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Attorneys at Law – Established 1963

(Via Email JElicker@newhavenct.gov)

January 21, 2025

Honorable Justin M. Elicker
Office of the Mayor
City of New Haven
165 Church Street
New Haven, CT 06510

Re: The New Haven Green

Dear Mayor Elicker:

This office represents the three historic churches on the New Haven Green (the “Green”), which are Trinity Episcopal Church on the Green (“Trinity Church”), The First Church of Christ, New Haven, Inc. (“Center Church”) and United Church on the Green (“United Church”)(collectively the “Churches”) with respect to the City of New Haven’s (the “City”) plans for changes to the Green and Temple Street. We want to thank you very much for making time on January 22, 2025 to meet with us to discuss the impact of the City’s proposed changes to the Green on the Churches.

Initially, we want you to know that as religious, cultural and historic institutions on the Green, the Churches strongly support the City’s plans to make the Green a safe, vibrant and welcoming public space, and we would like to partner with the City to accomplish these goals. However, as explained in detail below, we believe that the inclusion of plans to prohibit vehicular traffic on Temple Street between Elm Street and Chapel Street (“Temple Street”) and to replace Temple Street, which is the front door to our historic structures, with a winding narrow pedestrian path, will cause great harm to the Churches and threaten their continued growth and viability.

Background of the Churches and Temple Street

As you are aware, Center Church was the original church of the New Haven colonists. The first Center Church building, known as the Meeting House, was erected in 1640 and served as the center of civic and religious life for the original settlers. The second Meeting House was erected in front of the first Meeting House in 1670, and the third Meeting House was built in 1755. (See drawings behind **Tab 1**). The current Center Church building is the fourth Meeting House and was erected along with the current Trinity Church and the current United Church buildings between 1813-1815 to face Temple Street. The current United Church building is the second United Church



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building on the Green. The United Church is a union of three separate churches, one of which was the Fair Haven Society which constructed a meeting house on the Green in the eighteenth century. The other two churches which combined with the Fair Haven Society to form the United Church are the White Haven Church and the Third Congregational Church.

Today, all three Churches provide, in addition to religious services, numerous cultural and social programs and are active participants in the cultural life of New Haven. The Churches host musical events (Trinity Church has three choirs, including two of which include children and hold practices six days each week), book groups, concerts with singers from other community choruses and instruments, community dinners that sponsor poetry and dance performances, art exhibitions, drama productions, organ lessons, and spiritual programs for unhoused persons. In addition, Center Church is an historic site, and school children and people from all over the country regularly visit the Crypt under the Church.

If Temple Street were to be closed to public vehicular traffic, Center Church will be landlocked, and the visibility of all three Churches will be decreased, thereby discouraging parishioners from attending Church services and new members from joining the Churches. In addition, school buses bring children to visit the Center Church Meeting House and the Crypt monthly, and the buses will not be able to navigate the narrow twisted pedestrian path planned, which will diminish the historic value of Center Church. Additionally, as stated above, the Crypt attracts visitors from all over the country, and they will be dissuaded from visiting the Crypt because it will not be located on a street. In addition, Center Church hosts the Powder House Day commemoration every year in May which involves over 250 people. In sum, the cultural and social activities conducted in the Churches will become less attractive and available to those who participate in or may in the future want to join or attend these programs if they cannot drive down Temple Street and find parking proximate to the Churches. Events at the Churches will in all likelihood be poorly attended without the availability of Temple Street as a means of reaching the Churches. Additionally, performers at musical events will be reluctant to perform at concerts, particularly if they bring their instruments to such venues and cannot easily access the Churches.

Moreover, on Sundays, parishioners of the Churches park on the east side of Temple Street. Elderly and handicapped parishioners of all three Churches will not be able to park on Temple Street proximate to their Churches if Temple Street is discontinued. In addition, emergency vehicles and maintenance vehicles will not be able to reach the Churches on the winding narrow Pedestrian Walkway proposed as a substitute for Temple Street, which path appears not to even meet the width requirements in New Haven's Complete Streets Manual. Finally, the City's Code of



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General Ordinances, §. 27-152 provides that “no building permit shall be issued on unaccepted streets without the approval of the board of aldermen.” Accordingly, if Temple Street becomes an unaccepted street because it is discontinued, any time any of the Churches needs to do repairs or improvements that require a building permit, the Churches will need to go through the cumbersome process of applying to the Board of Alders for permission to obtain a building permit to undertake maintenance of their properties.

In sum, closing Temple Street will be extremely detrimental to the well-being and survival of these three historical institutions, which loss will consequently make the Green less vibrant, welcoming, attractive, and safe and will provide fewer visitors to downtown New Haven. Such action could destroy these iconic symbols of New Haven.

Legal Issues

The proposed closure of Temple Street involves a number of legal issues as follows:

A. The Closure of Temple Street Will Result in the Unreasonable Destruction of an Historic Resource

The original nine squares of New Haven were laid out by the first settlers in 1638 and included one central square which was initially known as The Market Place and subsequently was called the Green in 1759 or the Public Square. See Tab 1. In the Eighteenth Century, prior to 1784, a road was cut through the Green from Chapel Street to Elm Street separating the Lower Green from the Upper Green, where the Meeting Houses (Center Church erected in 1755 and the white wooden United Church) and the State and Courthouse of 1763 were located. The Meeting Houses and the State and Courthouse were known at that time as the “Public Buildings”. See Tab 1 for pictures of the Green in the 18th Century). A burial ground was located behind the Public Buildings and was fenced in around 1775. The first row of trees was planted along what was subsequently named Temple Street in 1759. Rollin G. Osterweis, Three Centuries of New Haven, 1638-1938 at 159 (1953). It is thought that thousands of bodies are still buried under the Upper Green, although the grave stones were moved to the Grove Street Cemetery in 1821.

In 1784, the City of New Haven received its first Charter and was incorporated as a municipal corporation. On September 22, 1784, Temple Street was formally established by New Haven’s then Mayor, Roger Sherman, and its three Aldermen, Samuel Bishop, David Austin and John Whiting. Mayor Sherman and the Aldermen declared that they:



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Do survey, lay out and establish a new street in the City of New Haven, 50 feet in width, beginning 50 feet northwesterly from the northeasterly corner of Capt. John Mix's line upon the street that runs past the dwelling-house of James Hillhouse and running through the land of said Capt. John Mix in a direct line with the front of the Court House and Meeting-houses, and then in the same direction through the land of Pelatiah Webster to the other highway, this day laid out through the lower part of said Webster's land, in front of the new house now building by Jeremiah Atwater; and said street is to extend easterly fifty feet in breadth from said westerly line in a range with said public buildings, through the land of said Pelatiah Webster, John Pierpoint, and John Mix, and a small strip upon the land of the heirs of Samuel Mix, deceased: **To be and remain an open public street for the use of said city forever – which street is called Temple Street.** In witness whereof we have hereunto set our hands this 22nd day of September, 1784.

ROGER SHERMAN, *Mayor*.
SAMUEL BISHOP,
DAVID AUSTIN,
JOHN WHITING, *Aldermen*.

(emphasis added). Temple Street was named for the churches that faced the street. Doris B. Townshend, The Streets of New Haven (1998). In 1784, Temple Street was extended to Grove Street.

