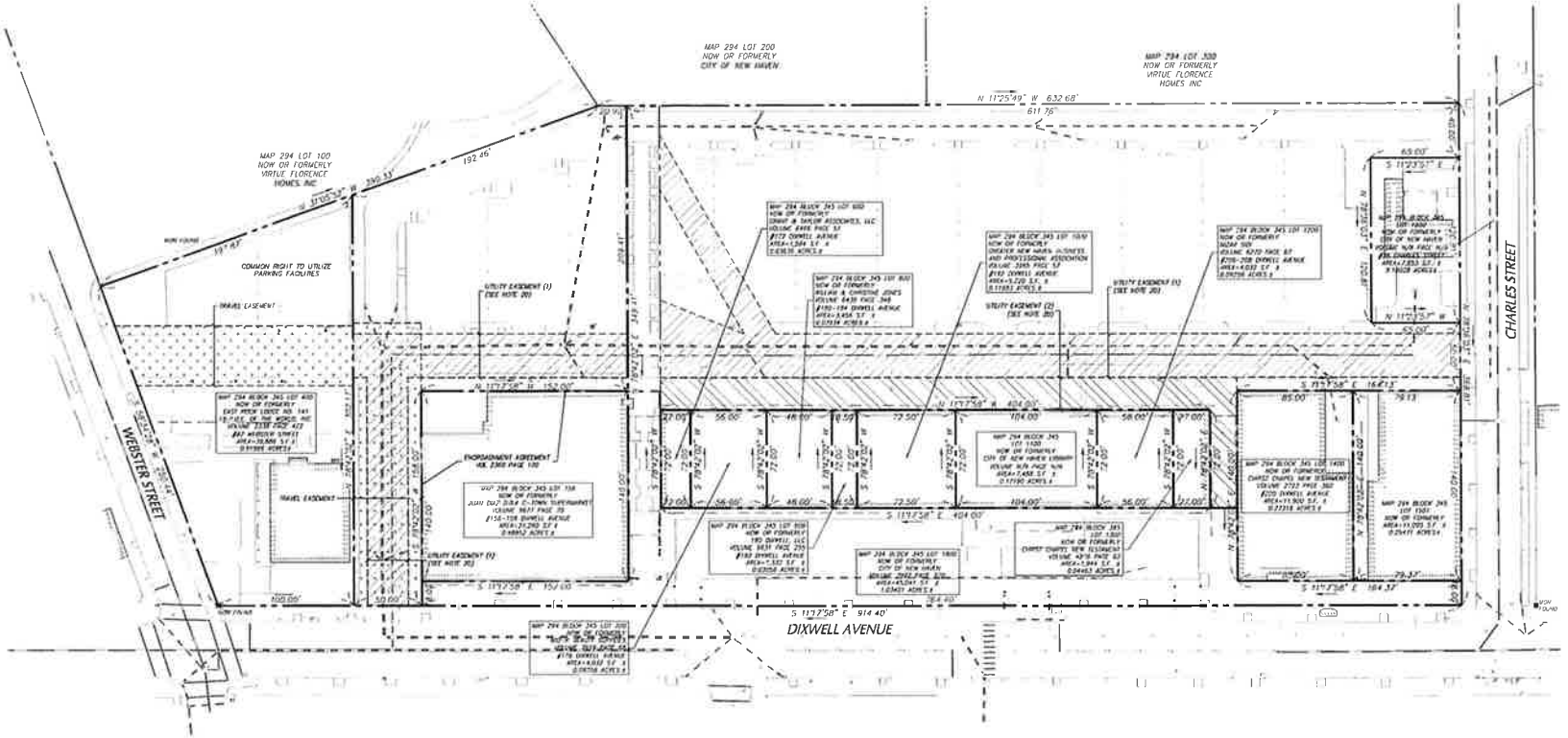
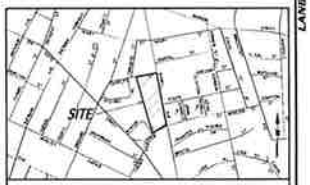
Exhibit A





PROJECT LOCATION MAP
SCALE 1" = 1000'

Date	Description	Init
	REVISIONS	

DRAFT

ANDREW G. IVES DATE SIGNED
PROFESSIONAL LAND SURVEYOR
CT STATE LIC. NO. 70286

LANGAN

Langan CT, Inc.
555 Long Wharf Drive
New Haven, CT 06511

T 203.562.5771 F 203.789.6142 www.langan.com

Project
DIXWELL MIXED USE

DIXWELL AVENUE & WEBSTER STREET
NEW HAVEN CONNECTICUT

Drawing Title
BOUNDARY & TOPOGRAPHIC SURVEY

Project No.	Drawing No.
140163901	VB201
Date: OCTOBER 11, 2018	
Drawn By: JS	
Checked By: AGI	Sheet 1 of 1

PROJECT NO. 140163901

NOTES

1. THIS SURVEY HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPTEMBER 26, 1996.
   a. THIS SURVEY IS A PROPERTY SURVEY CONFORMING TO A HORIZONTAL ACCURACY OF A-2 AND A TOPOGRAPHIC SURVEY CONFORMING TO A T-2 ACCURACY. THE BOUNDARY DETERMINATION IS A RESURVEY. THE PURPOSE OF THIS SURVEY IS TO PROVIDE A BOUNDARY OPINION AND DEPICT SITE FEATURES FOR FUTURE SITE DEVELOPMENT.

2. THIS SURVEY IS BASED UPON EXISTING PHYSICAL CONDITIONS FOUND AT THE SUBJECT SITE, DEED INFORMATION AND THE FOLLOWING REFERENCES:
   A. "REUSE PARCEL 1F DIXWELL REDEVELOPMENT & RENEWAL PROJECT CITY OF NEW HAVEN" BY: CAHN ENGINEERS, RECORDED IN BOOK 22 PAGE 69
   B. CONDOMINIUM DECLARATION OF DIXWELL PLAZA BY DIXWELL PLAZA MERCHANTS ASSOCIATION, INC. AS RECORDED IN VOLUME 7992 PAGE 270
   C. EACH OWNER HAS THE RIGHT IN COMMON TO USE THE COMMON SPACE, INCLUDING, WITHOUT LIMITATION, PARKING, LOADING, DRIVEWAYS, SIDEWALKS, AND BENCHES. THE COMMON SPACE IS ALSO AVAILABLE TO NEIGHBORHOOD INSTITUTIONS AND PUBLIC AND PRIVATE NONPROFIT ORGANIZATIONS FOR PARKING AND OTHER USES AS APPROVED BY A MAJORITY OF THE VOTES OF THE BOARD OF DIRECTORS AS RECORDED AS COVENANT 1 IN VOLUME 7992 PAGE 312.
   D. UTILITY AND SEWER EASEMENTS RUN IN FAVOR OF THE CITY THROUGH THE COMMON SPACE. THE MAIN EASEMENT BEGINS AT DIXWELL AVENUE AND EXTENDS WEST ALONG THE COMMON SPACE TRAVEL EASEMENT TO THE WESTERN SIDE OF THE INDIVIDUAL TEE PARCELS AND THEN EXTENDS NORTH TO CHARLES STREET AS RECORDED AS COVENANT 6 IN VOLUME 7992 PAGE 313.
   E. MAP TITLED "REUSE PARCELS 1A, 1B, 1C, 1D DIXWELL REDEVELOPMENT PROJECT, CITY OF NEW HAVEN, BUREAU OF ENGINEERING, DEPARTMENT OF PUBLIC WORKS, NEW HAVEN, CT" DATED: OCTOBER 15, 1963 REVISED: FEBRUARY 10, 1964 SCALE: 1"=40'
   F. MAP TITLED "REUSE PARCEL 1F, DIXWELL REDEVELOPMENT & RENEWAL PROJECT, CITY OF NEW HAVEN, CT" BY: CAHN ENGINEERS DATED: OCTOBER 1965 REVISED: NOVEMBER 25, 1968 SCALE: 1"=40'
   G. MAP TITLED "BOUNDARY AND TOPOGRAPHIC SURVEY, HELEN GRANT SCHOOL, NEW HAVEN, CONNECTICUT", SCALE: 1"=30', DATED: 12/18/12, PREPARED BY: LANGAN ENGINEERING

3. THE MERIDIAN OF THIS SURVEY IS REFERENCED TO CONNECTICUT STATE PLANE COORDINATE SYSTEM NAD 83 AS ESTABLISHED THROUGH GPS METHODS.

4. ELEVATIONS SHOWN ARE REFERENCED TO NAVD 88 ESTABLISHED THROUGH GPS METHODS.

5. PLANIMETRIC AND TOPOGRAPHIC INFORMATION SHOWN HEREON HAS BEEN OBTAINED FROM GROUND SURVEYS BY LANGAN CT, INC. FIELD WORK COMPLETED DURING THE MONTH OF OCTOBER 2018.

6. AS PER THE NATIONAL FLOOD INSURANCE PROGRAM FIRM MAP ENTITLED "NEW HAVEN COUNTY, CONNECTICUT PART 433 OF 615," MAP NUMBER 09009C433K, EFFECTIVE DATE: MAY 16, 2013" THE PROJECT AREA IS IN ZONE X (UNSHADED).

7. UNLESS SPECIFICALLY NOTED HEREON, STORM AND SANITARY SEWER INFORMATION (INCLUDING PIPE INVERT, PIPE MATERIAL, AND PIPE SIZE) WAS OBSERVED AND MEASURED AT FIELD LOCATED STRUCTURES (MANHOLES/CATCH BASINS, ETC.). CONDITIONS CAN VARY FROM THOSE ENCOUNTERED AT THE TIMES WHEN AND LOCATIONS WHERE DATA IS OBTAINED. DESPITE MEETING THE REQUIRED STANDARD OF CARE, THE SURVEYOR CANNOT, AND DOES NOT WARRANT THAT PIPE MATERIAL AND/OR PIPE SIZE THROUGHOUT THE PIPE RUN ARE THE SAME AS THOSE OBSERVED AT EACH STRUCTURE, OR THAT THE PIPE RUN IS STRAIGHT BETWEEN THE LOCATED STRUCTURES.

8. ADDITIONAL UTILITY (WATER, GAS, ELECTRIC ETC.) DATA MAY BE SHOWN FROM FIELD LOCATED SURFACE MARKINGS (BY OTHERS), EXISTING STRUCTURES, AND/OR FROM EXISTING DRAWINGS.

9. UNLESS SPECIFICALLY NOTED HEREON, THE SURVEYOR HAS NOT EXCAVATED TO PHYSICALLY LOCATE THE UNDERGROUND UTILITIES. THE SURVEYOR MAKES NO GUARANTEES THAT THE SHOWN UNDERGROUND UTILITIES ARE EITHER IN SERVICE, ABANDONED OR SUITABLE FOR USE, NOR ARE IN THE EXACT LOCATION OR CONFIGURATION INDICATED HEREON.

10. ALL BUILDINGS AND STRUCTURES WERE LOCATED AND MEASURED AT GROUND LEVEL. THE SURVEYOR MAKES NO DETERMINATIONS OR GUARANTEES AS TO THE ABSENCE, EXISTENCE OR LOCATION OF UNDERGROUND STRUCTURES, FOUNDATIONS, FOOTINGS, PROJECTIONS, WALLS, TANKS, SEPTIC SYSTEMS, ETC. NO TEST PITS, EXCAVATIONS OR GROUND PENETRATING RADAR WERE PERFORMED AS PART OF THIS SURVEY.

11. PRIOR TO ANY DESIGN OR CONSTRUCTION, THE PROPER UTILITY AGENCIES MUST BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FOR FIELD LOCATIONS.

12. THIS SURVEY IS NOT VALID WITHOUT THE EMBOSSED OR INKED SEAL OF THE PROFESSIONAL.

TITLE REPORTS

(A) 156-158 DIXWELL AVENUE
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-A, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1, 2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-10. NOT SURVEY RELATED.

11. WATER EASEMENT AS DEFINED IN VOL. 2337 PAGE 255, DEPICTED ON SURVEY AND LABELED AS UTILITY EASEMENT (1).

12. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2394 PAGE 149 AND VOL. 2813 PAGE 171. EASEMENTS DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

13. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2360 PAGE 164. EASEMENTS DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

14. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170 DEPICTED ON SURVEY AND LABELED AS "ENCROACHMENT AGREEMENT".

15-19. NOT SURVEY RELATED.

(B) 172 DIXWELL AVENUE
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-B, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1-2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-10. NOT SURVEY RELATED.

11. WATER EASEMENT AS DEFINED IN VOL. 2337 PAGE 255, DEPICTED ON SURVEY AND LABELED AS UTILITY EASEMENT (1).

12. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2337 PAGE 618. EASEMENTS DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

13. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2337 PAGE 632. EASEMENTS DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

14. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170 DEPICTED ON SURVEY AND LABELED AS "ENCROACHMENT AGREEMENT".

15-16. NOT SURVEY RELATED.

(C) 176 DIXWELL AVENUE
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-C, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1, 2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-10. NOT SURVEY RELATED.

11. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2346 PAGE 318. EASEMENTS DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

12. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2346 PAGE 332. EASEMENTS DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

13. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170 DEPICTED ON SURVEY AND LABELED AS "ENCROACHMENT AGREEMENT".

14. NOT SURVEY RELATED.

(D) 182-184 DIXWELL AVENUE
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-D, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1-2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-10. NOT SURVEY RELATED.

11-13. NOT SURVEY RELATED.

14. WATER EASEMENT AS DEFINED IN VOL. 2337 PAGE 255, DEPICTED ON SURVEY AND LABELED AS UTILITY EASEMENT (1).

15. RESTRICTIONS, COVENANTS, EASEMENT AGREEMENTS, OBLIGATIONS AND CONDITIONS AS DEFINED IN VOL. 2343 PAGE 76. EASEMENTS DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

16. RESTRICTIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2343 PAGE 93. EASEMENTS DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

17. NOT SURVEY RELATED.

18. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170, DEPICTED ON SURVEY AND LABELED AS "ENCROACHMENT AGREEMENT".

19. MAP REFERENCED IN NOTE 2A.

20-21. NOT SURVEY RELATED.

(E) 190 DIXWELL AVENUE
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-E, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1-2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-10. NOT SURVEY RELATED.

11. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2386 PAGE 211. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

12. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2386 PAGE 292. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

13. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170. DEPICTED ON SURVEY AND LABELED AS "ENCROACHMENT AGREEMENT".

14-15. NOT SURVEY RELATED.

(F) 192 DIXWELL AVENUE
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-F, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1-2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-10. NOT SURVEY RELATED.

11. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2086 PAGE 211. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

12. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2386 PAGE 265. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

13. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170 DEPICTED ON SURVEY AND LABELED AS "ENCROACHMENT AGREEMENT".

14-15. NOT SURVEY RELATED.

(G) 208-216 DIXWELL AVENUE
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-G, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1-2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-10. NOT SURVEY RELATED.

11. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2337 PAGE 252. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

12. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2337 PAGE 315. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

13. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170 DEPICTED ON SURVEY AND LABELED AS "ENCROACHMENT AGREEMENT".

14-15. NOT SURVEY RELATED.

(H) 220 DIXWELL AVENUE
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-H, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1, 2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-10. NOT SURVEY RELATED.

11. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2721 PAGE 256. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

12. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2146 PAGE 113. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

13. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170 DEPICTED ON SURVEY AND LABELED AS "ENCROACHMENT AGREEMENT".

