes better meet their needs and interests?



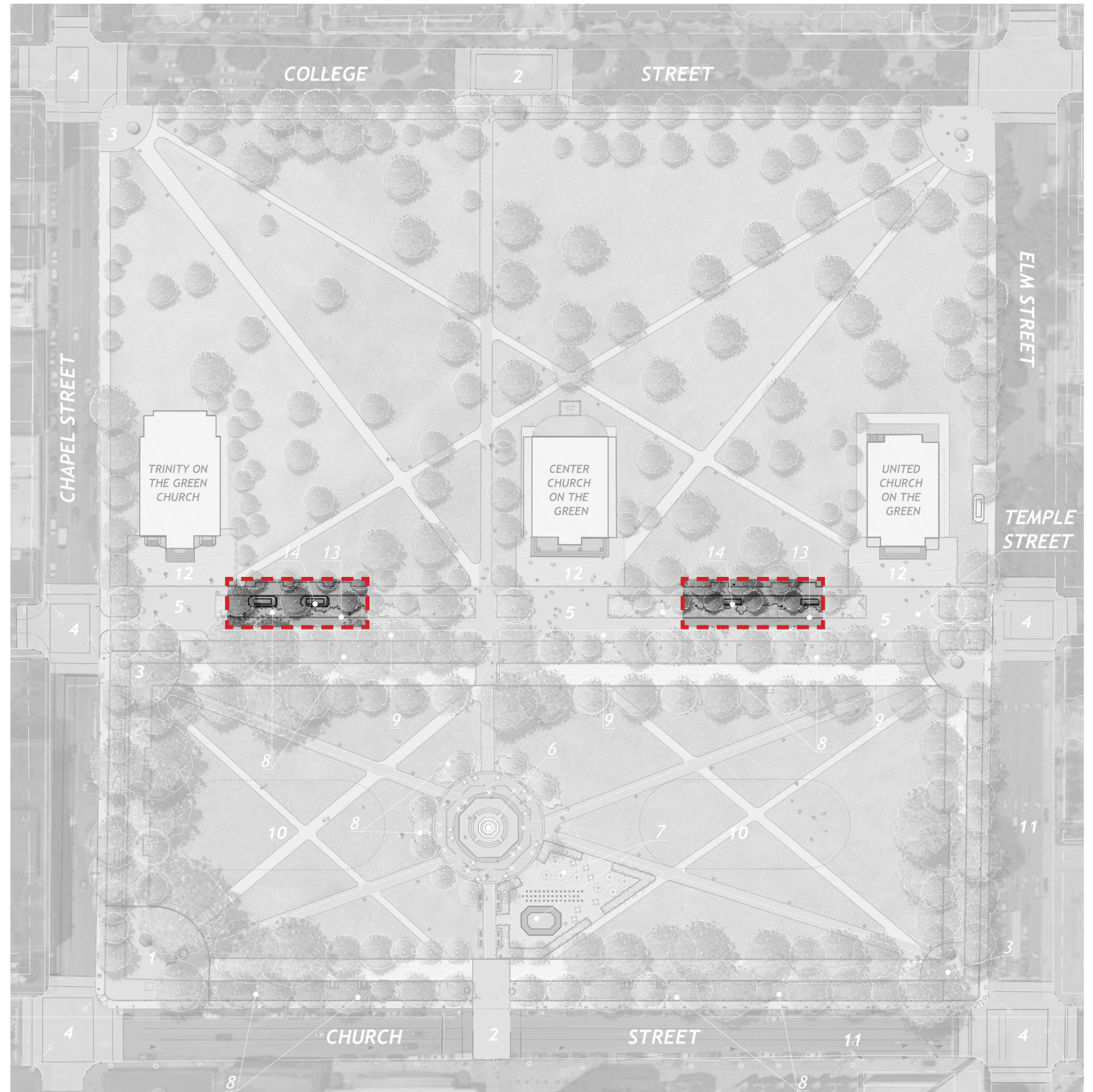
Historic Condition as Urban Refuge



Existing Condition as Urban Refuge

## QUESTIONS: TRANSIT STOPS & VENDORS

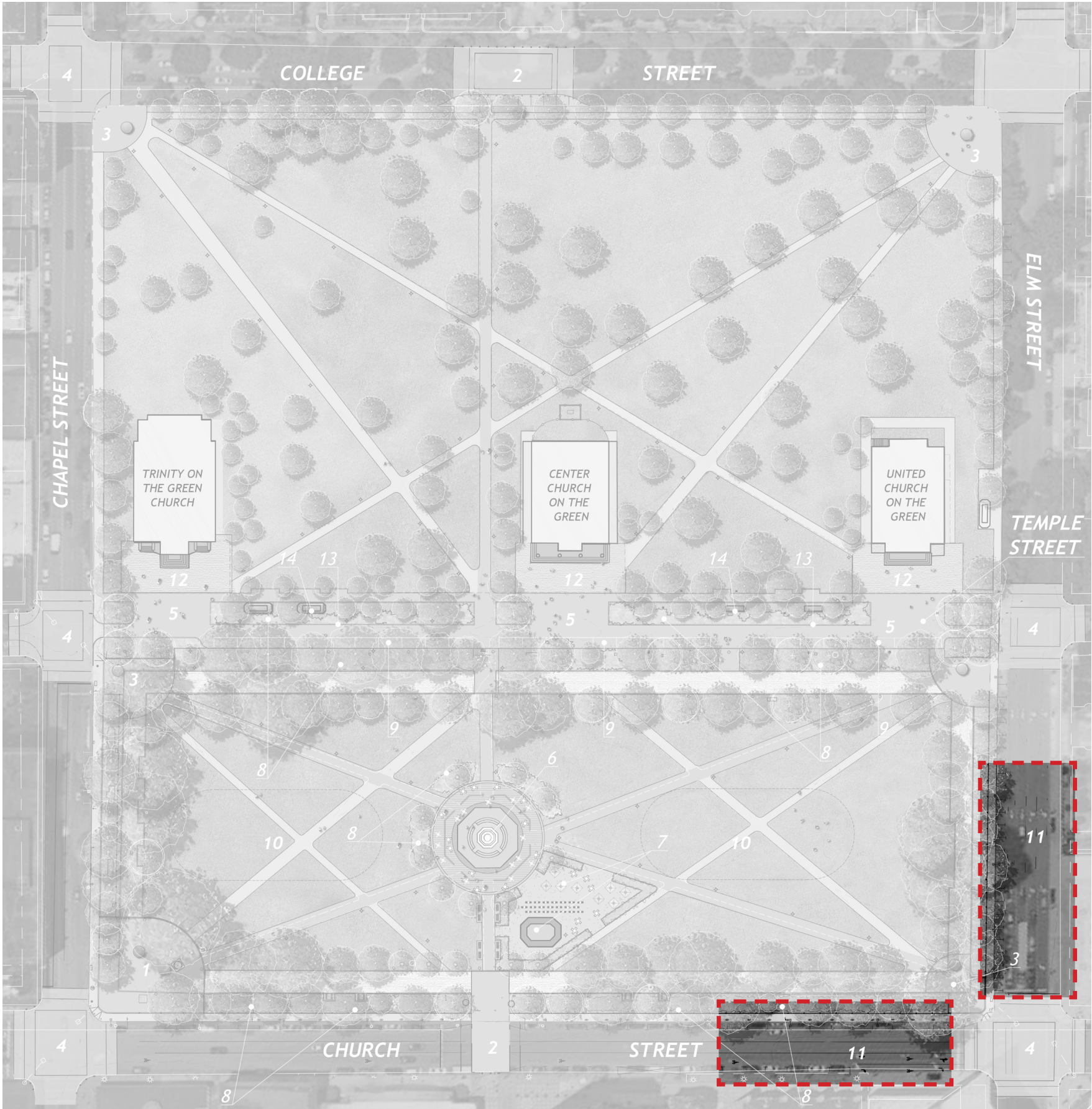
- Where precisely are the bus stops being relocated to?
- How are New Haven transit users impacted?
- Vendors are proposed at these locations. What kind of vendors? How frequently will they operate?
- How are the structures and/or infrastructural supports for the vendors integrated into the historic character of the Green and Temple Street?