On April 19, 1784, fencing was approved for the south-east part of the Green at a City Meeting. The approval required that the fencing provide "sufficient room being allowed for the passing of carriages in front of the Public Buildings". On May 8, 1798, it was voted at a City Meeting that railings be installed "along the Eastern and Western sides of Temple Street", at no expense to the "City so that the upper and lower sections of the Public square be enclosed 'to add to the convenience and the beauty of the City.'" A wooden fence was constructed along Temple Street in 1800. (See Tab 1). Temple Street was thereafter extended to George Street. Trinity Church, Center Church and United Church (the "Churches") were all constructed to face Temple Street between 1812-1815. In 1840, a brick sidewalk was installed along Temple Street in front of the three churches. Henry Taylor Blake, Chronicles of New Haven Green from 1638-1863 (1898). In 1846, an iron fence replaced the wooden fence. Paintings and photographs of the Green for the last 240 years have prominently featured Temple Street. (See Tab 1). See also Arnold Guyot Dana, Pictorial New Haven, Old and New Its Homes, Institutions, Activities, Etc. 1933-1939.



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In her book, New Haven A Guide to Architecture and Urban Design at 106 (1976), Elizabeth Mills Brown wrote of Temple Street, “[t]his was the street that made New Haven famous, a place of quiet and enchantment in the middle of the city with the churches secluded under the celebrated ‘cathedral vault’ of the elms”. (emphasis added).

In 1971, the New Haven Green Historic District, including Temple Street, was named a National Historic Landmark, placing the property on the National Register of Historic Places. The nomination form for this designation stated that the significance of the New Haven Green Historic District

[l]ies in the presence on the green of three remarkably fine churches, which because of their architectural merit as well as their setting, compose an outstanding urban ensemble of nineteenth century America. As a fortunate convergence of taste and circumstance, and as a very successful combination of notable architecture and pleasing ambience, the New Haven Green Historic District is a highly significant aesthetic achievement in urban landscape design.

(emphasis added).

In the application to have the New Haven Green Historic District designated as a National Historic Landmark, the then Mayor of New Haven, Bartholomew F. Guida, agreed to “preserve, so far as practicable and to the best of our ability, the historical integrity of this important part of the national cultural heritage” and “to continue to use the property only for purposes consistent with its historical character”. Mayor Guida wrote that if these conditions cannot continue to be met, it is agreed that the National Historic Landmark status “shall cease.” (See Tab 2). Accordingly, a discontinuance of Temple Street, which is an integral component of the historical integrity of the New Haven Green Historic District and provides the setting for the Three Churches, may very well threaten the continued status of the New Haven Green Historic District as a National Historic Landmark.

Additionally, under the Connecticut Environmental Protection Act (“CEPA”), any person can file an action in court alleging that the closure of Temple Street to public vehicular traffic and the substitution of a pedestrian path and plantings for Temple Street is reasonably likely to have the effect of destroying an historic landmark. A historic landmark is defined under Conn. Gen. Stat § 22a-19a defines historic structures and landmarks to include structures and landmarks listed as individual units on the National Register of Historic Places, such as the New Haven Green Historic District.

Once an unreasonable destruction of New Haven Green Historic District is established, the City would have to demonstrate that there is no feasible and prudent alternative to the closure of Temple Street. § 22a-17. “Feasible” means an alternative



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that is a matter of sound engineering and “prudent” is an alternative that is economically reasonable in light of the social benefits derived from the activity. Manchester Env'tl. Coal. v. Stockton, 184 Conn. 51, 63 (1981). It is difficult to see how the City could establish that there are no feasible and prudent alternatives to closing Temple Street to accomplish the City’s goal of attracting more people to spend more time on the Green and making Temple Street safer, which are the purposes of the changes to the Green and Temple Street articulated by the City.

Additionally, \$4,600,000 in funding for the Green project is being provided by the Connecticut Department of Transportation (“DOT”) to the City as a grant-in-aid, according to the minutes of the State Bond Commission meeting on June 7, 2024. The purpose of the DOT funding as stated in these minutes is to provide for among other items infrastructure and amenity improvements in the vicinity and on the New Haven Green. The Connecticut Environmental Policy Act, Conn. Gen. Stat. § 22a-1 et seq., requires that an environmental impact evaluation (an “EIE”) be prepared for actions funded in whole or in part by the state which could have a major impact on the state’s historic structures and landmarks, including new projects supported by state grants. CONN. GEN. STAT. §§ 22a-1b, 22a-1c. This requirement would apply to the DOT grant-in-aid to the City for the Green project. ¹We believe that an adequate EIE would conclude that DOT funding, if used for the elimination of Temple Street would have an adverse impact on state’s historic structures and landmarks, namely the Green and the Churches and should not be permitted.

B. Because Temple Street is Required for Common Convenience and Necessity, Temple Street Cannot Be Discontinued Under Connecticut Law.

Temple Street is an accepted City street by virtue of the actions of Mayor Roger Sherman and the City’s aldermen in 1784 establishing Temple Street as a public street. See, Montanaro v. Aspetuck Land Trust, Inc., 137 Conn. App. 1, 10 (2012) (writing,

¹ The EIE Connecticut Environmental Policy Act requires a detailed assessment of the environmental impact, including a description of “the effects of the proposed action on sacred sites or archaeological sites of the state or national importance.” Conn. Gen. Stat. § 22a-1b(c). An archaeological site under CONN. GEN. STAT. § 22a-1b is defined in CONN. GEN. STAT. §10-381 as “a location where there exists material evidence that is not less than fifty years old of the past life and culture of human beings in the state, which would include Temple Street bordering the Green (See Tab 1). The EIE must be submitted to the Council on Environmental Quality, the Department of Energy and Environmental Protection, the Office of Policy and Management (“OPM”), and the City’s town clerk and provision has to be made available for public inspection and comment. § 22a-1d(a). Following these reviews, OPM then must determine if the evaluation is consistent with the governing statutes and regulations. § 22a-1(e).



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highways are established through one of four methods including authorized proceedings by agents appointed for that purpose, such as selectmen of towns and specified authorities of cities and boroughs).² A public highway is a road open to the use of the public for travel at all times. Luf v. Southbury, 188 Conn. 336, 341 (1982).

CONN. GEN. STAT. § 13a-49 sets out the procedure that a municipality must follow in order to discontinue any part of a public street or any property right of the public in a public street. Accordingly, if Temple Street were to be closed to vehicular traffic, the requirements of § 13a-49 must be followed because a property right of the public – the right to travel by vehicle - is being discontinued and because most portions of the street are being discontinued. Section 13a-49(a)(1) provides as follows:

The selectmen of any town³ may, subject to approval by a majority vote at any regular or special town meeting, as applicable, by a writing signed by them, discontinue any highway or private way, or land dedicated as such, in its entirety, or may discontinue any part thereof or any property right of the town or public therein, except when laid out by a court or the General Assembly, and except where such highway is within a city, or within a borough having control of highways within its limits.

Under the Charter of the City of New Haven, Article IV, Secs. 4.B(4) and 5A, the Board of Alders has the exclusive authority to discontinue a City street. Accordingly, vehicular traffic cannot be prohibited on Temple Street without the Board of Alders authorizing such discontinuance, because prohibition of vehicular traffic is a discontinuance of a property right of the public in Temple Street. Similarly, the creation

² Under CONN. GEN. STAT. § 13a-1(a)(2) “highway” is defined to include streets and roads.