14. IS NOT SURVEY RELATED.

(K) 87 WEBSTER STREET
COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER: HART4105104-K, EFFECTIVE DATE: AUGUST 23, 2018, SCHEDULE B SECTION II

1-2. NOT SURVEY RELATED.

3. SURVEY PROVIDED.

4-11. NOT SURVEY RELATED.

12. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2338 PAGE 384. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

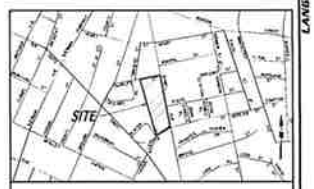
13. RESTRICTIONS, RIGHTS OF WAY, EASEMENTS, LICENSES, RIGHTS RESERVATIONS, COVENANTS AND AGREEMENTS AS DEFINED IN VOL. 2338 PAGE 422. DEPICTED ON SURVEY AND LABELED AS TRAVEL EASEMENT, UTILITY EASEMENT (1) & (2) & COMMON RIGHT TO UTILIZE PARKING FACILITIES.

14. ENCROACHMENT AGREEMENT AS DEFINED IN 2360 PAGE 170 DEPICTED ON SURVEY.

15. LEASE OF 8 PARKING SPACES IN FAVOR OF THE LITTLE ROCK CHURCH OF CHRIST AS DEFINED IN 4509 PAGE 52 EXACT LOCATION NOT DEFINED.

LEGEND

AIR CONDITIONING UNIT
BOLLARD
BORING HOLE
COLUMN
FLAG POLE
HANDICAP SYMBOL
MAILBOX
MONITORING WELL
SIGN
SHRUB
TREE
WETLAND FLAG
CATCH BASIN
CLEANOUT
ELECTRIC BOX
ELECTRIC METER
FIRE HYDRANT
FLARED END SECTION
GAS METER
GAS VALVE
GUY POLE
GUY WIRE
HAND HOLE
LIGHT POLE
MANHOLE (TYPE AS LABELED)
POST INDICATOR VALVE
POWER POLE
ROOF DRAIN
STANDPIPE
TELEPHONE BOOTH
TELEPHONE RISER
TRAFFIC BOX
TRAFFIC SIGNAL POLE
UNDERGROUND VAULT
VALVE UNKNOWN
WATER METER
WATER VALVE
SPOT ELEVATION
BITUMINOUS
CONCRETE
CONCRETE PAD
LANDSCAPED AREA
BUILDING OVERHANG
BOTTOM OF WALL
EDGE OF PAVEMENT
EDGE OF GRAVEL
EDGE OF WALK
DETECTABLE WARNING
BITUMINOUS CURB
CONCRETE CURB
GRANITE CURB
SLOPED GRANITE CURB
SINGLE WHITE STRIPE
BROKEN WHITE STRIPE
SINGLE YELLOW STRIPE
DOUBLE YELLOW STRIPE
METAL GUARD RAIL
WOOD GUARD RAIL
STOCKADE FENCE
CHAIN LINK FENCE
IRON FENCE
TREE LINE
OVERHEAD WIRE
WETLAND LIMIT
EASEMENT LINE
PROPERTY LINE
CONTOUR LINE
SANITARY SEWER MAIN
CABLE TV MARK OUT LINE
DRAINAGE MARK OUT LINE
ELECTRIC MARK OUT LINE
COMMUNICATION MARK OUT LINE
GAS MARK OUT LINE
SANITARY SEWER MARK OUT LINE
WATER MARK OUT LINE
STEAM MARK OUT LINE
UNKNOWN MARK OUT LINE
REFERENCE UTILITY LINE (TYPE AS NOTED) - PLOTTED FROM EXISTING MAPPING



PROJECT LOCATION MAP
SCALE: 1"=1000'

Date	Description	No.
	REVISIONS	

DRAFT

ANDREW G. IVES, PROFESSIONAL LAND SURVEYOR, CT STATE LIC. NO. 70288, DATE SIGNED

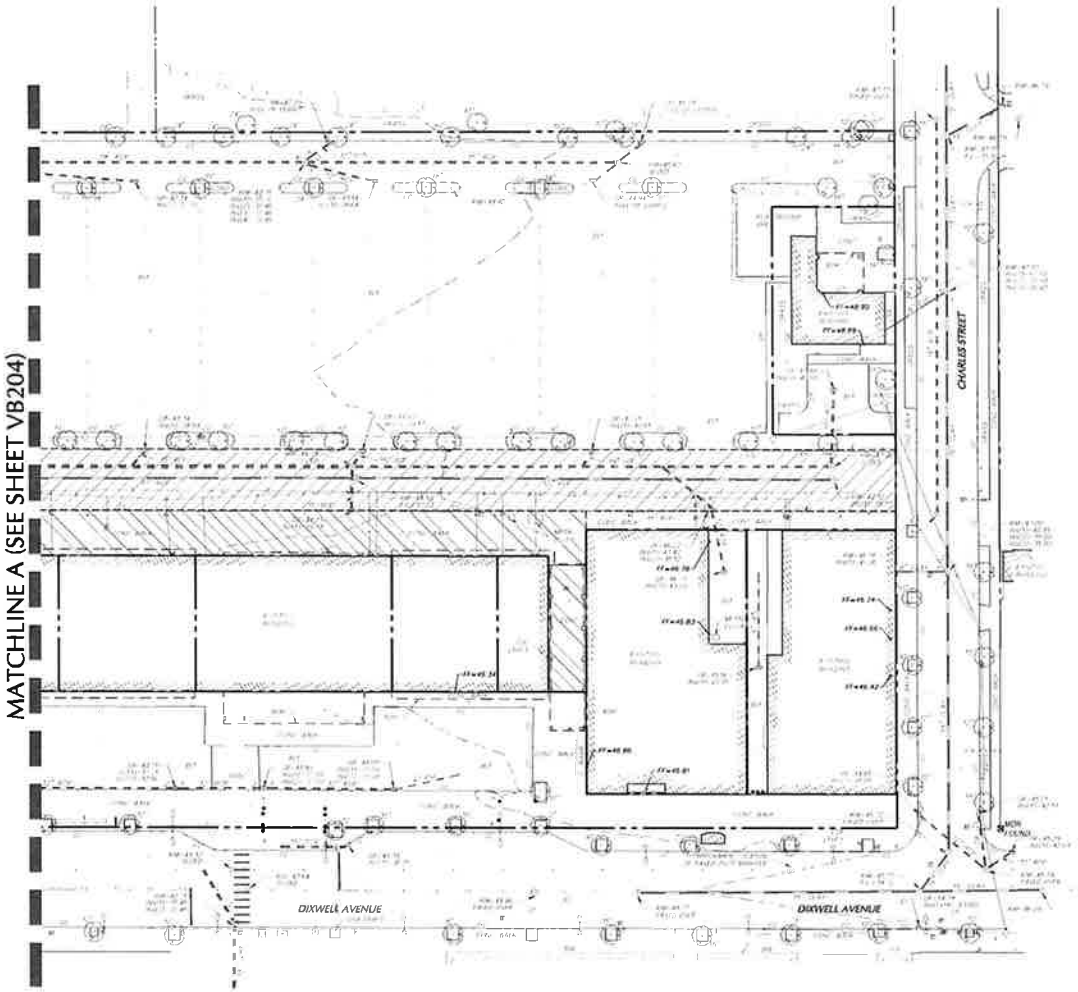
LANGAN
Langan CT, Inc.
555 Long Wharf Drive
New Haven, CT 06511
T: 203 562 5771 F: 203 789 6142 www.langan.com

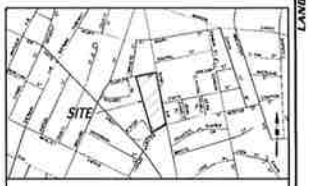
PROJECT
DIXWELL MIXED USE
DIXWELL AVENUE & WEBSTER STREET
NEW HAVEN CONNECTICUT

Drawing Title
BOUNDARY & TOPOGRAPHIC SURVEY

Project No.	Drawing No.
140183901	VB202
Date: OCTOBER 11, 2018	
Drawn By: JS	
Checked By: AGI	Sheet 2 of 4

PROJECT NO. 140183901





PROJECT LOCATION MAP
SCALE 1"=1000'

PROJECT NO. 140183901

Date	Description	Init
	REVISIONS	

DRAFT

ANDREW G. IVES — DATE SIGNED
PROFESSIONAL LAND SURVEYOR
CT STATE LIC. NO. 70286

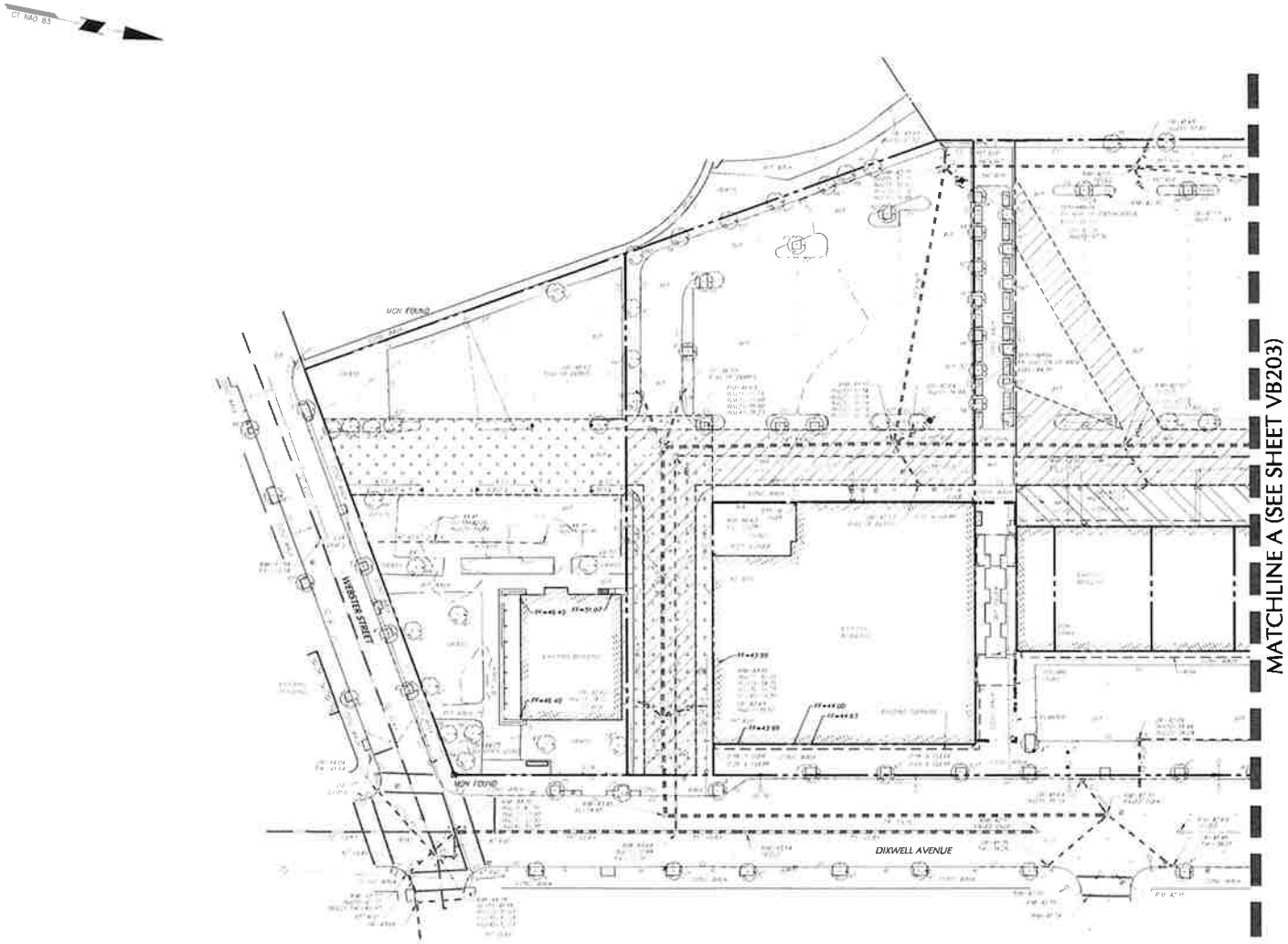
LANGAN
Langan CT, Inc.
555 Long Wharf Drive
New Haven, CT 06511
T: 203.562.5771 F: 203.789.6142 www.langan.com

Project
DIXWELL
MIXED USE
DIXWELL AVENUE & WEBSTER STREET
NEW HAVEN CONNECTICUT

Drawing Title
BOUNDARY & TOPOGRAPHIC SURVEY

Project No. 140183901	Drawing No. VB203
Date OCTOBER 11, 2018	
Drawn By JS	
Checked By ACI	
	Sheet 3 of 4

SCALE IN FEET



PROJECT LOCATION MAP
SCALE 1"=1000'

LANGAN

PROJECT NO. 140183901

Date	Description	No

REVISIONS

DRAFT

ANDREW G. AVLS — DATE SIGNED
PROFESSIONAL LAND SURVEYOR
CT STATE LIC NO. 70286

LANGAN

Langan CT, Inc.
555 Long Wharf Drive
New Haven, CT 06511

T 203 562 5771 F 203 789 5142 www.langan.com

Project
DIXWELL
MIXED USE

DIXWELL AVENUE & WEBSTER STREET
NEW HAVEN CONNECTICUT

Drawing Title
BOUNDARY & TOPOGRAPHIC SURVEY

Project No.	Drawing No.
140183901	VB204
Date: OCTOBER 11, 2018	
Drawn By: JS	
Checked By: AGI	
	Sheet 4 of 4