Proposed City Plan, May 2025

QUESTIONS: **RAPID TRANSIT**

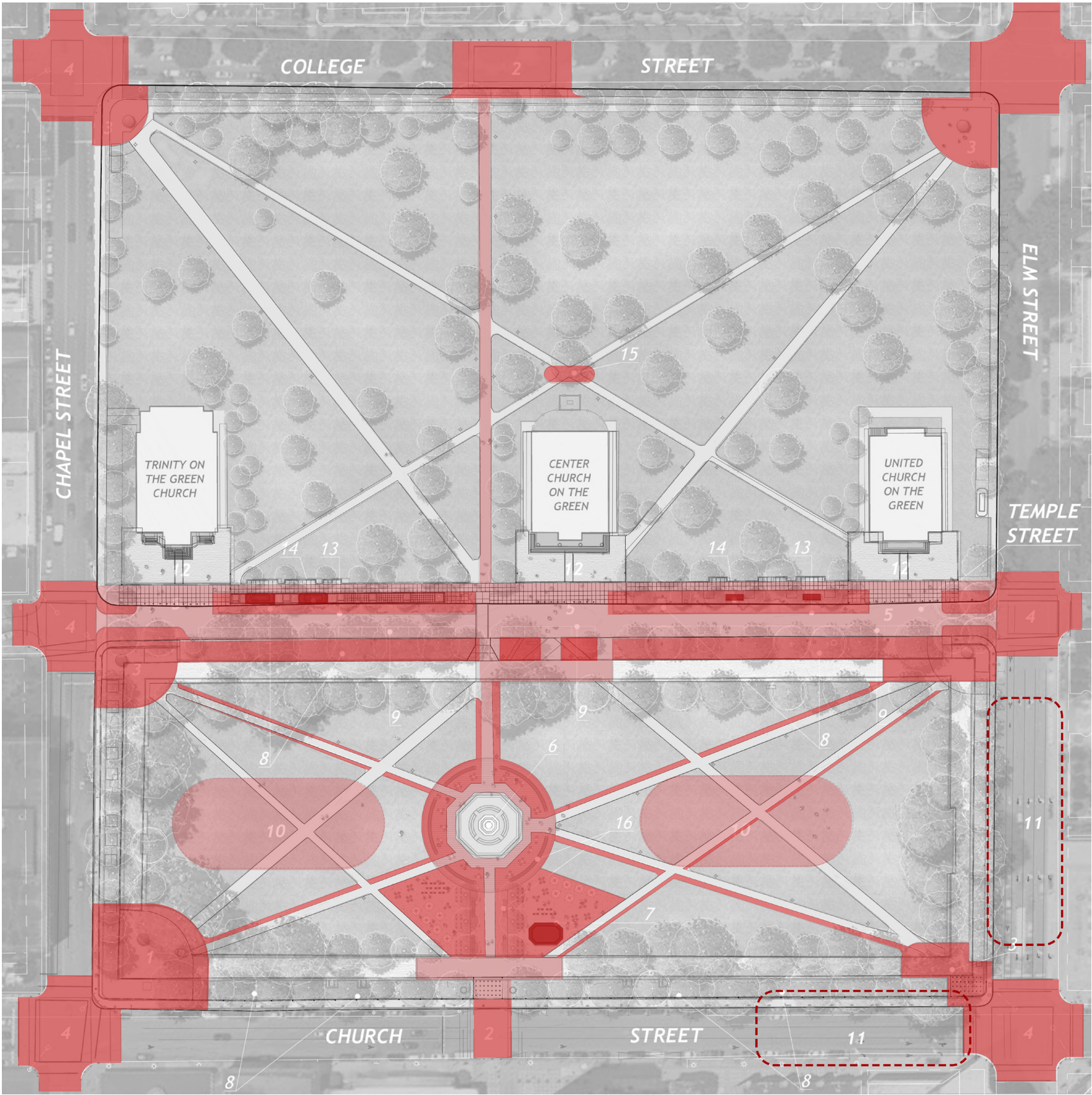
- Will the new bus stops impact existing street parking on Church or Elm Streets?
- Will new bus stops at the edges of the Green impact the historic fence or tree plantings?



Proposed City Plan, May 2025

# QUESTIONS: MAINTENANCE

- What provisions are being made for maintaining the proposed additional paving, structures, and planting on the Green given that resources for maintaining existing features are already constrained?



Changes as Part of Proposed City Plan, May 2025

Proposed Changes in Shades of Red

## WHAT IF A REDESIGNED GREEN...?

Serves all current and future users of the Green

Promotes activation & preserves our National Historic Landmark's Defining Features

Enhances the cathedral experience by ensuring symmetry of Temple Street

Retains open sight lines across the Upper and Lower Greens

Maintains Temple Street as distinctly different than other pedestrian paths

Reinforces its rectilinear edges and alignments

Safeguards emergency access

Strengthens the transit system and honors its users

Assures existing & proposed features can be resourced & maintained

Ensures goals & design reasoning are coordinated and transparent

# SUMMARY

## Design Recommendations:

- Maintain the centered, symmetrical relationship of Temple Street and the rows of trees along it
- Keep sight lines across the Upper and Lower Greens open and uninterrupted by planting beds and other elements
- Distinguish Temple Street in its materiality, detailing, and dimensions as a road distinct from other pedestrian pathways
- Reinforce the character-defining rectilinearity of the Green and its distinct program areas through paving differentiation
- Ensure Temple Street is wide enough as a shared street for adequate emergency access to both the Churches and the center of the Green even during Sunday parking
- Maintain signalized entrances to Temple Street for pedestrian and vehicular safety

## Church Operational Needs:

- Protection of the Green as the National Historic Landmark setting for the Churches (especially Temple Street)
- 24/7 public vehicular access
- 24/7 vehicle parking and drop-off on the church apron (ADA)
- Sunday street parking
- Regular 24/7 pedestrian and vehicular through-traffic for visibility and security
- Signalization of both ends of Temple Street for pedestrian and vehicular safety for staff and parishioners
- Security features (bollards, etc.) for ram protection
- Required clearances for emergency access
- Sufficient clearances for large logistical vehicles for church events



Source: Sarah Farley, *Affinity and the New Haven Green*

THANK YOU