³ CONN. GEN. STAT. § 13a-1(b) provides that whenever in the general statutes or special acts pertaining to highways the word “town” is used, it shall include city and whenever the word “selectmen” is used in relation to the care and maintenance of highways in relation to a town having a consolidated town and city government bound to care for and maintain the highways in such towns, such term shall be construed to mean the board, officer or commission having charge of the care and maintenance of such highways. See Frumento v. City of West Haven, No. 417928, 2000 WL 33158627, at *3 (Conn. Super. Ct. Nov. 17, 2000)(holding that § 13a-49 applies to actions by cities); Dwight Merriam, 9B Connecticut Land Use Law and Practice § 49:7 (2020 ed.) (writing in towns which do not have a town meeting form of government, the town’s legislative body as specified in a charter or special act has the authority to discontinue highways.). In New Haven, the body with the authority to discontinue a public street is the Board of Alders. See Charter Article IV, § 4B(4) and § 5(A).



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of a winding pedestrian path on most portions of Temple Street and the planting of trees in portions of Temple Street is a discontinuance of parts of Temple Street, which must be authorized by the Board of Alders.⁴

Any person aggrieved by a discontinuance of a street may appeal such decision to the Connecticut Superior Court within 120 days after notice of the discontinuance is filed on the land records. Section 13a-49(a)(3). The street cannot be discontinued during the appeal period. Clark v. Cornwall, 93 Conn. 374, 347, 349 (1919). If an appeal is taken, the court will appoint a committee to determine if the street is required for common convenience and necessity. CONN. GEN. STAT. § 13a-62. If the committee finds that the road is needed for common convenience and necessity, the discontinuance must be set aside. Cone v. Darrow, 148 Conn. 109, 111 (1961). If there is reasonable public benefit from the street, the road will be considered to be required for common convenience and necessity. Bryan v. Town of Branford, 50 Conn. 246, 253 (1882). Any use by the public of the street is itself evidence that a highway is required for common convenience and necessity. Kenneson v. City of Bridgeport, 130 Conn. 298, 301 (1943). In this instance, in view of the current extensive use of Temple Street by the public, it is probable that a court would find that Temple Street is needed for common convenience and necessity, and any discontinuance it is likely to be set aside by a court.⁵

- C. Even if Temple Street Were Discontinued, the Layout of Temple Street Could Not Be Altered under Conn. Gen. Stat. § 13a-55, Because the Churches Have Private Easements in Temple Street Which Are Co-Extensive with the Current Configuration of Temple Street.

⁴ Under § 13a-49(a)(2), notice of the meeting at which the Board of Alders meets to determine whether a street will be discontinued needs to be provided to all owners of properties that abut the street. Id. Notice must also be posted at each end of the portion of the street to be discontinued. Id. The action of a municipality's legislative body in abandoning or narrowing any street must be referred to its planning commission for an advisory report. CONN. GEN. STAT. § 8-24. If the planning commission disapproves of the discontinuance, the legislative body must approve the discontinuance by means of a two-thirds vote. If the Board of Alders votes to discontinue Temple Street, notice of such action must be given to the owners of the properties abutting Temple Street (the Churches and the Proprietors of the Green) and filed on the land records. Section 13a-49(a)(3). The statutory method for discontinuing a highway must be strictly followed. Doolittle v. Preston, 5 Conn. App. 448, 451 (1985).

⁵ In contrast to the proposed closure of Temple Street, generally, towns have discontinued roads at the request of abutting property owners or due to nonuse. Paul Fisman and Rute Pinho, OLR Research Report, Discontinued Roads in Select Towns, October 6, 2020.



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Under Connecticut law, if Temple Street were discontinued for vehicular travel, each of the Churches would have an easement over the whole of Temple Street to access its property and to reach Chapel Street by vehicle under CONN GEN. STAT. § 13a-55. This section provides:

Property owners bounding a discontinued or abandoned highway, or a highway any portion of which has been discontinued shall have a right-of-way for all purposes for which a public highway may be now or hereafter used over such discontinued or abandoned highway to the nearest or most accessible highway, provided such right-of-way has not been acquired in conjunction with a limited access highway.

The Connecticut Supreme Court has held that the effect of § 13a-55 is that when a street is discontinued, the public easement is extinguished but the private easement of access held by the abutting owners remains. Tighe v. Town of Berlin, 259 Conn. 83, 88-89 (2002). The private easement held by the abutters encompasses the size and purposes of the prior public easement. Id. If Temple Street were discontinued for vehicular traffic, each of the Churches would have the right to make unabated use of the whole road to reach its property, including the right to make improvements to the road. Garlasco v. Stuart, 602 F. Supp.2d 396, 414-15 (D.Conn. 2009); Luf v. Town of Southbury, 188 Conn. 336, 344, 348 (1982). Such right would include the right to use the road to bring water service, sewer service or another utility services over Temple Street as well as the right to park on the road to the extent that it was permitted before the discontinuance. Tighe, 259 Conn. at 45-46. Accordingly, because under § 13a-55, the physical layout of Temple Street must remain the same even if Temple Street is discontinued, the proposed winding pedestrian path and tree plantings planned for the project cannot, as a matter of law, be installed on Temple Street, because to do so would be to unlawfully interfere with the Churches' private easements. Thus, if the City were to install the improvements shown on the Site Plan presented at the December 10, 2024 meeting and on the City's website (the "Site Plan"), the abutting owners would have a right of action for damages for interfering with their private easements over Temple Street. Newton v. New York, N.H. & H.R. Co., 72 Conn. 420, (1899); Luf, 188 Conn. at 342; Cone v. Waterford, 158 Conn. 276, 279-80 1969).

Moreover, because the proposed pedestrian path and tree planting will make the Churches to a large extent inaccessible by school buses, firetrucks, utility repair, delivery trucks and other large vehicles which are necessary for the Churches' operations, the practical effect of implementing the project could be to make the Churches' properties unusable, arguably resulting in a taking of the Churches' properties without just compensation. See Luf, 188 Conn. at 353; Buck v. Town of Berlin, No. CV116012091, 2014 WL 5096411, *1 (Conn. Super. Sept. 21, 2014)(rev'd on other grounds) (holding that an abutting owner to a discontinued street which was



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closed by a gate that required a key and who was not provided with a key could maintain an action for inverse condemnation).

D. Even if Temple Street Were Discontinued, The Pedestrian Path and Tree Planting Could Not Be Installed In Front of the Churches Up to the Centerline of the Former Temple Street Without Easements from the Churches Because the Churches Will Own Such Portions of the Former Temple Street Under Such Circumstances

Under Connecticut law, if Temple Street were discontinued, the ownership of Temple Street will belong to the owners of the adjoining land, each of whom will own up to the center line of Temple Street. Peck v. Smith, 1 Conn. 103, 110 (1814). When a public highway is discontinued, title to all land where the highway was located reverts back to the abutting property. Id. at 132.