Exhibit B

Site and Architectural Design Guidelines

City of New Haven, Connecticut

----DRAFT----

June 19, 2012

Site and Architectural Design Guidelines

City of New Haven, Connecticut

----DRAFT----

June 19, 2012

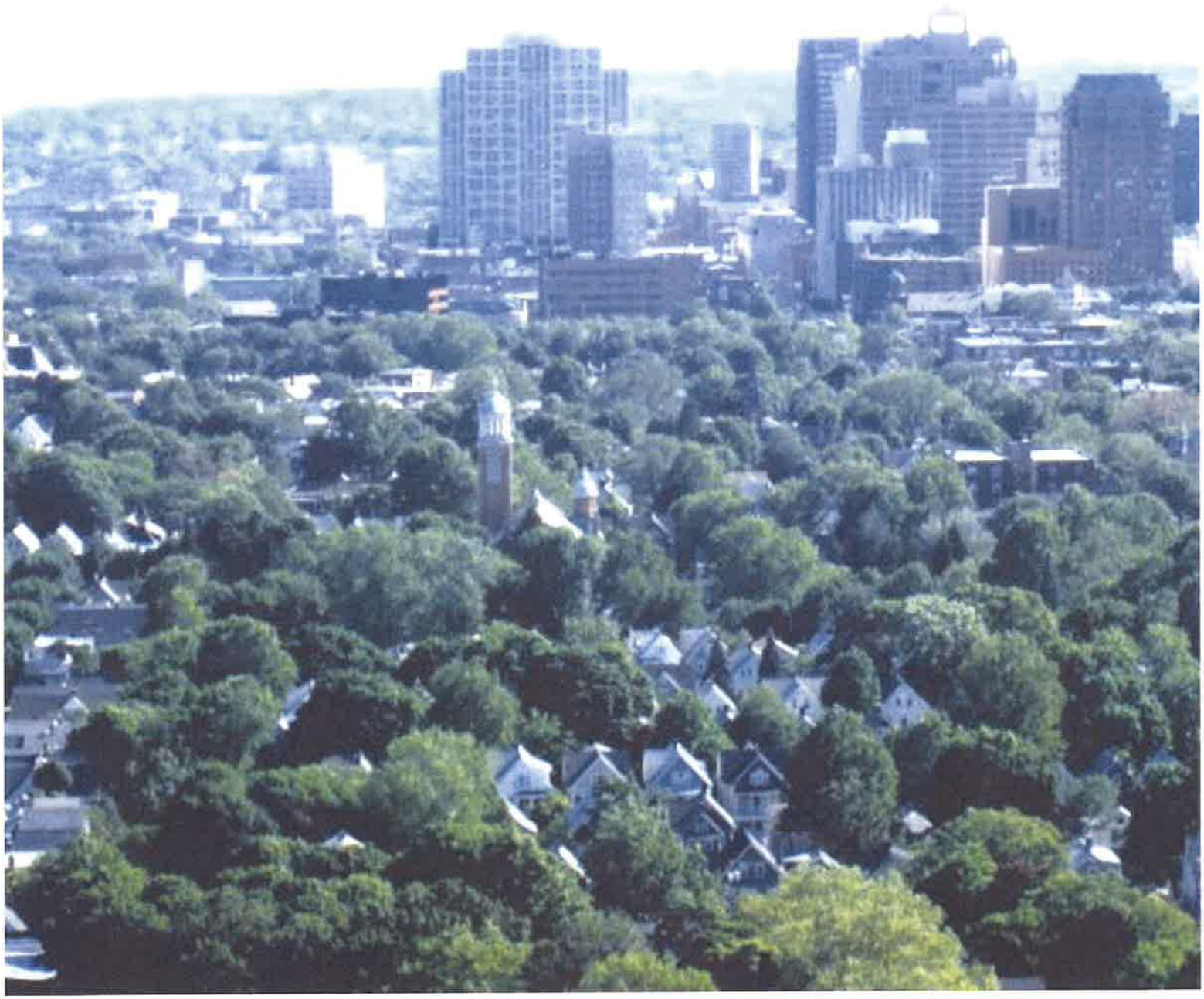
Prepared By:

Pirie Turlington Architects LLC
PLANNING ARCHITECTURE INTERIOR DESIGN

Table of Contents

Section 4: Architecture

4.1 Overview
4.2 Additions and Adoptive Reuse
4.3 Building Mass and Scale
4.4 Roof Treatment
4.5 Colors, Materials and Details
4.6 Entryways and Porches
4.7 Windows and Doors
4.8 Garage and Garage Doors
4.9 Mechanical Systems, Solar Panels and Satellite Dishes



Section 1:
Introduction


MARKET

1.1 OVERVIEW

***PURPOSE**: The City of New Haven Site and Architectural Design Guidelines provides guidance for project planning and design, supports project integration within residential neighborhoods, and promotes quality design and construction.*

The *City of New Haven Site and Architectural Design Guidelines* (the Design Guidelines) is an essential tool for providing planning and design guidance for new and infill development throughout the City of New Haven (the City). The Design Guidelines will ensure new, renovated and infill development is designed and constructed in a manner that is compatible with the historical context and neighborhood character throughout the City.

The Design Guidelines focus on buildings and spaces between, as unique, comfortable and safe environments.

To accomplish this goal, the following objectives shall be a priority for all residential and mixed use development:

- Create architectural styles that are compatible with each other and harmonious with the surrounding architecture and neighborhood fabric.
- Create a unique sense of place that promotes social interaction and pride among residents.
- Ensure that the community public space is open and accessible to all New Haven residences and visitors.
- Promote transit oriented development
- Encourage a balance between all modes of transportation and movement

The Design Guidelines are not intended to dictate one particular architectural style, prohibit new types of development, or discourage the use of progressive sustainable materials or new technologies. Rather they are intended to be a guide to designers, developers, and city staff to foster well-designed, livable, visually appealing neighborhoods.

Design Guidelines help create healthy neighborhoods by outlining planning elements that promote social interaction, community pride, and quality site and architectural design.

The **Design Guidelines** cover new and infill development within the city. Mixed use developments and solely residential uses require special considerations to ensure they are integrated into the character of the city and support social interaction and pride among residents.

1.2 DESIGN GUIDELINE ORGANIZATION

***PURPOSE**: The Design Guidelines provide guidance for those planning and design principles that are commonly encountered during a project.*

Each topic is structured into three components: 1) ***Purpose*** defines the relevance of the topic as it relates to quality design, welfare of the public, or protection of resources; 2) A discussion is provided to explain the significance of the topic, general concepts, and benefit of implementing the topic; 3) ***Guidance*** is a specific outline of recommended methods or procedures to be implemented in order to achieve the purpose of the topic. While the outline is not meant to be an exhaustive list, it provides the basis for the applicant, staff and the building community to evaluate an application to ensure it is meeting the intent of the Design Guidelines.

1.3 APPLICABILITY AND DESIGN INTEGRATION

***PURPOSE**: The Design Guidelines are intended to be used for all new, infill or adaptive reuse development within the City.*

The applicant is encouraged to utilize the appropriately credentialed planning and design professionals. It is encouraged that planners, architects, civil engineers, landscape architects and other applicable land use professionals work collaboratively rather than execute their tasks in isolation from each other. This helps ensure a proposed development will be architecturally compatible with the surroundings, will maximize land use, reduce development costs, and preserve neighborhood character.

1.4 RELATED DOCUMENTS

***PURPOSE**: The Design Guidelines complement existing City ordinances, policies, and planning documents.*

The Design Guidelines have been developed to complement policies, ordinances, and City documents that regulate or guide development patterns throughout the City. Every attempt has been made to eliminate conflicts between the Design Guidelines and other documents. In the event a conflict is found, City staff shall be consulted to clarify the intent. The user of the Design Guidelines shall also consult the following documents:

- The City Comprehensive Plan
- New Haven Zoning Ordinance
- Site Plan Review Ordinance
- Soil Erosion and Sediment Control Regulations
- Inland Wetland and Watercourses Regulations
- Flood Damage Prevention Ordinance
- Complete Streets Manual
- Municipal Development Plans as applicable to the project

The city of *New Haven Complete Street Design Manual* shall be referenced for all scales of development. Principals discussed within the manual assist with achieving the objectives of the Design Guidelines.

The **Design Guidelines** discuss numerous aspects of site and architectural design. Not every aspect of planning and design can be covered. Applicants are encouraged to collaborate with city staff to understand the requirement for each development, regardless of scale, to help determine the relevance of these Design Guidelines as they relate to the specific application and context of its neighborhood.

1.5 DESIGN AND THE HUMAN SCALE

PURPOSE: *Designing for the Human Scale supports unique, vibrant, and pleasant public spaces that encourage social interaction, healthy neighborhoods, and fosters civic pride within the community.*

In general, Human Scale design incorporates elements, details and form which encourage interaction and use of exterior and street spaces adjacent to structures by pedestrians, and also promotes positive social interaction.

Higher-density development, by its nature, places buildings and site features in closer proximity to one another. Therefore, the details, patterns, scale, and rhythm of one building is impacted by those of nearby structures. Harmony becomes of utmost importance.

Buildings also define public spaces such as streets, courtyards, and greens where people go to socialize, relax, and refresh. The most comfortable public spaces for such activity are built at a human scale. The human scale is therefore an important aspect of creating a livable and pleasant residential community.

The guidance outlined within the Design Guidelines are directed at maintaining a human scale. Each project shall take into consideration the proposed development's location, context, proposed uses, intended residences, and project goals must be carefully integrated with the criteria of the Design Guidelines.

GUIDANCE

1. Front porches and stoops facing the streets

2. Sidewalks, benches, and tranquil spaces

3. Street trees and plantings

4. Orientation of uses

5. Pedestrian friendly environments

6. Improve access to existing parks, playgrounds, and greenways/trails within the city using pedestrian and bicycle routes

7. Low scale site lighting

8. Architectural detailing that is sensitive and responsive to the adjacent context.

9. Minimal curb cuts

10. Fences or other defining means (i.e. hedges) delineating public and private space and between private areas.

11. Spacing between buildings at interval and scale that provides for continuity, safety and visual character.

12. Building setback from the street right of way shall create a comfortable pedestrian oriented environment.

Design for the **Human Scale** is a concept that help make spaces and structures understandable, comfortable and safe. From the smallest of spaces between buildings to the details associated with larger development's facades, designing at the scale of an individual contributes to defining a place where people enjoy to live, work and play. Elements of human scale design include narrow streets, site furnishings, landscape materials, changes in colors and patterns along building facades and low-scale site lighting.

1.6 THE CITY OF NEW HAVEN: THE SENSE OF PLACE

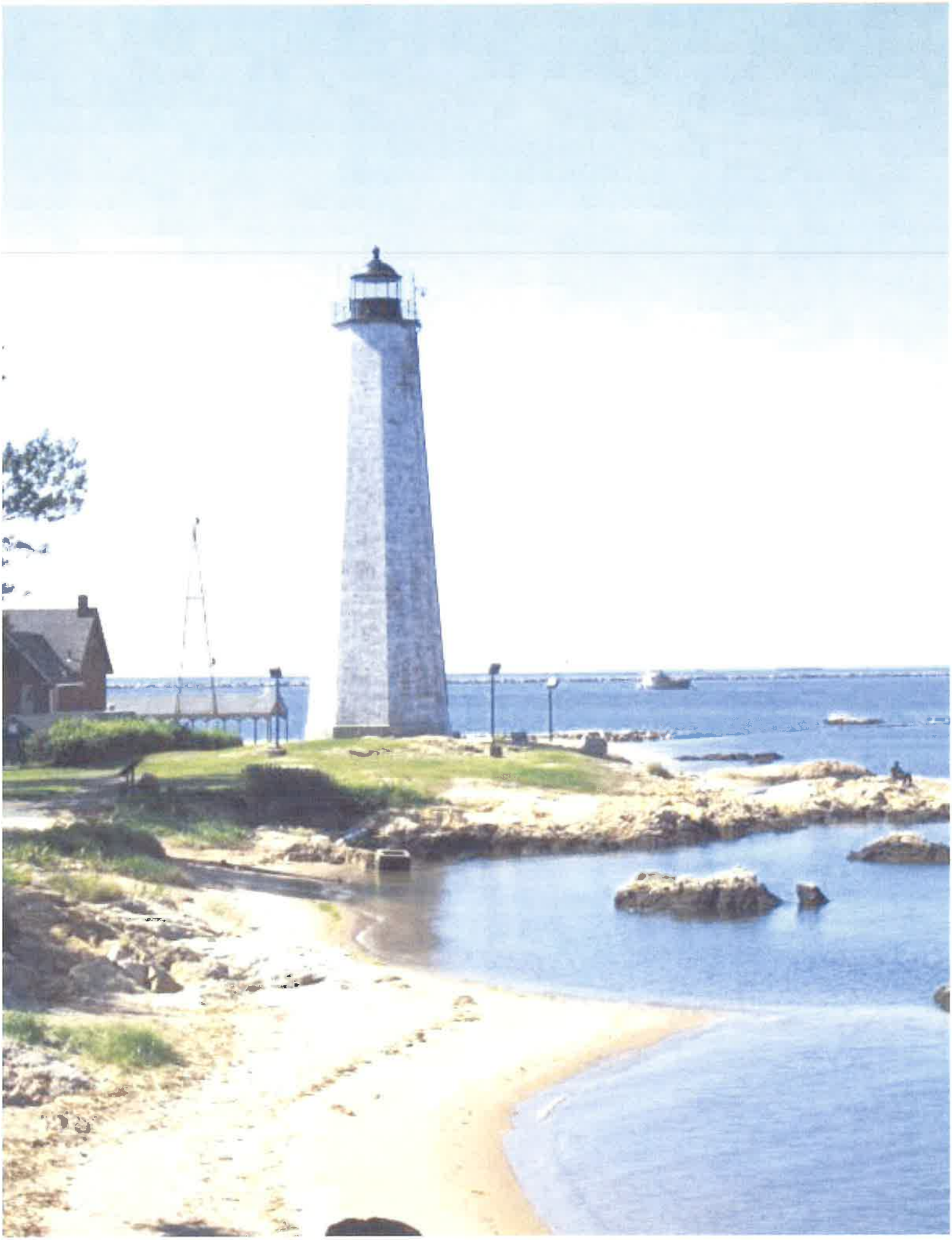
***PURPOSE**: New Haven consists of 21 or more neighborhoods, each holding values and characteristics reflective of its residents and local history. Planning and design of projects within each neighborhood shall respect these core values.*

Each of New Haven's neighborhoods have a distinct character. Each holds values that have evolved over time. Therefore, development within a neighborhood shall reflect what is important to its citizens and the 'genius loci' - the sense of place. During initial planning and throughout design, projects shall understand and integrate the neighborhood traits into the project and ensure the character of the community is preserved and enhanced.

Primary City neighborhoods include:

- Amity
- Annex
- Beaver Hills
- Dixwell
- Downtown
- Dwight
- East Rock
- East Shore
- Edgewood
- Fair Haven
- Fair Haven Heights
- Hill
- Long Wharf
- Mill River
- Newhallville
- Prospect Hill
- Quinnipiac Meadows
- West River
- West Rock
- Westville
- Wooster Square


WoodlanD
COFFEE & TEA



Section 2:
Master Planning and Design Considerations

2.1 OVERVIEW

Development impacts the neighborhood it is situated within, both local and global natural resources, the quality of life of the community's residents, and the public's health, safety and welfare. The planning, design and construction industry has evolved to become aware of how decisions regarding development influence these characteristics. New standards, rating systems, methods, and permitting policies continue to evolve, to measure and mitigate the impact development has on natural and financial resources and quality of life. *Section 2: Special Planning and Design Considerations* discusses some of the evolving strategies that are applicable to development within the City and elements commonly found in a development that influence the quality of life for residents. The topics discussed within this section include:

- Connectivity: The Urban Fabric
- Project Scale
- Sustainable Design Integration
- Active Design
- Transit Oriented Development
- Stormwater Management and Low Impact Development
- Walkable Streets
- Handicap Accessibility and Universal Design

Careful consideration should be given to planning for the pedestrian and vehcile, as well as alternative modes of transportation. From project inception, there are several elements that must be considered so they are integrated and carried through in all phases of design and construciton.

2.2 CONNECTIVITY: THE URBAN FABRIC

***PURPOSE**: To integrate development into the existing fabric of the City and reduce dependence upon the automobile by promoting pedestrian and bicycle connectivity with existing development*

The urban fabric is the physical form of a community. This form organizes, defines, and characterizes the place. Well-designed developments contribute to a vibrant walkable place that is integrated into the existing fabric of the neighborhood. New Haven's structure is based upon its historic "nine-square" core and surrounding neighborhoods which are organized about radiating arterial avenues. This strong organization facilitates walkability and connectivity between a vibrant Downtown and adjacent neighborhoods. New and infill development shall complement the existing street and block patterns and shall connect to adjacent development to promote walkability and reduce dependence upon the automobile.

GUIDANCE

1. Do not create new cul-de-sacs or dead end streets.

2. Align intersections with the existing roadway network when public safety is not compromised. When vehicular access is not feasible, plan for pedestrian streets to maintain connections between neighborhoods.

3. Maintain the same block size and pattern that surrounds the proposed development.

2.3 PROJECT SCALE

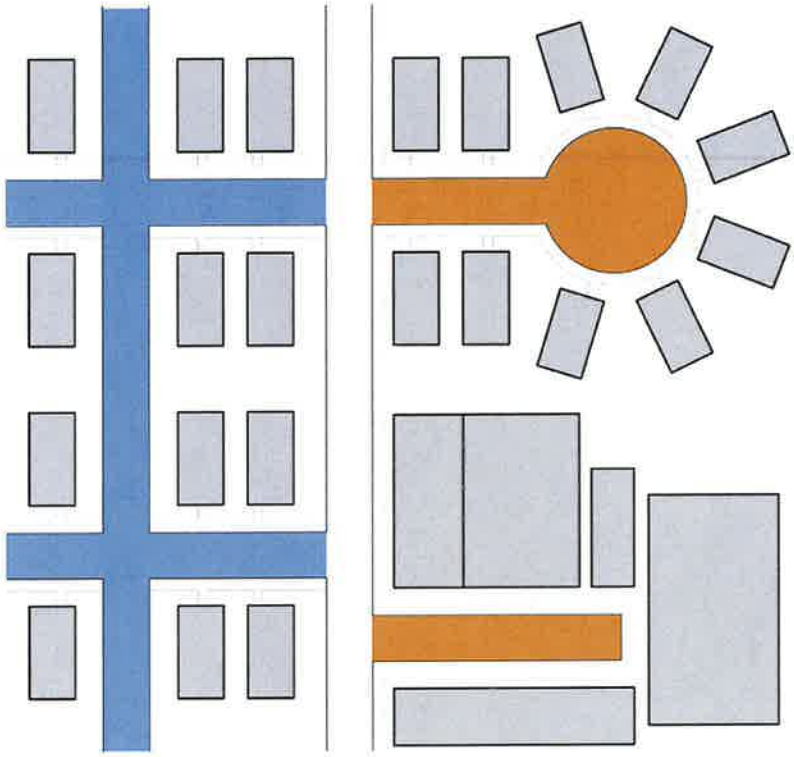
***PURPOSE**: To recognize the size of a proposed development in relation to the block size and adjacent existing development.*

Development of large parcels or developments which span multiple lots within one or more city blocks has the potential to destroy the scale of the City and become monolithic. These scenarios have the potential to create a homogenous building and landscape design with little or no diversity and interest. Consideration shall be given to designing large developments which enhance architectural interest and break-up building mass.

GUIDANCE

1. The elimination of public streets shall be discouraged. In the event a street is eliminated, the public right-of-way shall remain intact and shall be converted to a pedestrian access way to maintain connectivity and scale of existing urban blocks.

2. Mixed use and multi-family developments that have a facade along a street or public way greater than 100 feet shall be segmented in such a way as to maintain a scale and character that is consistent with historic facades of the neighborhoods.



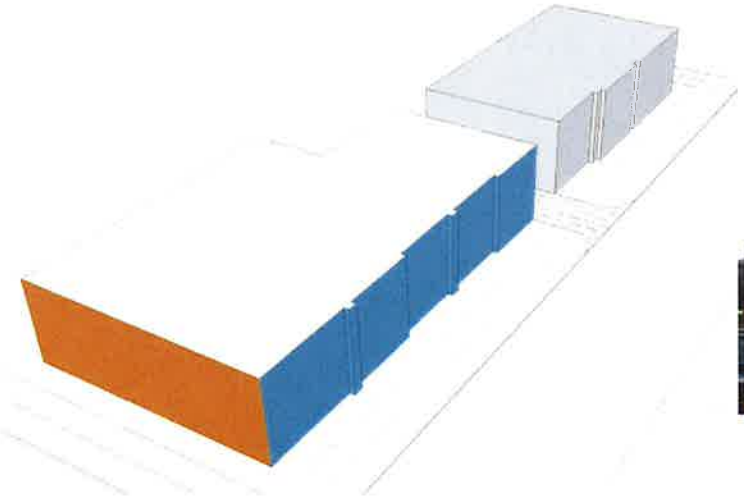
Connectivity is the the process by which neighborhood blocks are planned and engineered to enhance connections throughout the city and they do not lead to dead end streets or cul-de-sacs.

CORRECT

INCORRECT

TYPICAL BUILDING

Project Scale takes into consideration mass of a structure and its impact upon a streetscape or other public space. Modulating the form of a building, as shown in the images below, contributes to a human scale environment and unique sense of place.



2.4 SUSTAINABLE DESIGN INTEGRATION

***PURPOSE**: To conserve natural resources, reduce energy consumption, create walkable communities, reduce dependence on the automobile, and use passive design strategies to increase comfort and decrease resource consumption.*

New construction, renovation, and site development shall employ sustainable and energy-efficient planning, design, and construction methods. Examples include planning for solar daylight and ventilation; rooftop solar power; recapturing rain water; using recycled materials and locally manufactured products; utilizing indigenous materials; planting native flora for landscaping; and using energy-efficient foundation and wall insulation that meets or exceeds code requirements are strongly encouraged. Various planning and design guidelines exist that can help prioritize and plan for these methods including LEED, LEED-ND, and EnergyStar. It is encouraged that such documents be consulted and, when appropriate, incorporated into the planning and design of renovations and new construction.

GUIDANCE

1. Consult various sources as noted above to determine the appropriate certifications, principles and criteria to be implemented. Attempt to incorporate as many of the concepts and strategies into the development of building and site planning, design and construction.

2.5 ACTIVE DESIGN

***PURPOSE**: To promote the design of healthy buildings and streets and public spaces which facilitates physical activity during daily routines. The intent is to increase physical activity to combat obesity and other diseases (i.e. diabetes) and facilitates healthier lifestyles.*

Active Design is the process of incorporating features within the landscape and buildings that promote physical activities in daily lives by discouraging sedentary behavior. Obesity and related diseases have significantly increased in recent decades. This increase corresponds to life style changes and design trends that promote the use of automobiles and mechanical means of pedestrian movement through spaces. By placing stairs at entryways and in place of escalators, making stairs noticeable, designing pedestrian friendly environments that encourage walking, incorporating open space and recreation options, and fresh healthy food options, these recent trends can be reversed.

GUIDANCE[1]

1. Develop and maintain mixed land use in residetnial neighborhoods;

2. Improve access to transit and transit facilities;

3. Improve access to plazas, parks, open spaces, and recreational facilities, and design these spaces to maximize their active use where appropriate;

4. Improve access to full-service grocery stores and fresh produce;

5. Design accessible, pedestrian-friendly streets with high connectivity, traffic calming features, landscaping, lighting, benches, and water fountains;

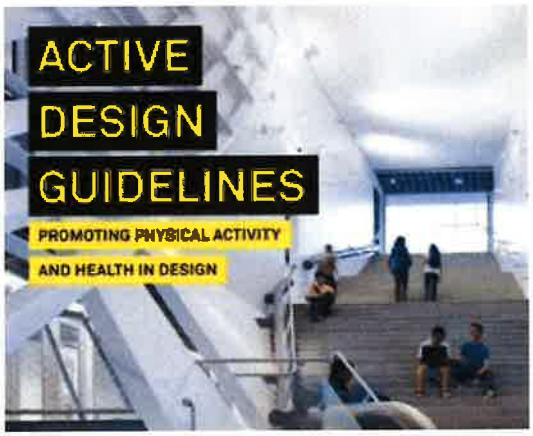
6. Facilitate bicycling for recreation and transportation by creating continuous bicycle networks and incorporating infrastructure like safe indoor and outdoor bicycle storage.

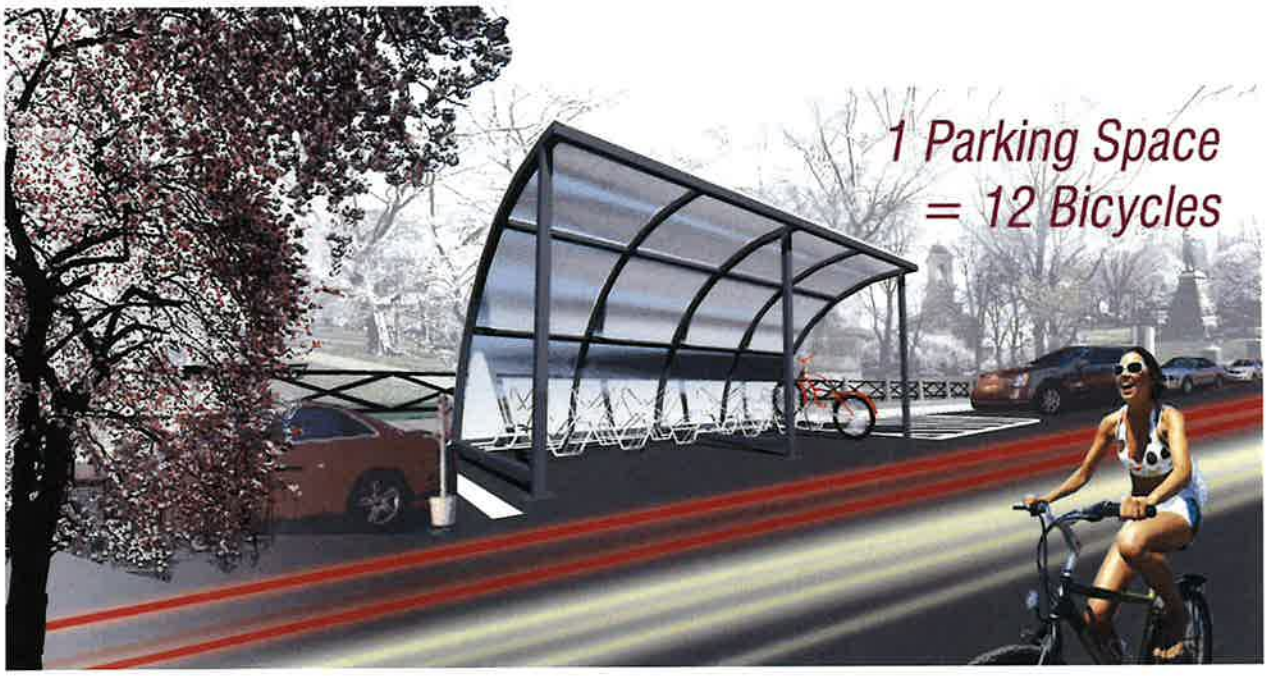
[1] *Reference: Active Design Guidelines; Promoting Physical Activity and Health in Design, copyright 2010, City of New York*

7. Provide a conveniently located stair for everyday use to increase stair use among the able-bodied, post motivational signage to encourage stair use, and design secure visible, appealing and comfortable stairs;

8. Locate building functions to encourage brief bouts of walking to shared spaces such as mail and lunch rooms, provide appealing, supportive walking routes within buildings;

9. Provide facilities that support exercise such as centrally visible physical activity spaces, showers, locker rooms, secure bicycle storage, and drinking fountains.





Sustainable Design Integration and **Active Design**, while originating from seperate objectives, both accomplish common principals. While Active Design passively promotes physical activity, and sustainable design passively promotes the conservation of resources, when integrated, common principals can be acheived. For instance, by accomodating cyclyst needs (i.e. storage and bike lanes), both physical activity and the independence of the autobile are accomplished.

2.6 TRANSIT ORIENTED DEVELOPMENT

***PURPOSE**: To reduce the dependence on automobiles, increase access to public transportation and decrease the consumption of energy and emissions.*

The City of New Haven possesses a solid transportation infrastructure system that is served by rail, bus bike lanes and sidewalks in most neighborhoods. Transit oriented development (TOD) entails the appropriate siting of development that maximizes and facilitates residents to capitalize upon this transit system. Appropriate TOD planning incorporates several design techniques beyond just locating a development within close proximity to a transit station. How an individual accesses the transit stop and the actual travel distance to the station shall be considered.

GUIDANCE

1. Determine the location of all transit stops near the development site. Attempt to locate housing within 1/4 mile walk or 1/2 mile biking distance to the transit stop. Measurements shall be by actual travel path not simply by radii.

2. Use alternative parking strategies such as shared parking for mixed use developments.

3. Provide onsite bike lockers within buildings or on site for use by residents and visitors.

4. If the development is not within 1/2 mile of a transit stop but is in close proximity of a bus route, work with the appropriate agency to incorporate a new transit stop within or nearby the development.

5. Orient building entrances, walkways and streets to minimize walking and biking distances to the transit stop.

6. Multimodal transportation amenities (i.e. bus shelters) along routes for existing and proposed/planned transit routes

7. Bike storage at employers/transit and racks for temporary use (less than 1 hour)

8. Shower facilities for employees who commute through alternative means

2.7 STORMWATER MANAGEMENT AND LOW IMPACT DEVELOPMENT

***PURPOSE**: To reduce the burden on infrastructure, heat island effects, promote groundwater recharge and treat stormwater prior to discharge.*

Preservation of the community's natural resources can be accomplished, in part, by considering the guidelines discussed throughout this document. However, without appropriate management of surface water runoff and infiltration, groundwater and surface water quality can be compromised. In addition to the local, state and federal requirements to manage stormwater, developments are strongly encouraged to employ the techniques of low impact development (LID). These techniques reduce stormwater management area footprints and can improve the human scale and neighborhood character. The following list is a general guide of current LID techniques that shall be considered for residential development:

GUIDANCE

1. Utilize rain gardens and bioretention to manage roof runoff, street drainage and impervious coverage.

2. Segment impervious surfaces into smaller more manageable areas.

3. On horizontal surfaces, use reflectance materials to reduce heat gain

4. Use indigenous plant species to treat stormwater and shade paved surfaces.

Transit Oriented Design covers a broad spectrum of opportuities. Rail, bus, bike, trolley, and light rail should be capitalized upon. LEED - ND should be consulted to help plan and design routes from varios uses to transit stations and designated bike lanes. **Low Impact Development** can be utilized, as shown above, to help seperate bike ways from vehicluar travel ways to treat street run-off. Even in extreme winter environments urban LID techniques have proven effective. Consult the City of Chicago's street design manuals.

6. Plant trees close to impervious areas and within islands, like parking lots and sidewalks. Trees shall be positioned to maximize shade, gather rainfall towards roots and slow run-off into storm systems.

7. Swales shall meander to help slow down the water flow. By slowing the water flow, silt and pollution are able to settle out of the water before it enters the City's sewers and eventually local creeks and rivers. Grasses, shrubs and trees shall be planted in and around the swale to help slow down and soak up the water. Use plants rather than mowed grass to effectively absorb more water and handle stronger flows of water.

8. When space is limited, utilize underground infiltration structures to decrease the stormwater runoff. The underground structure shall collect, hold and allow the rainwater to slowly absorb into the ground. Such structures typically consist of an inflow, storage, and outflow component. The inflow component shall prevent larger sediment and debris from entering the system. The storage component shall provide temporary storage for water. If there is more rain than the storage can handle, the outflow component shall release the water into a swale prior to entering natural systems.

9. Utilize flow through planters in small areas such as plazas or courtyards. These specially designed planters are filled with gravel, soil, and then plants. A connection to the roof downspout lets rain flow in and waters the plants. A second pipe connects back to the existing downspout to drain excess water. These planters temporarily store water and filter pollutants as the water soaks down through soil and stone in the Planter. Flow-through planters are typically lined on the inside with waterproofing material and can be constructed in many sizes and shapes, and with various materials, including concrete, brick, plastic, lumber, or wood.