In this instance, if Temple Street were discontinued, the Churches would own the portions of Temple Street which are in front of each of the Churches up to the middle of Temple Street. Therefore, the installation of a winding pedestrian path and the planting of trees on the portions of the former Temple Street which are subsequently owned by the Churches could not be made without the City obtaining easements from the Churches to permit such work.

E. The City Cannot Accept the DOT Grant for the Project for the Green Because Acceptance of the Grant Has Not Been Approved by the Board of Alders

Under the City's Charter, in order for the City to accept the grant-in-aid from DOT for the Green Project, the Board of Alders has to have approved the acceptance of the grant. Article IV, § 4B(17) of the Charter. We have been advised by the City's Office of Legislative Services that no such approval exists. Although there was an approval in 2023 for a Community Investment Fund ("CIF") grant application to the Connecticut Department of Economic and Community Development for improvements to the Green, there is no approval for a grant application to DOT. Additionally, the improvements described in the submission to the Board of Alders for the CIF Grant application were for improvements to an intersection of Temple Street and for streetscape improvements on Temple Street and there was no mention of closing Temple Street to vehicular traffic and replacing it with a narrow winding pedestrian path. Accordingly, the Board of Alders has not authorized such actions or the acceptance of funding for such actions.

Conclusion

As set forth in this letter, there are numerous equitable and legal issues involved in the City's plan to close Temple Street to vehicular traffic and to substitute in its place a narrow winding pedestrian path and trees and landscaping. We look forward to



Brenner, Saltzman & Wallman LLP

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discussing these issues with you and hopefully reaching a resolution that meets the needs of all parties concerned.

Sincerely,

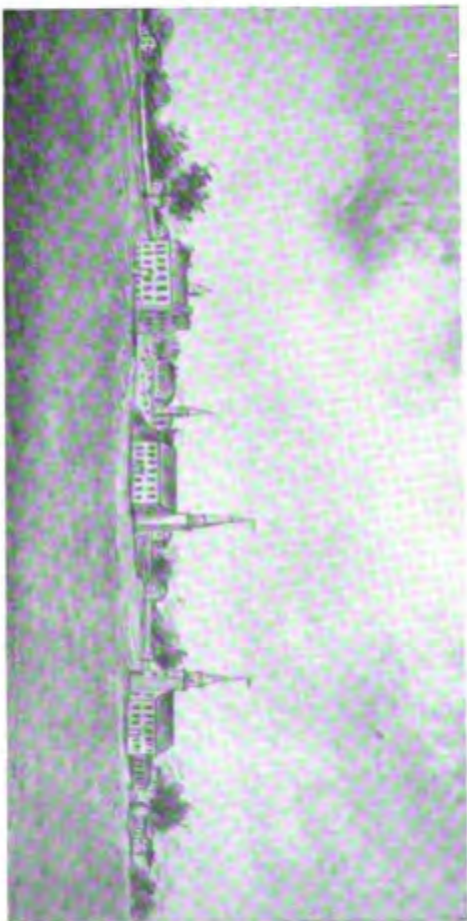

Carolyn W. Kone

CWK/frc

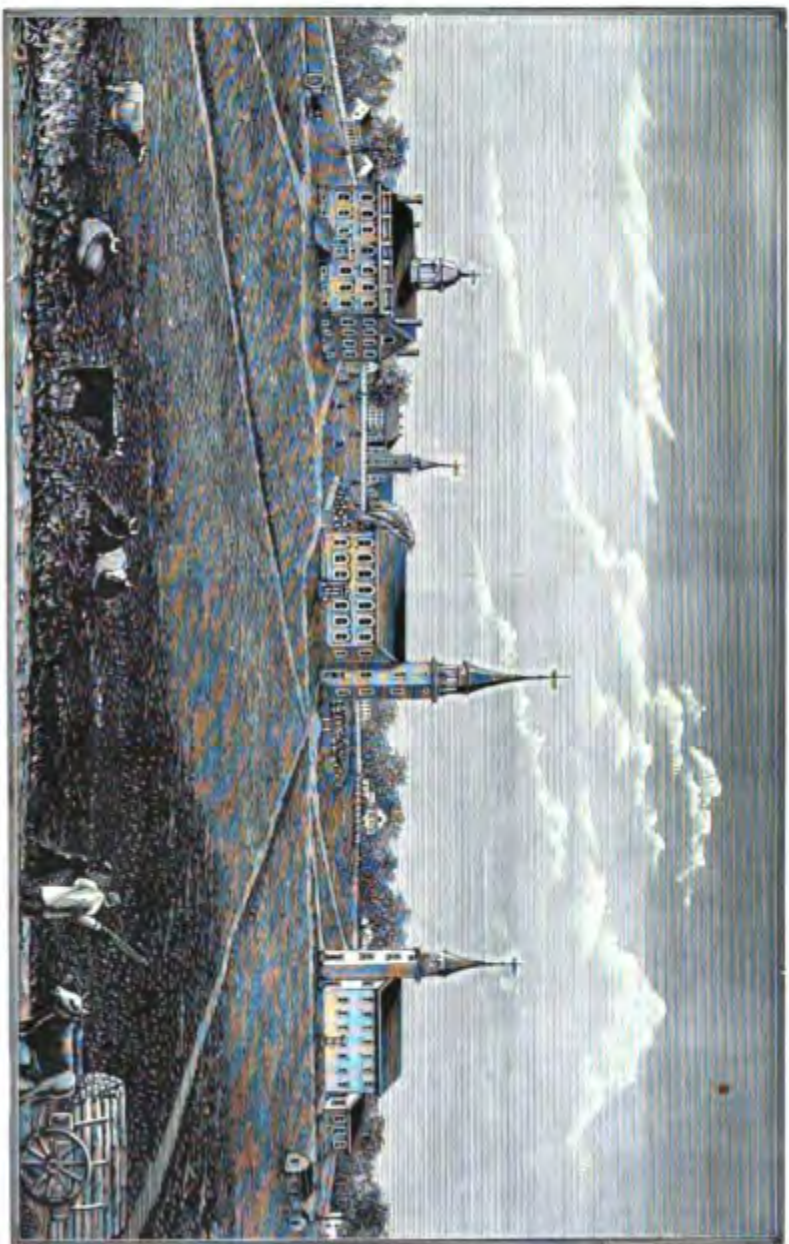
Enclosure

cc: Michael Piscitelli (mpiscite@newhavenct.gov)
Giovanni Zinn (gzinn@newhavenct.gov)
Rebecca Bombero (rbombero@newhavenct.gov)
Sean Matteson (SMatteson@newhavenct.gov)
Rev. Dr. Ashley Cleere (pastor@centerchurchonthegreen.org)
Rev. Dr. Luk De Volder (ldevolder@trinitynewhaven.org)
Rev. Dr. Stephen G. Ray, Jr. (pastor@unitednewhaven.org)
Nicholas Mignanelli (nicholas.mignanelli@gmail.com)
Members of the Committee of the Proprietors of the Common and Undivided
Lands in New Haven – c/o David Newton (elmadvisorsllc@gmail.com and
Davidinewton49@gmail.com)

TAB 1



THE GREEN IN 1775.
From a Drawing owned by the New Haven Colony Historical Society.