Samples of above and below grade flow through planters.

10. Utilize cisterns, tanks or other large containers that are designed to capture and store rainwater from rooftops. The containers may be above or below ground, and they may drain by gravity or be pumped. Above ground containers shall be screened with fencing or landscaping. Stored water shall be allowed to be released to a natural area where it can soak into the ground or be reused in some manner on the property such as irrigation. Where public water is the primary means of water supply, reuses for rainwater can help reduce the use of potable water. A cistern can be directly connected to the plumbing of a commercial site; however, plumbing for non-potable rainwater reuse shall be separate from potable plumbing and follow all local and state building codes. Some example uses are for cooling HVAC systems, washing machines, toilets, showers irrigation or various other needs based on the property.

11. Where a hard surface is necessary, porous or "pervious" pavement shall be used. Permeable pavement system shall allow water to drain through the pavement rather than running off into the storm drain. Site design shall utilize various types of porous surfaces including pervious asphalt, pervious concrete, and interlocking pavers, and shall propose means to keep the material porous.

2.8 WALKABLE STREETS

***PURPOSE**: To create streets that are safe pedestrian and bike friendly, promote alternative means of transportation, and create vibrant and economically successful places.*

Streets and public rights of way serve several purposes beyond the utilitarian use of vehicle movement. Streets and rights of way are social spaces that allow pedestrians to recreate, socialize, and travel on foot or bicycle. Streets are also the primary means of presenting a place to visitors through "gateways" that visually identify arrival at a community. It is essential that new roads and improvements to existing roads consider these contextual considerations. Narrowing roadway widths and reducing turning radii shall be promoted when they are proven not to comprise public safety. Social spaces and pedestrian-scale features such as lighting, textured crosswalks, street trees, pole-mounted banners and other site amenities shall be incorporated.

GUIDANCE

1. Incorporate the City of New Haven Complete Streets Design Manual.

2. Sidewalks shall be provided and constructed of a durable all weather material such as concrete or smooth, modular paving materials.

3. Provide crosswalks when all walks lead to a street. Walkways shall be continued on the opposite side and shall meet ADA requirements.

4. No dead end sidewalks shall be constructed.

5. Horizontal and vertical roadway alignments shall be design to take advantage of views.

6. A landscape architect shall provide a streetscape planting plan that meets the City's site plan standards.

Walkable Streets are created by several interrelated elements, each contributing to a vibrant public realm. The scale of buildings, space between street walls, site furnishings, landscaping and the materials and colors of facades work cohesively to make streets safe, pedestrian friendly and at the Human Scale.

2.9 HANDICAP ACCESSIBILITY AND UNIVERSAL DESIGN

***PURPOSE**: To create an environment that provides access to public spaces, buildings and homes for individuals who have limited mobility.*

In addition to handicap accessible requirements mandated by state and local building codes, developments are encouraged to take into consideration how the disabled or physically challenged visit a building and circulate within it. The concept of 'visitability' promotes development - specifically housing - that accommodates the needs of everyone, even if the dwelling unit is not specifically designed to be handicap accessible. Visibility helps to promote social interaction by allowing neighbors to comfortably visit each other. Visitability can be accomplished by incorporating simple design elements.

GUIDANCE

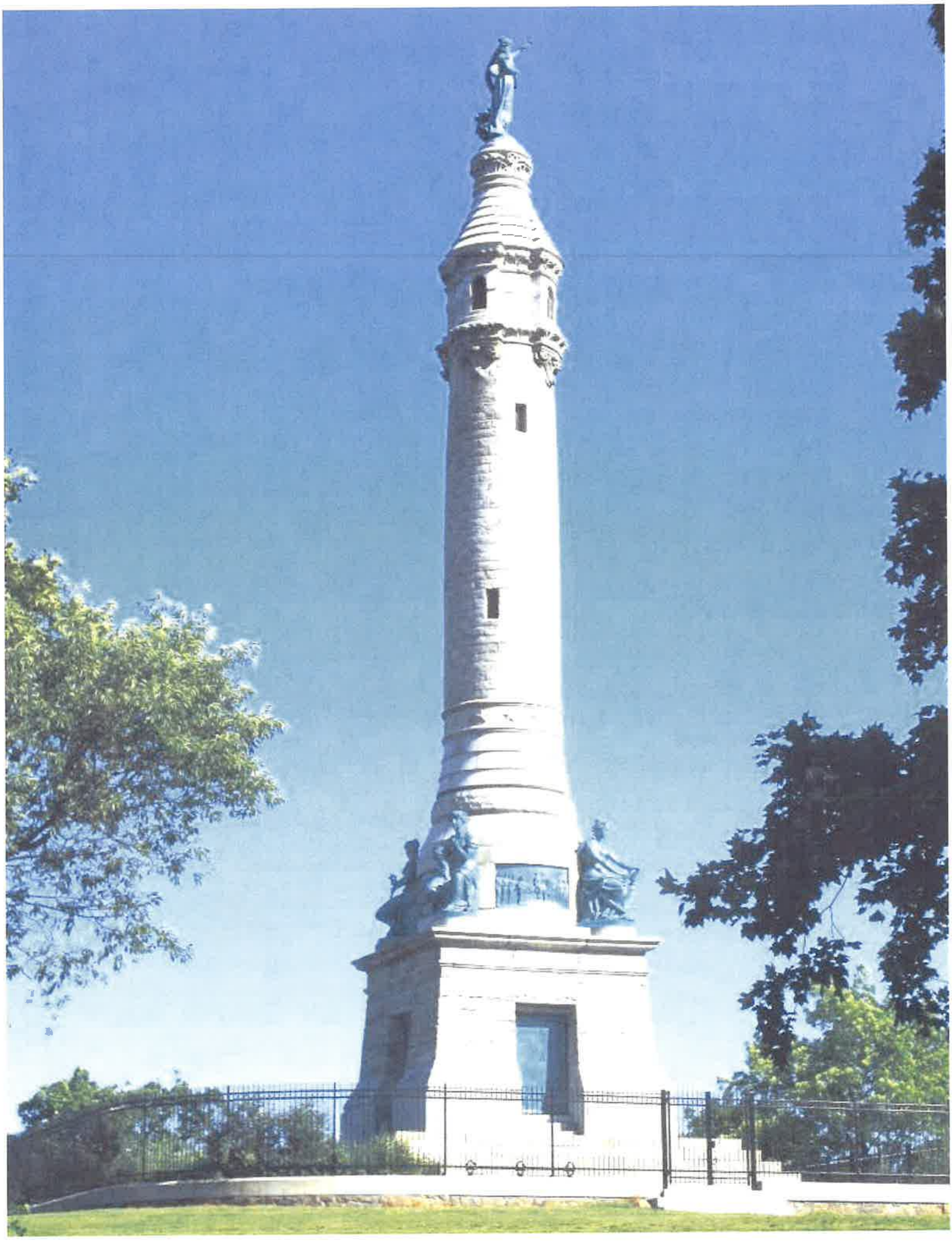
1. Make at least one entrance handicap accessible

2. Promote handicap accessible access between the main living areas and dining spaces

3. Make public spaces and recreation areas handicap accessible

Handicap Accessibility and Universal Design is essential to creating healthy communities. Eliminating barriers at entries and public spaces, as well as within travel ways and work stations, promotes social equality for people of all ages and mobility.

Handicap Accessibility shall be carried through into streetscapes and public realms to enhance Complete Street concepts. This includes ensuring crosswalks and associated preemption devises are accessible, and sidewalks shall accommodate two-way wheel chair access. Pavement and wall markings can help to direct individuals to accessible routes.



Section 3:
Site and Building Design

3.1 OVERVIEW

***PURPOSE**: Site and Building Design shall protect the values of the City, create walkable and pedestrian friendly places, promote healthy neighborhoods and foster social responsibility.*

Ensuring that building design responds to the particular demands of a given site and the surrounding context can reduce development costs, preserve the landscape, and respect the existing built environment. The topics that follow will guide site planning and suggest techniques to enhance and preserve the sense of place found within public rights of way and private spaces.

GENERAL GUIDANCE

1. Protect natural and cultural resources.

2. Respect the existing patterns and features of the built environment such as street patterns and block configurations.

3. Preserve and enhance views and vistas.

4. Protect mature and specimen vegetation.

5. Provide linkages to bike and pedestrian routes, open space and recreational areas.

6. Offer active recreation options to promote physical exercise and 'healthy neighborhoods'.

7. Respect existing building lines along existing and proposed streets.

8. Protect the historical continuity of the context by enhancing existing neighborhoods and create projects that draw inspiration from the built context.

9. Consider access management to reduce curb cuts and promote linkages between properties; encourage alleys.

10. Provide clear and organized pedestrian connections within parking areas and the linkages to the development it serves – including to the public right of way and other nearby properties.

Master Planning is the integrated approach of designing the site in collaboration with building program requirements. Multi-disciplinary teams that consist of planners, engineers and architects shall work closely together with city staff to ensure critical planning and design elements are addressed during the initial phases of a project. This can reduce both design and construction costs.

3.2 SETBACKS: THE SCALE OF SPACE

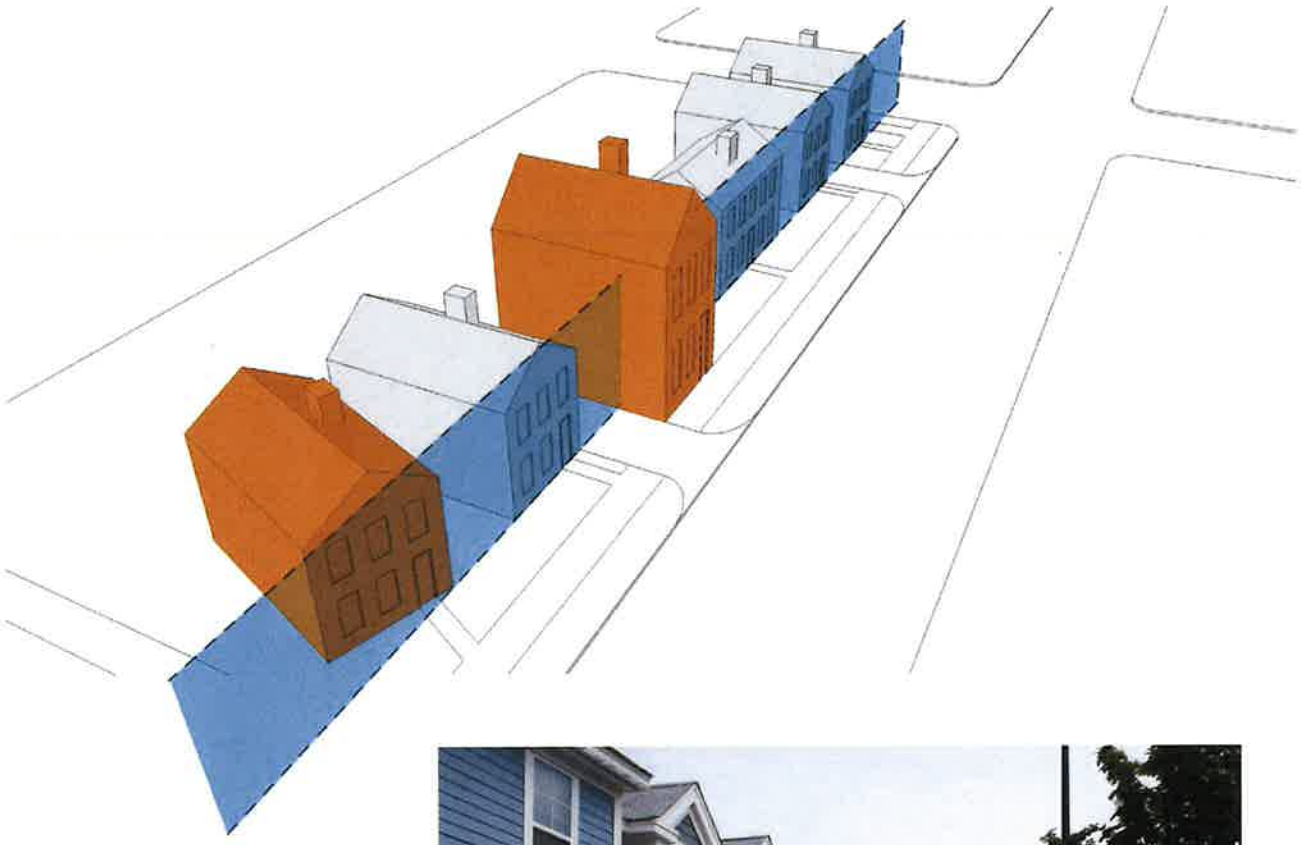
***PURPOSE**: Create a pedestrian scale streetscape where building massing and detailing, along with landscape and street elements, emphasize human scale and community while accommodating traffic volumes and land uses.*

Building placement and the relationship among architectural styles can define a human scale streetscape. Buildings can be used to calm traffic by creating "street walls" on either side of the right of way. The narrower the street wall, the greater sense of enclosure and the more likely that vehicle will travel more slowly, contributing to the pedestrian's safety and quality of experience. Development in existing neighborhoods must be integrated with existing adjacent architectural walls.

GUIDANCE

1. Refer to Zoning Regulations.

Setbacks are essential to protecting the public's health safety and welfare. They also contribute to creating public and private outdoor spaces. Building height, adjacent land uses, and street travelway widths should all be taken into account. Appropriately locating buildings at or near property lines will contribute positively to streetscapes and spaces between buildings.



CORRECT

INCORRECT

TYPICAL BUILDING

When planning **Setbacks**, nearby existing buildings, whether they are residential or mixed use structures, should be considered. Buildings should not project outside the common building wall and be oriented parallel to the street. Porches, entryways, fenestrations and other building details should be used to break up mass and to create interest, but remain unified by rhythm and streetscape elements.

3.3 CORNER LOT DEVELOPMENT

***PURPOSE**: To protect the integrity of the streetscape and create focal points at visible locations.*

Buildings on corner lots require special design consideration. Corner lots are highly visible and sometimes transition between uses and neighborhoods. Corner lots, regardless of the type of street at each frontage, require buildings to be carefully located and designed.

GUIDANCE

1. Building(s) shall be located up to the corner of the lot and the facades shall reinforce the street wall. (refer to *3.2 Setbacks: The Scale of Space*).

2. All building facades with street frontage shall be treated with an equal quality of materials and similar level of architectural detailing as the context and shall be visually appealing.

3. For residential development, design side facades to include features that provide for architectural continuity as main facades. Consider elements such as grouped windows, wrap around porches and/or continuity of primary facade materials.

4. Side windows shall be located to maintain privacy for adjacent residents across side yards.

3.4 RHYTHM

***PURPOSE**: To define a street wall that is harmonious by creating interest in architectural features, through scale related and repeated elements and avoid a monotonous facade and streetscape.*

Rhythm is a principal that creates a repetitive and unified design. It can occur within the landscape or throughout one or more buildings. Architectural facades, building spacing, and site features shall be designed to create a discernible and consistent pattern that organizes the streetscape or public space.