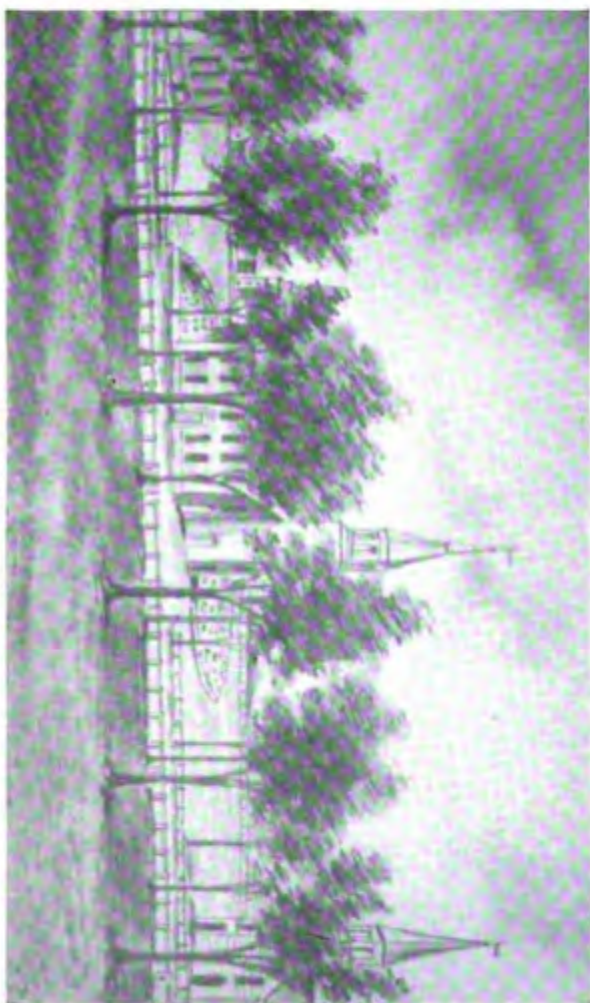


THE GREEN IN 1790.

From a Drawing in possession of the New Haven Colony Historical Society.



The New Haven Green in 1800.



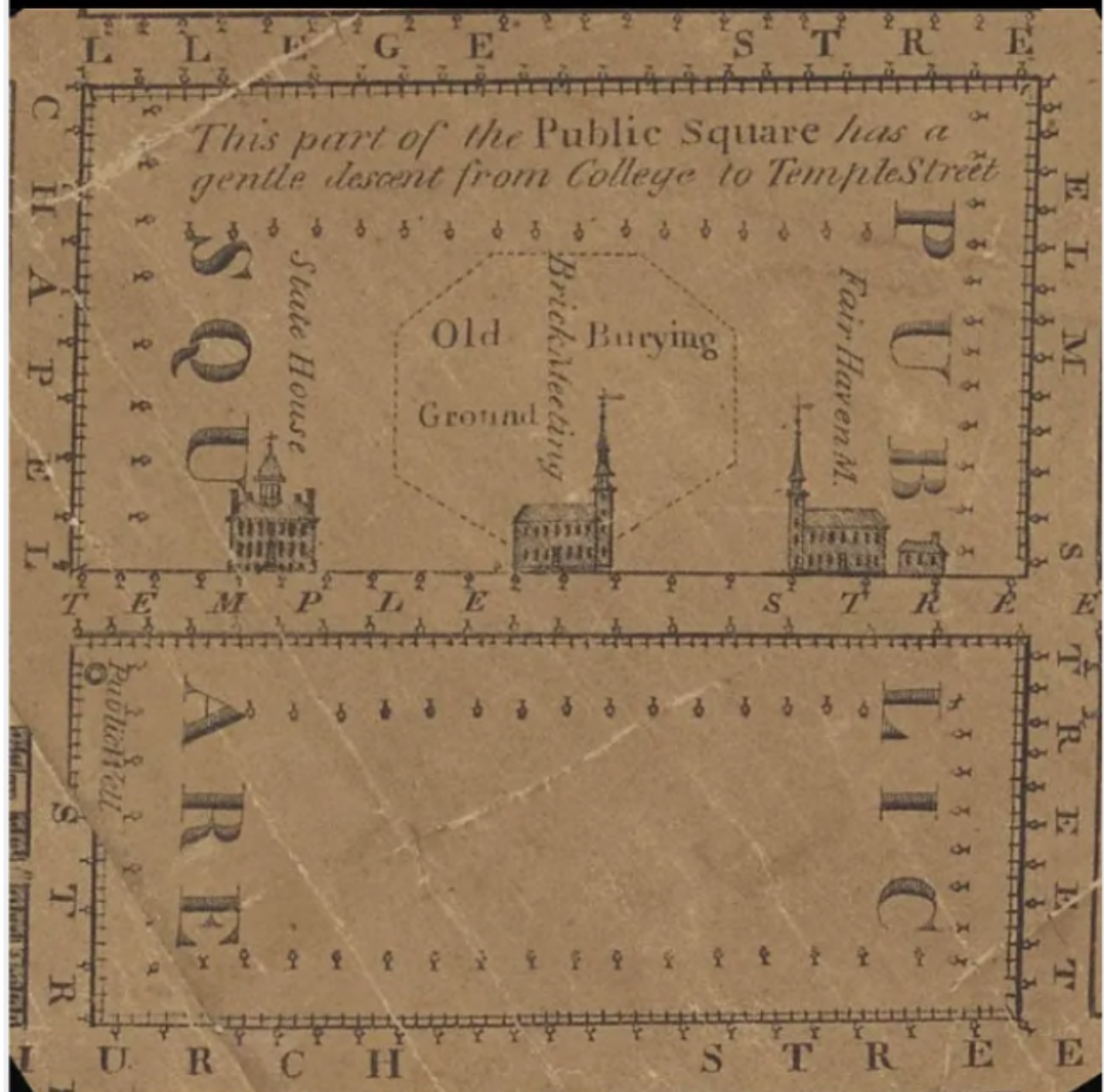
THE GREEN IN 1801.
From a Drawing owned by the New Haven Colony Historical Society.



THE GREEN IN 1810.
From a Painting in the rooms of the New Haven Colony Historical Society.

1812

Engraved by Doolittle







Enlargement of the 1830 Survey by Buckingham



NEW HAVEN, CONN.

COMPRISING A VIEW OF THE EPISCOPAL & PRESBYTERIAN CHURCHES, STATE HOUSE & YALE COLLEGE.



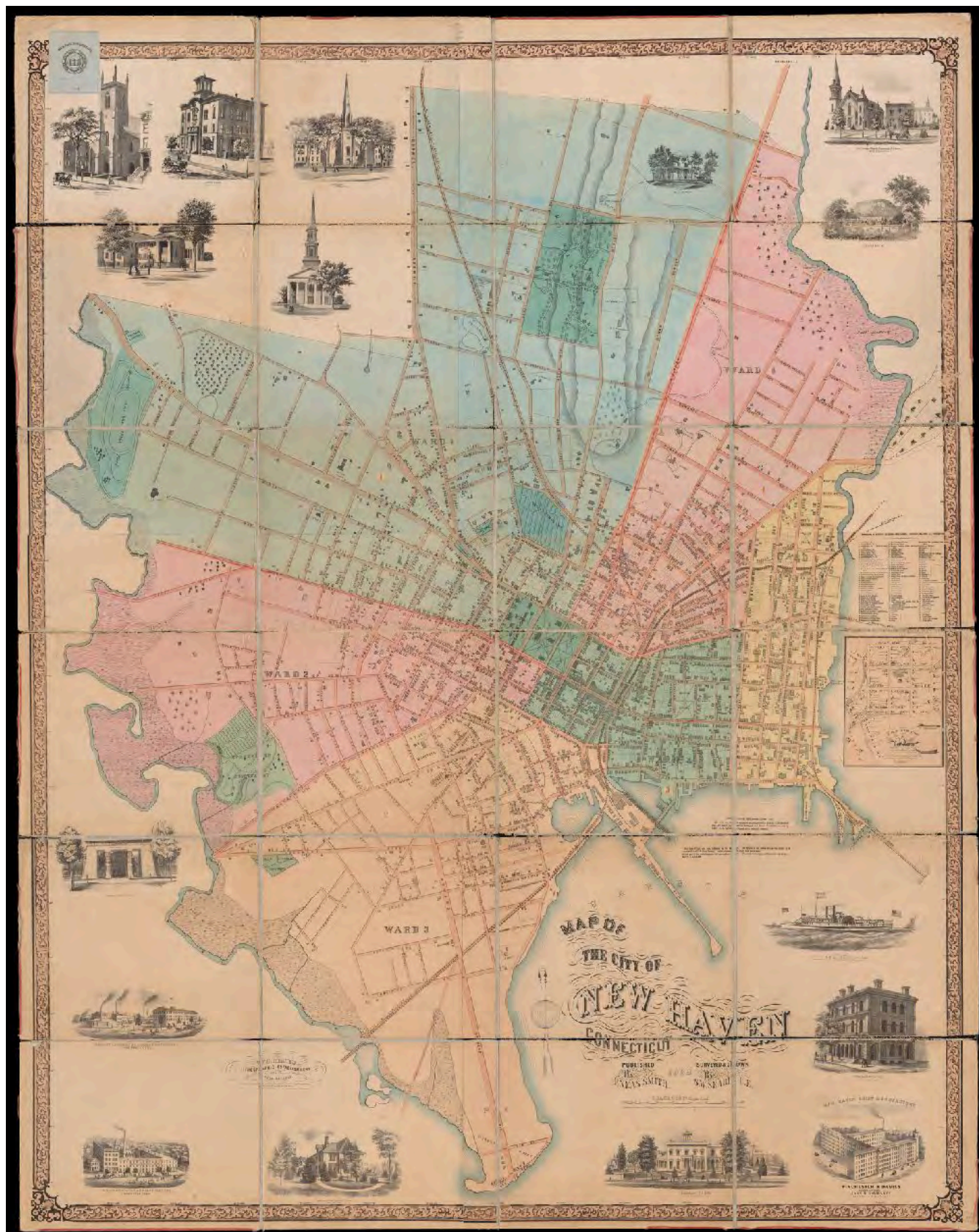
NEW HAVEN, CONN.

COMPRISING A VIEW OF THE EPISCOPAL & PRESBYTERIAN CHURCHES, STATE HOUSE & YALE COLLEGE.

1831

Courtesy of the Yale Art School

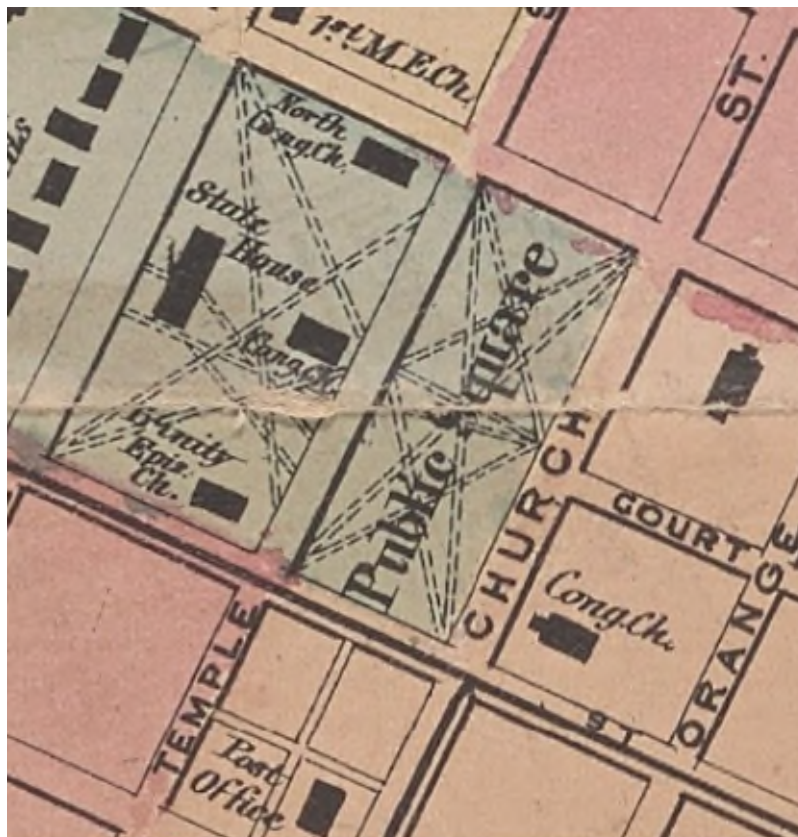
Copy of an early painting showing Chapel and Temple Sts and the Green, then a cow pasture. Note the old wooden fence of 1800 around the Green. The present iron replaced it in 1846. (Blake in "Chronicles of the Green").





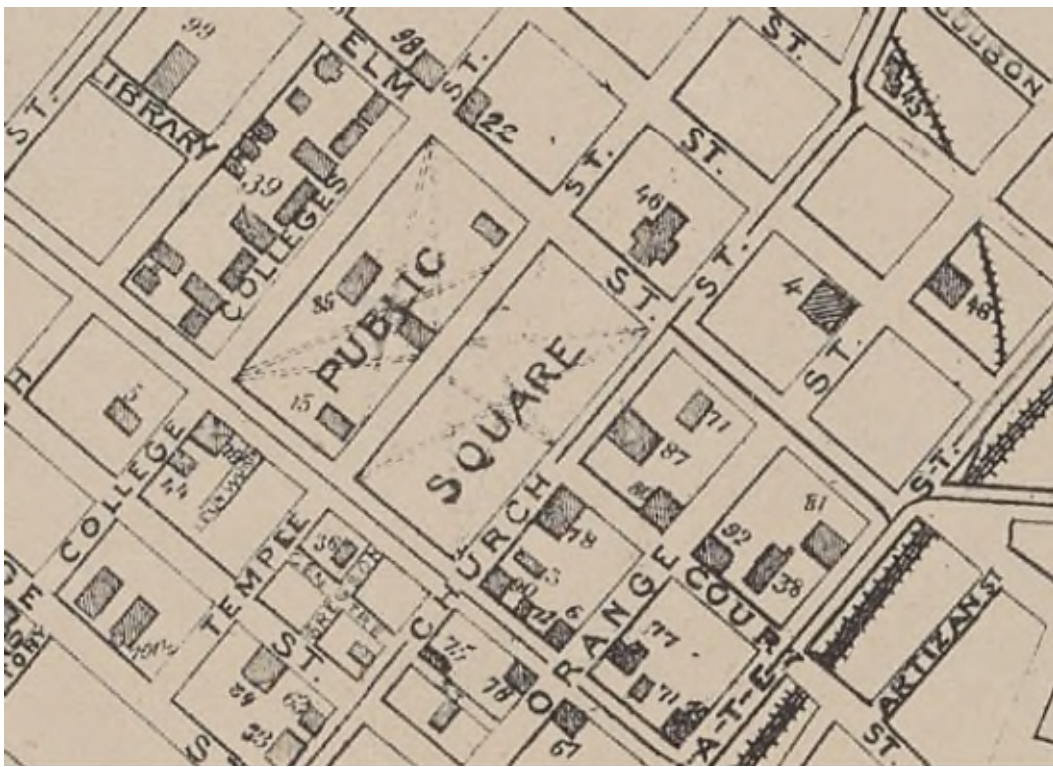
Enlargement of the 1859 Survey by Searle