GUIDANCE

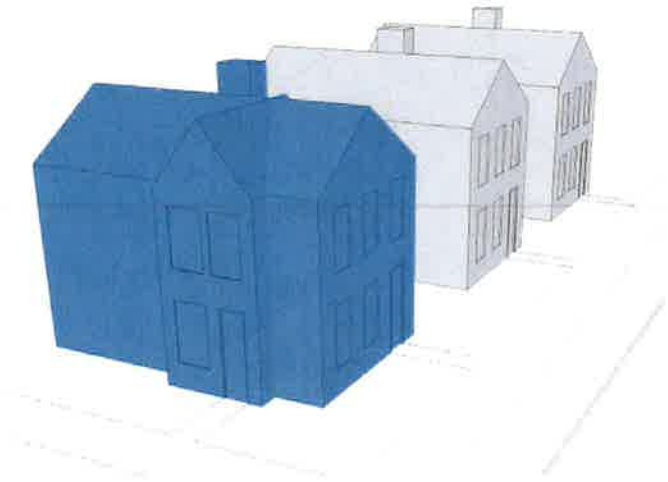
1. If present, and consistent with the requirements of the city zoning ordinance, maintain the proposed development building wall.

2. Rhythm shall complement existing nearby features and architectural scale and proportion.

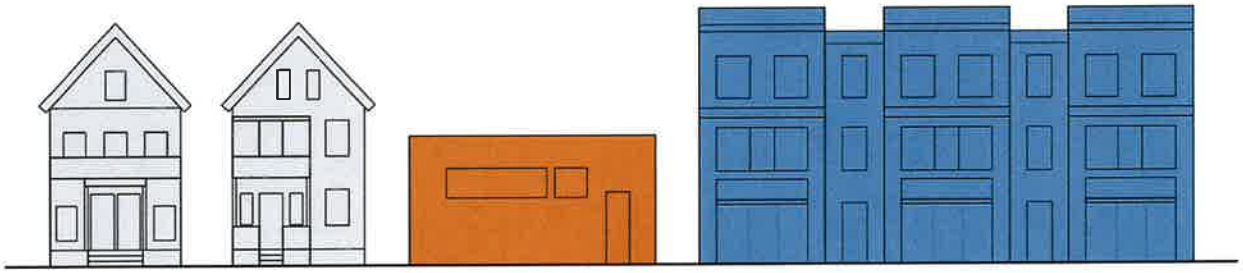
3. Along a street wall or edge, create rhythmic patterns in massing and detail which use similar proportions, scale of opening, and design elements. This can be accomplished by integrating entries, porches, material and detailing to create variety and interest within a larger, unified design.

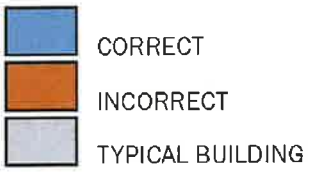
4. Rhythm can be broken to draw attention to certain features such as entries, corners, major landmarks or other site or building focal points.

5. Integrate site design features such as pavement patterns, benches, and landscaping into the design of the facade to unify site and building.



Corner Lot Development requires special design considerations. Since more than one façade contributes to the streetscape, and the building corner becomes a focal point that projects into the public realm, materials, details and colors of both visible facades shall be equal in quality and design regardless of the street hierarchy.





Rhythm of a building should unify its façade as well as continuing the rhythm of adjacent buildings.

3.5 THE URBAN FOREST: TREE PRESERVATION

***PURPOSE**: To preserve existing street trees and specimen plantings by appropriately locating a building and site improvements.*

The urban forest provides habitat for animals, helps reduce heat gain, defines streetscapes and contributes to walkable communities. The placement of buildings, excavation for site improvements, and storage of materials during construction shall be taken into consideration in order to preserve existing, and ensure the success of proposed, vegetation.

GUIDANCE

1. New buildings shall be placed outside of the drip line of the tree canopy if this does not conflict with setback requirements.

2. Excavation for utilities or other improvements shall make reasonable attempt not to occur within the drip-line of the tree.

3. When excavation must occur within the drip-line of the tree, a licensed arborist shall be present to oversee the work and take the necessary precautions to protect its root system.

4. Construction equipment, materials and debris shall not be stored within the drip line of vegetation.

5. Diligent effort shall be made to retain existing trees. If trees must be removed, then the tree must be replaced with a new specimen which at maturity will provide an equivalent canopy.

3.6 ACCESS: DRIVEWAY, COMMON LANES AND GARAGES

***PURPOSE**: To reduce curb cuts to create more opportunity for on street parking, increase the safety for pedestrians and create a more coherent and cohesive streetscape.*

The following applies to all residential and mixed use development.

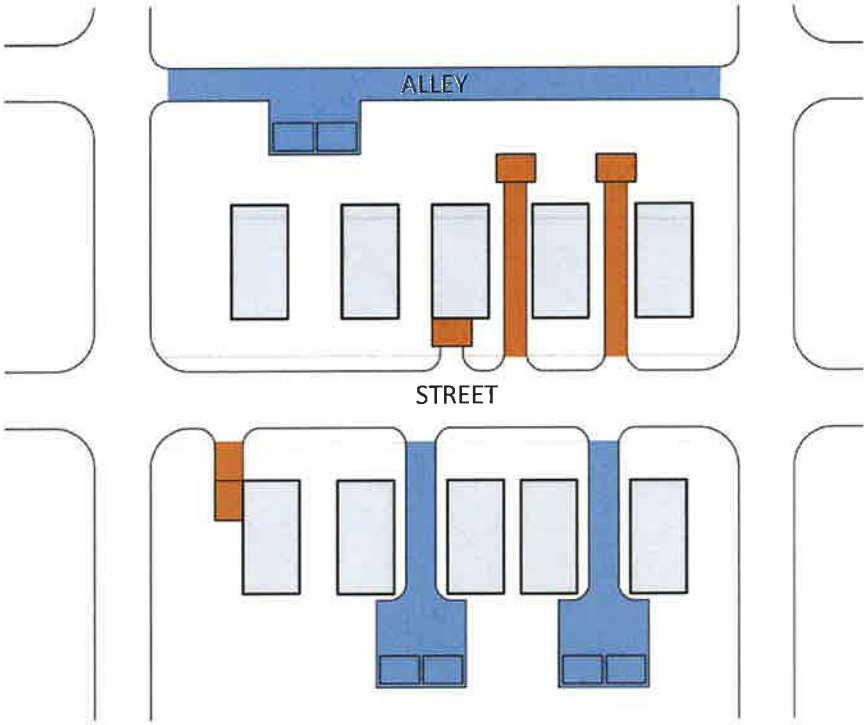
The location of drives, parking for residences and visitors, and garage locations shall be integrated into the overall design and not dismissed as mere utilitarian amenities. Driveways often interrupt streetscapes and the circulation of pedestrians and vehicles, which in turn leads to conflicts and creates safety issues. Parking vehicles outside of a garage—especially within a front yard—can detract from the architectural integrity of a neighborhood. When not properly located and integrated within the architectural style of the main structure, garages can overwhelm a site or a building's façade. All three must be carefully integrated during the initial design phases and throughout the development process.

When used in tandem, common lanes and rear loaded garages eliminate or reduce the need for driveway curb cuts. They provide a 'hidden' service area for residences while providing private access to each unit's garage. When alleys are utilized, it is recommended that each unit have frontage on a street. The street will create the public space and offer a location for visitors to park and enter through the front door.

Inappropriately located garages and accessory buildings can have a detrimental effect on the quality and value of personal property and the integrity of a streetscape. Garages located facing the street and stepped forward from the main facade shall not be allowed. When garages do face the main street, they shall be located at least 20 feet back from the sidewalk.

(continued on page 40)

In residential developments, **Driveways, Common Lanes and Garages** should be carefully planned. Individual driveways are discouraged and common lanes (or alleys) are strongly encouraged. Reducing or eliminating curb cuts on main travel ways increases public safety, promotes on street parking for visitors and contribute to Walkable Streets.



GUIDANCE

1. Diligence shall be taken to utilize common lanes (alleys) to access rear loaded garages.

2. When common lanes are not utilized, shared driveways between two or more units are encouraged.

3. If neither of these options is possible, front loaded garages can be used provided that;

a. When attached front loaded garages are employed, every effort shall be made to locate the garage as far as possible to the rear of the principal structure and at least 20 feet away from the sidewalk.

b. When detached front loaded garages are employed, every effort shall be made to locate the garage to the rear of the property and at least 20 feet away from the curb.

4. Accessory Structures.(including sheds, barns, or other buildings):

a. Shall be designed in the same architectural style or complementary style of the primary structure.

b. The location shall complement the principal building line and be sited in a manner that creates an organized arrangement.

c. Accessory structures shall be located to the rear or side of the principal building.

d. The building walls of the accessory structure shall be parallel to the principal structure unless context dictates otherwise.

e. No accessory structure shall be larger or higher than the principal structure unless located at such a distance which the city staff determines the accessory structure will not negatively impact the visual characteristics of the principal structure.

f. The location of the accessory structure shall not substantially impede the views of nearby landowners.

Garage Locations can overwhelm a residential structure. Care shall be taken to locate garages to reduce the visual impact upon a streetscape and eliminate or reduce curbcuts.

3.7 PARKING

***PURPOSE:** To locate and design surface parking areas that do not detract from the aesthetic quality of a development or neighborhood and provide safe circulation patterns.*

The number and location of parking spaces shall conform with the City's ordinances. While meeting these requirements, parking shall be integrated into the overall site design and complement building form and location. When parking requirements are met through the use of structured parking garages, the design of the structure shall follow the guidance set forth within the Design Guidelines.

GUIDANCE

1. The majority of the parking area shall be located at the rear or sides of the buildings it serves.

2. Where it is unavoidable that parking must be adjacent to a residential zone, the lot shall be sufficiently screened with building elements, evergreen trees, fences or shrubs per city zoning ordinance.

3. The site plan shall be designed with the parking location coordinated with building entrances, proper lighting and landscaping per city zoning ordinance.

4. Parking areas with 20 or more spaces shall be broken up with landscaped islands and other appropriate features.

5. The lots shall be designed to facilitate safe vehicular movement throughout. Dead-end parking areas are strongly discouraged

6. Shared parking between uses is strongly encouraged, particularly when land uses have differing hours of peak usage.

7. In concert with overall site planning, provisions shall be made for snow storage in the design of all parking areas to avoid conflicts with landscaping, visibility, drainage or pedestrian safety.

8. Dumpsters, mechanical equipment and other elements that create noise, odor and visual interferences shall be appropriately screened.

9. Bicycle shelters and/or racks shall be provided in designated TOD areas and other areas as applicable.

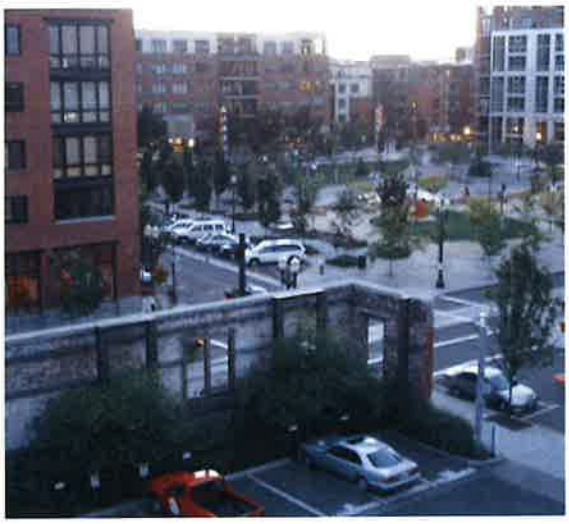
Guidance for Residential Development

The following is in addition to the guidance provided above:

1. For single-family and townhome development, on-street parking for visitors is encouraged.

2. Resident parking is recommended to occur within garages, driveways or leased off site enclosed spaces.

3. When appropriate, multifamily developments shall provide for designated and signed visitor parking.



3.8 OUTDOOR PRIVATE SPACES

The following applies to residential development.

***PURPOSE**: To provide a personal outdoor area for residents to relax, garden or socialize.*

Site design and building configuration shall be coordinated in a manner that offers private outdoor spaces for the residents. Private outdoor spaces are essential for relaxation, rejuvenation and emotional well being.

GUIDANCE

1. Provide private outdoor courtyards, balconies, and front porches with landscaped areas.

2. When side yard courtyards are provided, all efforts shall be made to ensure that the windows of adjacent residences are not located in direct view of the private space.

3. Screening or buffers that incorporate fencing and landscaping shall be incorporated into the design.

4. Private front yards delineated by a continual row of street tree plantings and any combination of hedges and low fencing as appropriate for the immediate context is strongly recommended.

5. When fencing is used, the architectural character of the color, form, and material shall complement the architectural style of the structure it relates to.

3.9 PUBLIC SPACES AND RECREATION

***PURPOSE**: To provide opportunity for social interaction and promote activity and exercise.*

Public spaces shall be provided to promote social interaction, relaxation, and recreation. Spaces shall be a combination of hardscape and landscape. Recreational opportunities help promote physical activity, contributing to a healthier lifestyle.

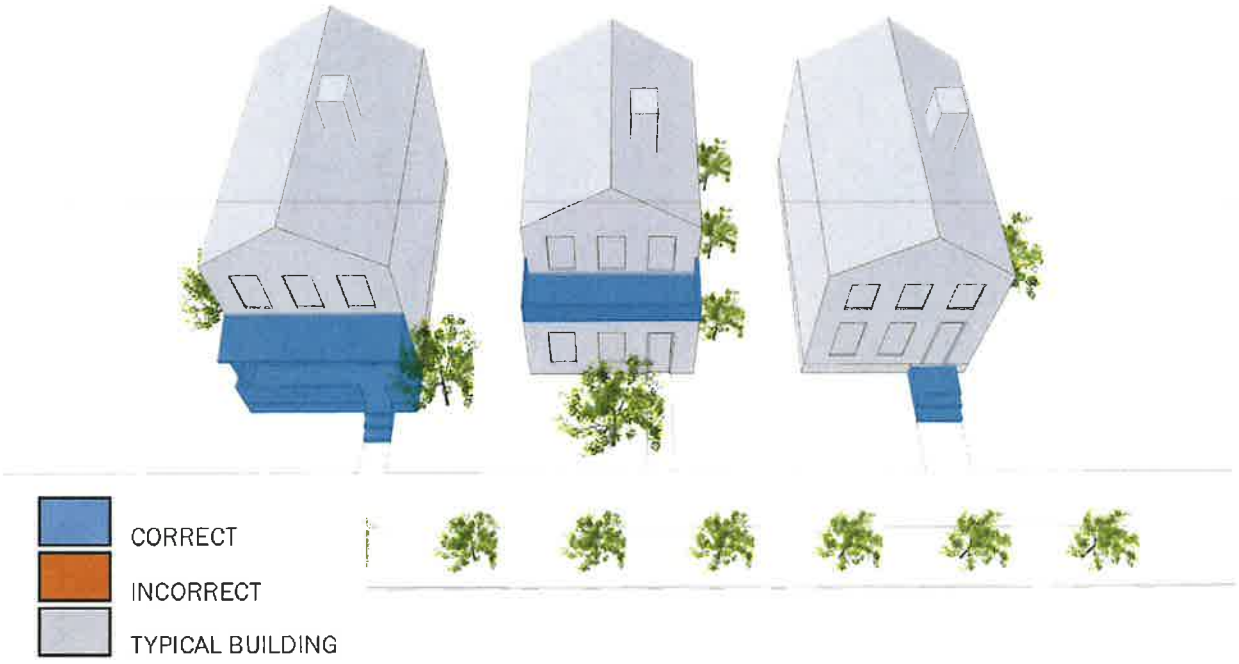
GUIDANCE

1. There shall be site lighting for safety; and benches, shade trees, and focal points to attract the pedestrian.

2. The space shall be highly visible from a public way to promote security and reduce vandalism.

3. Recreational opportunities shall be provided in addition to passive spaces such as tennis, basketball courts, or unstructured, flat and open lawn spaces for small scale active sports.