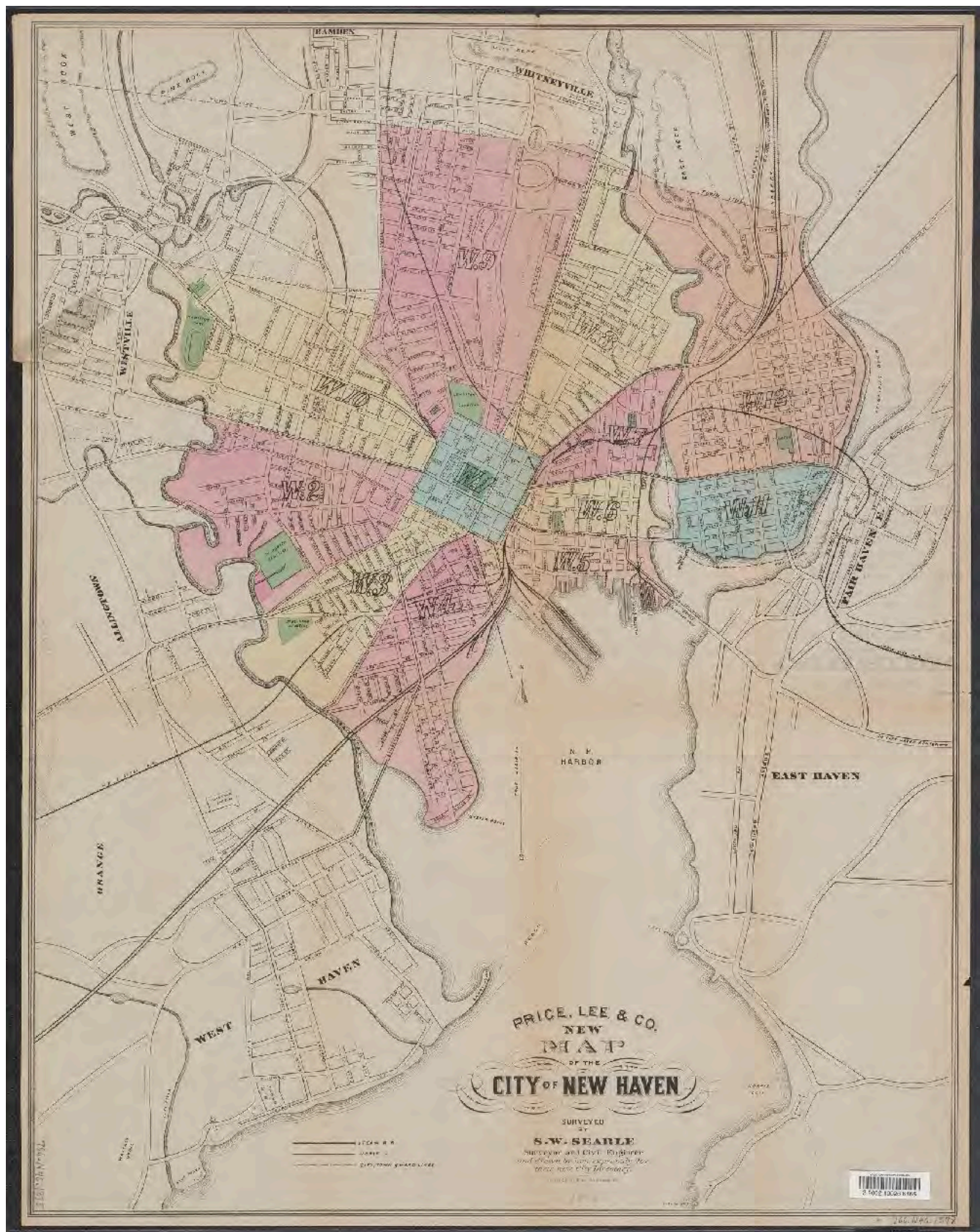


Enlargement of the 1868 Plan of the City of New Haven by Beers





Enlargement of the 1872 Benham's New Map of the City of New Haven





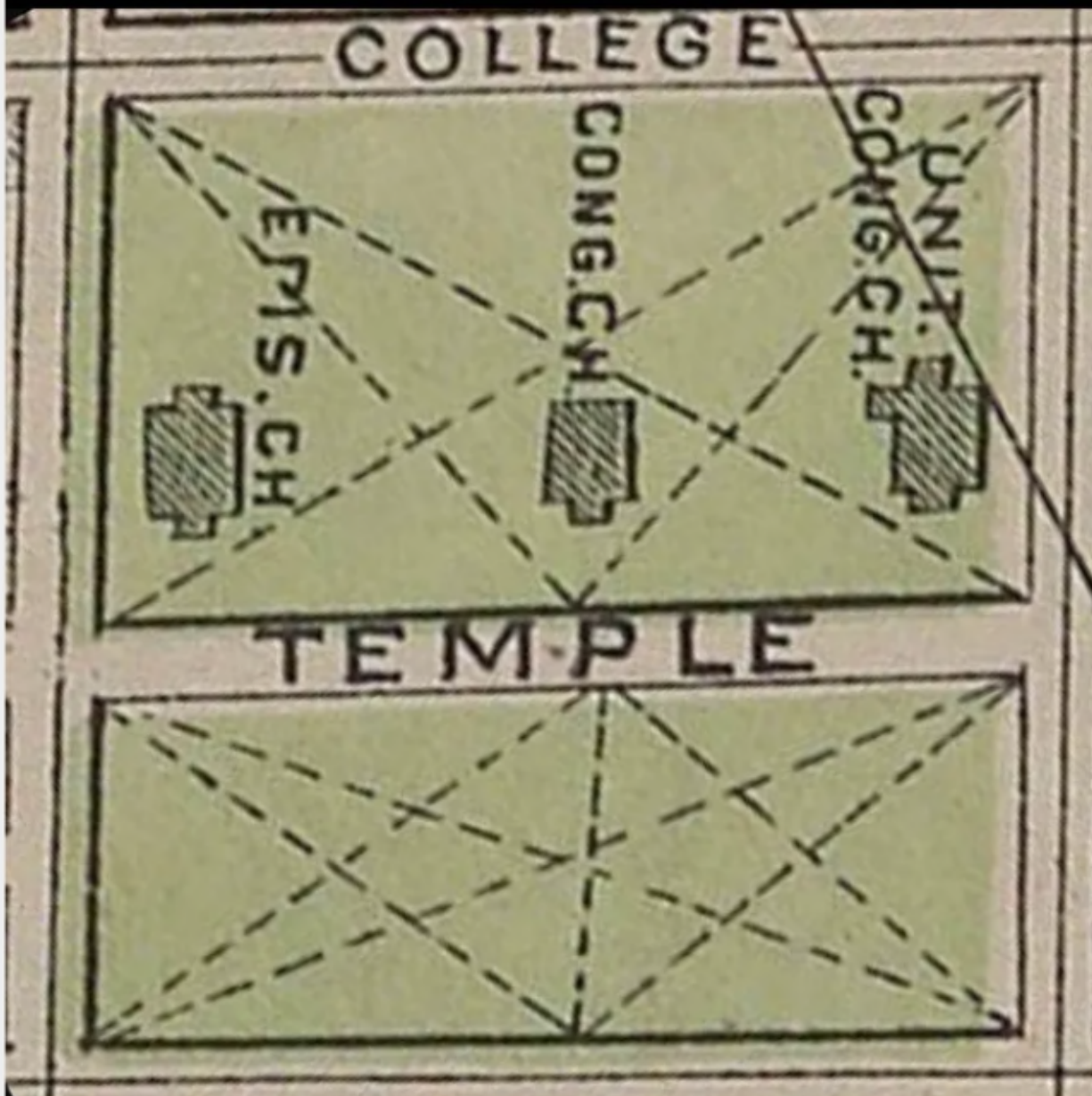
Enlargement of the 1878 Price, Lee & Co New Map of the City of New Haven