4. The quantity and size of the spaces shall be planned in consideration of the density of the proposed development to ensure that adequate outdoor opportunity is provided for the residents and potential users.



Public and Private Spaces promote social interaction and emotional well-being. Porches, stoops and balconies for residences should positively contribute to the streetscape. Public spaces (i.e. courtyards and plazas) should invite the public into them, define personal and intimates places, but be highly visible to promtoe security and safety.

3.10 LANDSCAPING & SITE FURNISHINGS

***PURPOSE**: To support the urban forest, eliminate the use of invasive plants and pests, reduce heat island effect, and create comfortable and pleasing public and private spaces.*

Landscaping and site amenities complement a development and add a pedestrian scale to streetscapes and public spaces. Together they help to create walkable streets and neighborhoods. Landscaping contributes to the ecological health of an urban forest and helps mitigate heat island effect, common within urban settings. Both can enhance architectural features when the site planning is coordinated with building design.

GUIDANCE

Landscaping

1. Landscaping shall be incorporated into the design of outdoor spaces and provide shade and interest in color, texture and form.

2. A planting plan shall be prepared by a licensed design professional for major development proposals as determined in consultation with City staff; for all other projects, the City's Complete streets Manual and tree ordinance shall be followed.

3. The layout of plant material and site amenities shall be coordinated with other site and building improvements.

4. Consideration shall be given to views and sight lines at intersections.

5. Landscaping shall be to a scale compatible with the context of space. Utilize large canopy trees to create large open areas at a pedestrian scale.

6. Utilize drought tolerant species to reduce water consumption.

7. Specify indigenous and noninvasive species appropriate for the City's climate.

8. Clearance of canopies and branching shall be at a height appropriate with the travel way to protect pedestrians and vehicles.

9. Utilize planting beds and planters to reduce impervious surfaces and treat stormwater runoff.

10. Plantings shall be arranged such that a secure-visibility zone shall be maintained along public right of ways and primary building access points.

Site Furnishings

1. Utilize site and street furnishings to add to the vibrancy of a place and contribute to creating the pedestrian scale.

2. Site furnishings shall be unified in design styles and complement building architecture.

3. When present, streetscape and site furnishings shall be compatible with existing street or site furnishings.

4. Benches and seating areas shall be provided to create an inviting pedestrian space.

5. Furnishings that accommodate the needs for handicapped individuals shall be provided and integrated throughout all furnishings.

6. Bike racks or storage lockers shall be provided at main entrances. Quantity and location shall be dependent upon the land use.

7. Wayfinding shall be provided within larger development and infill projects.

3.11 REFUSE AND SERVICE AREAS

***PURPOSE**: To maintain sanitary refuse collection areas and reduce the visual and acoustical impact they can have on nearby land uses.*

Building service and refuse collection areas are a necessary utilitarian function, especially within dense residential and commercial developments. However, they can significantly impact the safety and aesthetics of a property. When not properly maintained they can also have a detrimental effect on public health. Care shall be given during initial planning to ensure these areas are integrated into the design of the development.

GUIDANCE

1. Refuse and services areas shall be located to the rear or side of a building. Overhead doors shall not be visible and shall not face public spaces or street right-of-ways.

2. Areas shall be appropriately screened with landscaping, fencing and building walls. The style shall be compatible with the site and building design. Chain link fence is discouraged, especially within residential or mixed use developments.

3. Refuse and recycle collection areas shall be enclosed and secure to screen storage containers and secured from vandalism and to reduce liter.

Section 4:
Architecture

4.1 OVERVIEW

***PURPOSE**: To ensure building character and materials are appropriately designed and expressed so as to not detrimentally impact neighborhoods and positively contribute to the social and visual well-being of the city.*

Building design, perhaps more than any other component in the built environment, can have the most profound impact on the quality of life for residents and visitors. Architecture and the spaces it creates, interior or exterior, influence our daily quality of life, both physically and emotionally. Along with site design, architecture can create a place of unique character, celebrate the context of an area, and sustain healthy neighborhoods.

GENERAL GUIDANCE

1. Buildings shall be designed in relation to the site and surrounding neighborhoods.

2. Buildings shall contribute to and create distinct public and private realms.

3. Quality materials, finishes, and details shall be utilized to ensure a long term life span.

4. Sustainable, locally sourced and constructed materials and energy efficient design solutions are strongly encouraged.

5. Siting of buildings shall consider views into a site and along street corridors as well as access to views and light for the occupants.. Focal points should be used only to reinforce space.

6. Massing and scale, including roof treatments, should complement nearby buildings.

7. The expression of architectural character and use of new materials are strongly encouraged so long as they contribute positively to the character of the neighborhood and city.

4.2 ADDITIONS AND ADAPTIVE REUSE

***PURPOSE**: To ensure new additions and reuse of existing buildings are planned and designed in the context of the principal or existing structure.*

In planning a building addition, it is important to pay careful attention to the architectural style of the existing structure. In many cases, additions can dramatically change the appearance of the building and, therefore, the character of the entire neighborhood. Additions, renovations, and site placement shall take into consideration the character of the nearby properties by respecting such elements as building lines, views, buffer, and streetscapes.

Similar principals apply to structures where the use is to be changed (adaptive re-use). More flexibility in interpretive design is possible so long as quality, scale, character and detail are consistent with and complementary to the existing structure.

GUIDANCE

1. Ensure that the scale and mass of the addition is sensitive to the character and scale of the original structure.

2. Strongly consider the location of additions so as not to disrupt established front building lines. In conjunction with historical guidelines, additions may occur to the side and rear of structures to preserve the privacy of the historical buildings.

4. Ensure that the addition's roof complements the design of the original structure.

5. Architectural elements, such as windows, shall respect the prevailing geometry and proportion of the original structure.

6. Ensure the materials used are compatible with those of the original structure.

4.3 BUILDING MASS AND SCALE

***PURPOSE**: To integrate the visual impact of large buildings and long facades of single developments and create diversity of the streetscape wall.*

In some instances, new developments can often exhibit less style diversity than the existing context. This can result in a monotonous building facade and scale of articulation with little or no character or support for the human scale. To break up a long building façade it may be necessary to use architectural techniques that help create the illusion of a smaller structure. While all buildings shall follow the guidance set forth below, it is of highest importance with larger structures.

GUIDANCE

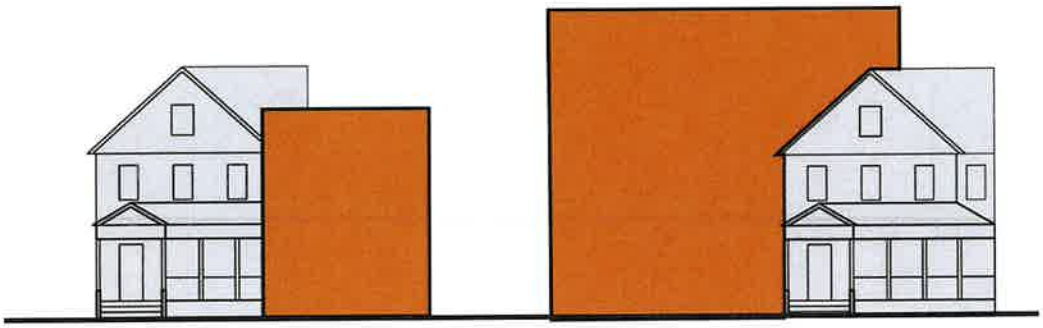
1. Utilize forecourts, porches or stoops to break down the visual scale.

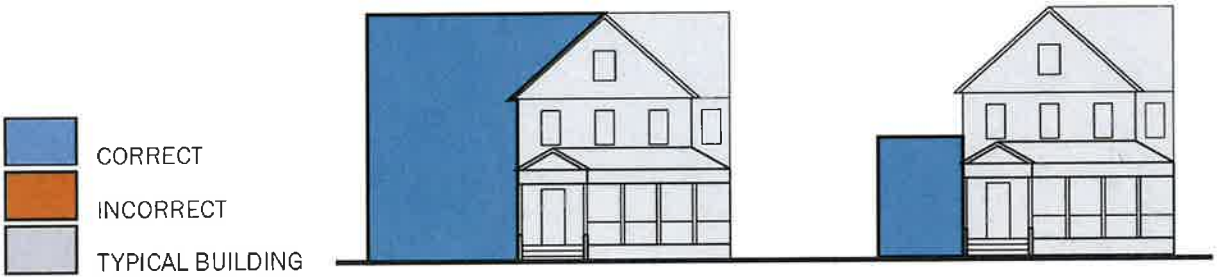
2. Articulate the massing such that forms modulate to respect those of surrounding structures.

3. Articulate the massing in conjunction with other features along the facade to develop a rhythm and scale that responds to Human Scale and contextual precedents.

4. Use material or color changes to emphasize focal points, or to modulate the perceived scale of the structure.

5. Utilize landscaping to fill empty walls and large canopy trees to reduce the perceived scale of buildings and their edges.





Addiitons shall complement the existing building's mass and rooflines. Additions shall be set back from the primary structure or in line with secondary facades. Windows and other features should be used to maintain rythym. The facades of aditions as well as new construction should be articulated in a manner that considers **Building Mass and Scale** to add interest and diversity to the building wall, while enhancing the streetscape.

4.4 ROOF TREATMENTS

***PURPOSE**: To ensure the color, form, and features are compatible with the architectural style of the principal building and appropriate treatments are utilized to mitigate the scale of large structures.*

In addition to the function of protecting the structure from outside elements, roofs contribute to the architectural diversity, interest and style of its neighborhood. In addition, roofs contribute to the rhythm and scale of the building.

GUIDANCE

1. In the case of additions or alterations, roof pitches shall complement the building style of the principal structure. Roofs shall have a pitch that is consistent with and supportive of the intended architectural style or typically found sub-set roof forms (such as a flat roof porch on a gabled primary structure).

2. In the case of infill development, roofs shall have design and scale that are complementary to the surrounding structures.

3. In the case of new developments, careful consideration shall be given to roof forms to;
   a. mitigate the impact of larger scale development in existing, smaller-scale neighborhoods
   b. add to the architectural character and rhythm of the development.

4. Individual roofs may employ compatible colors and materials including tile, compositional, shake, or metal shingles.

5. When flat roofs are utilized, perimeter parapets shall be incorporated into the design to become a terminus to the facade.

6. Roof top mechanical, solar and other infrastructure systems shall be considered in the design of the roof and screened as further discussed in *4.9 Mechanical Systems, Solar Panels and Satellite Dishes*.

4.5 MATERIALS, DETAILS AND COLORS

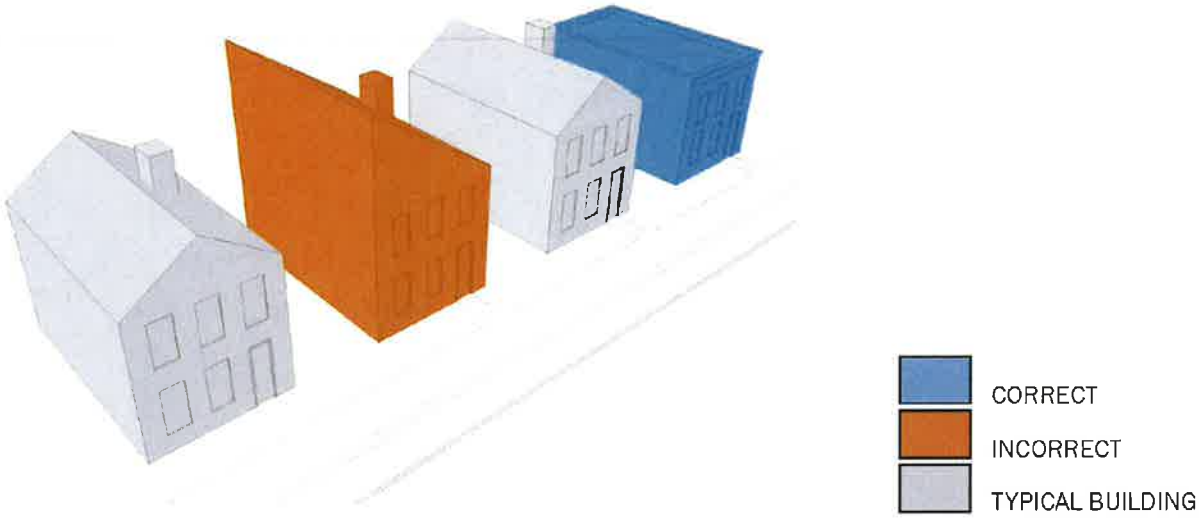
***PURPOSE**: To ensure selected materials, details and colors are compatible with the development's architectural character.*

The thoughtful use of a building's (and site's) material, detail and color is an important way to provide a unified and harmonious living environment that respects the Human Scale. Materials shall be of high quality, and detailing shall be used for consistency and scale. Where strong historic context exists, materials, details and colors shall be selected to be compatible with the architectural style of surrounding structures. For example, Victorian brackets shall not be used on Greek Revival style structures.

GUIDANCE

1. Materials shall be consistently applied and shall be chosen to work harmoniously with adjacent materials.

2. Design details of the development's architecture shall be consistent with the development's architectural character. This includes details such as brackets, cornices, trim, window and door surrounds, gable details, signs, and colors.


CORRECT
INCORRECT
TYPICAL BUILDING

4.6 ENTRYWAYS AND PORCHES

***PURPOSE**: To provide entries that are focal points of the principal building and coordinated with site design elements.*

Entries and porches are often the focal point of residential buildings, particularly on the primary facades or main entrance. Together with their functional and decorative features, entries and porches can be extremely important in defining a building's overall architectural style, serving a social purpose, and providing an important function in mediating public and private space.

GUIDANCE

1. Main entries shall be focal points of the building. Building and site features shall emphasize the entry(s) location.

2. Entries shall be coordinated with site circulation patterns and desire lines.

3. Consider sheltered areas (such as porches o canopies) to emphasize entries, provide protection from the elements and assist with the transition from exterior to interior spaces.

4. For 1-3 family residential development provide stoops or porches consistent with contextual precedent.

5. For mixed use or multifamily development, provide entry transition design that address concepts in item 3 above at an appropriate scale and form for the particular development.

4.7 WINDOWS AND DOORS

***PURPOSE**: To ensure windows and doors are designed in the character of the principal structure and their locations contribute to the overall design integrity.*

Windows and doors are important character-defining features. They establish the overall rhythm of a building and help to create a Human Scale in the facade. They also have functional uses such as providing for entry into the building, light, fresh air and safe egress.

GUIDANCE

Windows

1. Windows shall be used to modulate the scale of the facade.

2. Windows shall be proportioned and consistently scaled with the architectural style of the development or precedent context as appropriate including use of muntins, trim and detailing.

3. Windows shall be energy efficient and the light introduced to the interior shall enhance the experience of the resident/occupant.

4. When transom windows are used, their scale and detailing shall be carefully considered to ensure that they are in proportion to the overall building, windows and doors.

Doors

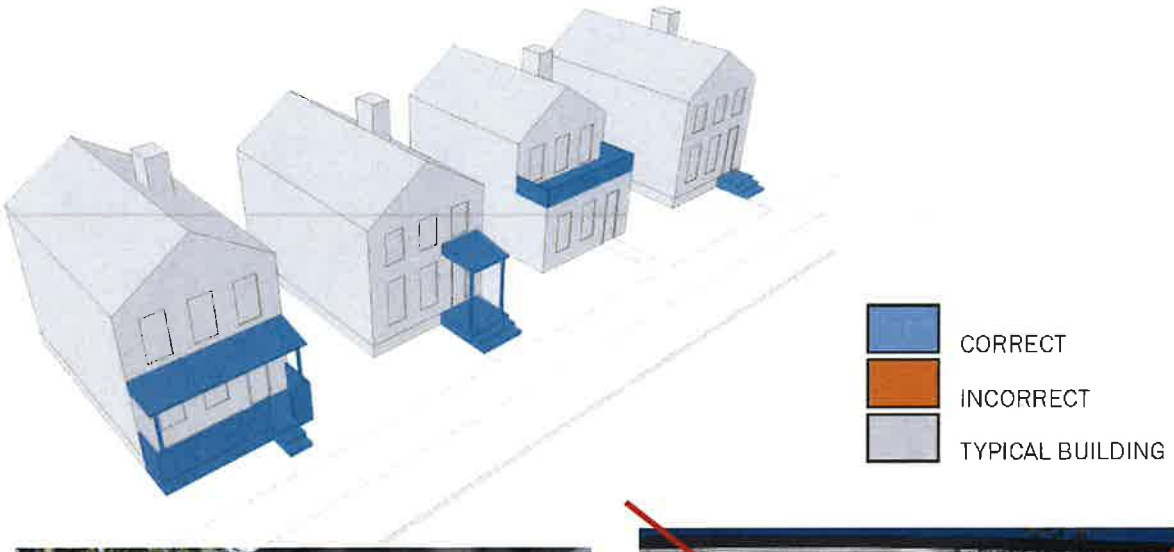
6. Doors shall be placed in the location compatible with the rhythm of windows and consistent with architectural character.

7. The style and color shall also complement the architectural style.

8. Appropriate moldings and trim shall be utilized consistent with the architectural precedent and to create a focal point for the building.

9. Window screens, storm windows, and storm doors shall be utilized to assist with energy efficiency. These items shall have minimal impact on the historic character or overall style of existing building.

10. Dividers for storm windows shall match the meeting rails of the window sash.


CORRECT
INCORRECT
TYPICAL BUILDING

4.8 GARAGES AND GARAGE DOORS

The following applies to residential development.

***PURPOSE**: To reduce the visual impact of garages and automobiles by proper garage placement and corresponding architectural features.*

Garages are a convenient and desired feature of residential construction which, when not properly incorporated into the design of a building, can have a detrimental impact on the quality of architecture and overall neighborhood. All effort shall be made to place garages to the rear of 1-3 family houses with garage doors facing rear of the lot serviced by a common alley. When common lanes cannot be integrated into the site design, shared driveways shall be utilized to reduce curb cuts and conserve space to promote side loaded garages. Common access lanes and/or alleys shall be maintained in accordance with the Zoning Regualtions.

GUIDANCE

1. Rear loaded garages from alley access.

a. Garages located behind the principal structure but accessible from the street shall be considered accessory structures and shall be consistent with the architecture and design of the principal structure. Consistency of design includes use of the same or compatible siding, roof lines, trim, and colors.

2. Common drives and side loaded garages

a. Shared driveways may be permitted when two lots with parking located on the side are adjacent to one another or where common access reduces curb cuts and improves sidewalk continuity.

b. Windows, doors, and roof treatments of the garage facing the street shall incorporate architectural detail expressive of a residence.

c. The garage shall never be the dominant architectural feature of a primary structure's façade.

3. Front loaded garages shall conform to the following development guidelines:

a. Porches or facades of the main house shall protrude at least 20 feet in front of garage doors.

b. Garage openings, trims, and color shall de-emphasize the visual impact of the garage in relation to the building as a whole.

c. Garages shall never be the dominant architectural feature of a front facade.

d. If windows are incorporated into the garage door, they shall closely match the spacing and proportions of the main structure's windows.

e. No more than two garage doors shall be placed in a row. In case more than two garage doors are required, the facade shall be articulated to break up the mass

4.9 MECHANICAL SYSTEMS, SOLAR PANELS AND SATELLITE DISHES

***PURPOSE**: To place visible infrastructure in locations that reduces visual and audible nuisance.*

Modern mechanical systems for heating, air conditioning and other infrastructure systems are common components of buildings. Their placement can have a significant impact on the appearance of buildings and throughout the landscape. They can also be a nuisance when comfortable acoustical thresholds are exceeded, both indoors or out. This is especially true in the urban environment where people work, live and play in close proximity to each other.

GUIDANCE

1. Compressors, generators, and other mechanical systems shall be placed in the side or rear yards of structures or on roof tops and shall be screened from view of the public right of way.

2. Where units are highly visible, appropriate landscaping or fencing shall be used to screen the mechanical systems from public view.

3. Roof top units shall be screened with parapet or enclosed within architectural features.

4. Whether mechanical units are located upon rooftops or ground mounted, consideration shall be given as to views from adjacent properties and along public rights of way.

5. Acoustical mitigation for units shall be designed by the appropriate professional specializing in acoustics and ensuring appropriate decibel and vibration levels are within comfortable level for the surrounding environment.

6. When placing solar panels, consider orientation and visual impact. Building mounted panels shall be integrated into the architectural design. Ground mounted structures shall not be visible from public right of ways and screened with landscaping/fencing to minimize their visual impact.

7. Satellite dishes shall be located in such a manner that they are not highly visible. If attached to the residence, the dish or antennae shall be located to the rear or side of the building, preferably on the side or rear slope of the roof where it is not visible from the street or public space. If it is placed on the side of a building on a corner lot, or it is proven that the front yard is the only possible location, the dish must be screened with vegetation or other appropriate materials so that it is not readily visible from the right-of-way.

8. In renovations, re-use and additions, all un-used transformers, meters, wires and utility connections shall be removed.

Exhibit C

January ____, 2021

City of New Haven
165 Church Street
New Haven, CT 06510

RE: Letter of Intent for Short Term Lease of 200 Dixwell Avenue

We are pleased to present you with this letter of intent which sets forth the terms on which CONNCORP, LLC and/or its assigns (hereinafter "Landlord"), shall lease 200 Dixwell Avenue upon the current Dixwell Plaza Site in the City of New Haven (hereinafter the "Property") to the City of New Haven (hereinafter "Tenant") (hereinafter the "Lease"). This letter is intended to outline the agreed upon terms which will be further memorialized in a lease document to be agreed upon and executed between us, as Landlord, and you, as Tenant. Any outstanding items shall be negotiated by the parties and incorporated into the final Lease.

PREMISES: The approximately 7,488 square foot building located on 200 Dixwell Avenue, which you currently occupy and use as the Stetson Branch of the New Haven Free Public Library.

LANDLORD: CONNCORP, LLC, and/or its assigns.

TENANT: City of New Haven.

USE: Tenant shall only use the Property to continue to operate a public library and offices ancillary to this primary use. The Lease shall provide for customary and appropriate commercial lease terms and customary insurance requirements related to the Tenant's use of the Property.

COMMENCEMENT DATE: The term of the Lease shall commence on the date that title to the Property is vested in the Landlord, as purchaser in accordance with terms set forth in the Development and Land Disposition Agreement between Landlord and The City of New Haven, of even date herewith.

TERM: The term of the Lease shall expire at such time as a certificate of occupancy is obtained for relocation of the library at the Dixwell Q House, located at 197 Dixwell Avenue, New Haven, which is estimated to be April of 2021.

RENT: There will be no rent due during the term of the Lease.

SECURITY DEPOSIT: There shall be no security deposit required under the terms of the Lease.

UTILITIES & MAINTENANCE: The Tenant shall be responsible for its utilities and maintaining and repairing the Property as is necessary for its use thereof during the term of the Lease.

Exhibit D

January _____, 2021

City of New Haven
165 Church Street
New Haven, CT 06510

RE: Letter of Intent for Short Term Lease of 24-26 Charles Street

We are pleased to present you with this letter of intent which sets forth the terms on which CONNCORP, LLC and/or its assigns (hereinafter "Landlord"), shall lease 24-26 Charles Street upon the current Dixwell Plaza Site in the City of New Haven (hereinafter the "Property") to the City of New Haven for continued use as a police substation (hereinafter "Tenant") (hereinafter the "Lease"). This letter is intended to outline the agreed upon terms which will be further memorialized in a lease document to be agreed upon and executed between us, as Landlord, and you, as Tenant**.** Any outstanding items shall be negotiated by the parties and incorporated into the final Lease.

PREMISES: The approximately 1,713 square foot building located on 24-26 Charles Street, which you currently occupy and use as a police substation for the City of New Haven Police Department.

LANDLORD: CONNCORP, LLC, and/or its assigns.

TENANT: City of New Haven.

USE: Tenant shall only use the Property to continue to operate a police substation and offices ancillary to this primary use. The Lease shall provide for customary and appropriate commercial lease terms customary insurance requirements related to the Tenant's use of the Property.

COMMENCEMENT DATE: The term of the Lease shall commence on the date that title to the Property is vested in the Landlord, as purchaser in accordance with terms set forth in the Development and Land Disposition Agreement between Landlord and The City of New Haven, of even date herewith.

TERM: Unless otherwise agreed to by the parties, the term of the Lease shall expire in December of 2021.

RENT: <u>There will be no rent due during the term of the Lease.</u>

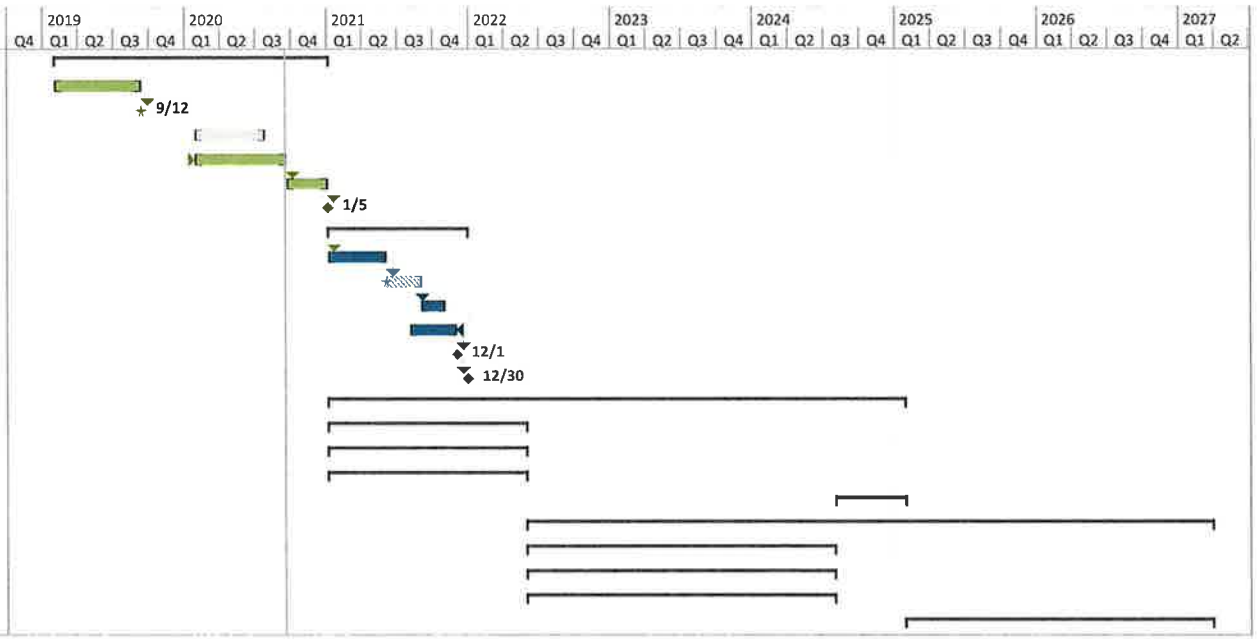
SECURITY DEPOSIT: There shall be no security deposit required under the terms of the Lease.

UTILITIES & MAINTENANCE: The Tenant shall be responsible for its utilities and maintaining and repairing the Property as is necessary for its use thereof during the term of the Lease.

FUTURE LEASE: **Landlord hereby acknowledges the Tenant desires to lease space for a new police substation in the phase of the Project following the Minimum Developer Requirements (as defined in the Development Agreement to which this LOI is attached). Landlord further agrees to ensure that a space comparable to the space leased to the Tenant hereunder shall be made available for Tenant. The parties will work in good faith to enter into a market rate lease on mutually agreeable terms and conditions. The Landlord will work with the Tenant to minimize disruption to the Tenant's existing operations during construction of the agreed upon space.**

Exhibit E

ID	Task Name	Start	Finish
1	**CITY OF NEW HAVEN**		
2	Negotiate MOU	Fri 2/1/19	Thu 9/12/19
3	Signed MOU	Thu 9/12/19	Thu 9/12/19
4	Community / Public Meetings	Wed 1/29/20	Sun 7/26/20
5	Negotiate DLDA	Wed 1/29/20	Fri 9/18/20
6	Aldermanic Approvals	Mon 9/21/20	Mon 1/4/21
7	Execution of DLDA	Tue 1/5/21	Tue 1/5/21
8	**PERMITTING & APPROVALS**		
9	Masterplan Permit Set	Tue 1/5/21	Thu 6/3/21
10	Board of Zoning Appeals	Fri 6/4/21	Wed 9/1/21
11	Siteplan Review	Thu 9/2/21	Mon 11/1/21
12	Traffic Review [OSTA]	Wed 8/4/21	Wed 12/1/21
13	Receive Full Approvals	Wed 12/1/21	Wed 12/1/21
14	Real Estate Closing *	Thu 12/30/21	Thu 12/30/21
15	**DESIGN + ENGINEERING**		
16	Phase I - Minimum Developer Improvements	Tue 1/5/21	Mon 5/30/22
17	Building #1 -- ConnCAT HQ	Tue 1/5/21	Mon 5/30/22
21	Building #2 -- Residential MXD	Tue 1/5/21	Mon 5/30/22
25	Phase II	Wed 7/31/24	Mon 1/27/25
38	**CONSTRUCTION**		
39	Phase I - Minimum Developer Improvements **	Tue 5/31/22	Tue 7/30/24
40	Building #1 -- ConnCAT HQ	Tue 5/31/22	Tue 7/30/24
45	Building #2 -- Residential MXD	Tue 5/31/22	Tue 7/30/24
50	Phase II	Tue 1/28/25	Tue 3/30/27



The dates set forth above are preliminary and will be finalized at execution of the DLDA.

*The Real Estate Closing Date may be extended in accordance with Section 3.5 of the DLDA.

**The Minimum Developer Improvements shall be completed by the Minimum Developer Improvements Completion Date as fined in the DLDA and may be extended as provided for therein.

Project: Dixwell Plaza
Master Development Schedule

Task	Project Summary	Inactive Milestone	Manual Summary Rollup	Deadline
Split	External Tasks	Inactive Summary	Manual Summary	Progress
Milestone	External Milestone	Manual Task	Start-only	Manual Progress
Summary	Inactive Task	Duration-only	Finish-only	