The Green, as drawn in 1879 by Bailey & Hazen. Note the state house on the Upper Green, behind the Center Church, built in 1831 and demolished in 1889.

1893

Surveyed by Hill

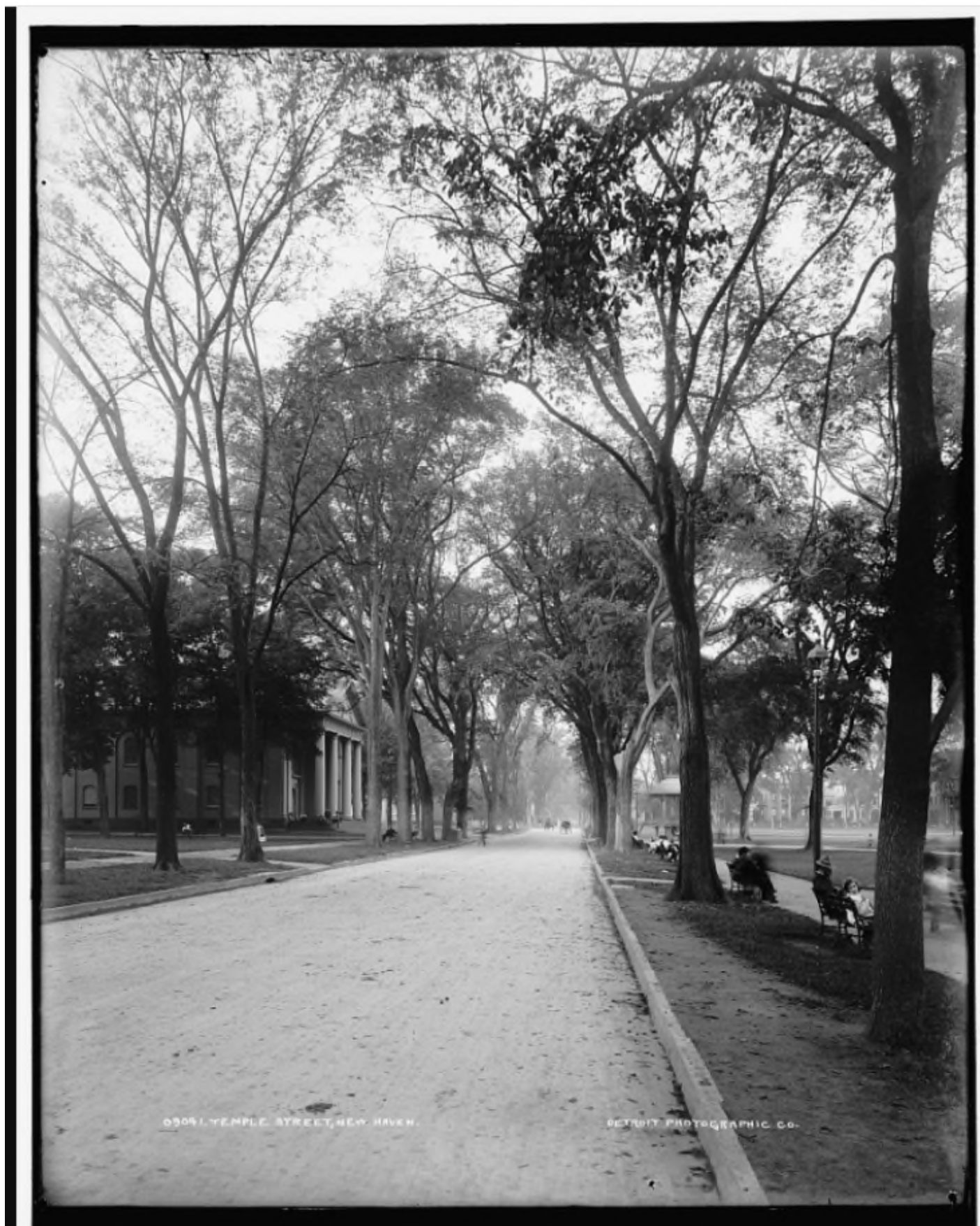




1900-1915



Center Church about 1915



03091. TEMPLE STREET, NEW HAVEN.

DETROIT PHOTOGRAPHIC CO.

TAB 2

H34-HH

JUN 10 9 12 AM '71

6/7/71

(Date)

Mr. George B. Hartzog, Jr.
Director
National Park Service
Department of the Interior
Washington, D. C. 20240

Dear Mr. Hartzog:

As the (owner, owners) of New Haven Green Historic District
(Name of site)

located in New Haven Connecticut
(City) (County) (State)

(I,we) hereby make formal application for a certificate (X) and a bronze plaque, 17" x 18" (X), designating this historic property a National Historic Landmark. (Check one or both as desired.)

1. Fully conscious of the high responsibility to the Nation that goes with the ownership and care of a property classified as having national significance and worthy of National Historic Landmark status, (I,we) agree to preserve, so far as practicable and to the best of (my,our) ability, the historical integrity of this important part of the national cultural heritage.

2. Toward this end, (I,we) agree to continue to use the property only for purposes consistent with its historical character.

3. (I,we) agree to permit an annual visit to the property by a representative of the National Park Service, as a basis for continuing Landmark status.

4. If, for any reason, the three conditions mentioned above cannot continue to be met, it is agreed that the National Historic Landmark status shall cease and that until such status is restored by the Secretary of the Interior, neither the National Historic Landmark certificate nor the plaque will be displayed.

Sincerely yours,

Bartholomew F. Linda